

**Please note the change in date, time, and location.**

**TRANSPORTATION POLICY COMMITTEE**

**9:30 a.m., Tuesday, November 23, 2021**

The Jeffersonian  
10617 Taylorsville Road  
Jeffersontown, Kentucky 40299

**Please review the following notes:**

- TPC members and the public may attend the meeting at **10617 Taylorsville Road, Jeffersontown KY**.
- TPC members and the public may participate, observe, and comment online.
- All TPC members will be provided a unique web-link to the Zoom (video conference) in advance of the meeting should they wish to participate online.
- 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 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) *October 2021 TPC Meeting Minutes* – Review and approval (see enclosed). **Action 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 recent activities undertaken to engage the public, comments received, and report on any ongoing or upcoming activities (see enclosed).
- 5) *Amendment 5 to the Connecting Kentuckiana 2040 MTP and FY 2020-2025 Transportation Improvement Program* – Staff will present Amendment 5 for consideration by the TPC (see enclosed). **Action requested.**
- 6) *KIPDA Participation Plan Update* – Staff will seek approval to begin public involvement for the KIPDA Participation Plan Update (see enclosed). **Action requested**
- 7) *MPO Dedicated Funding Programs*– Staff will present requested funding changes for projects in Floyd County, Indiana and Jeffersontown, Kentucky (see enclosed). **Action requested.**
- 8) *KITE Award* – Staff will present this year's recipient of the 2021 Kentucky-Indiana Transportation Excellence (KITE) Award (see enclosed).

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*Area Agency on Aging and Independent Living  
Area Development District  
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- 9) *Origin Park Master Plan* – Scott Martin, Executive Director of River Heritage Conservancy Inc., will review the plan for completing Origin Park located along the Ohio River in Southern Indiana.
- 10) *FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
- 11) *Other Business*
- 12) *Adjourn*

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**MINUTES  
TRANSPORTATION POLICY COMMITTEE (TPC)  
October 28, 2021, 12:30 p.m.  
In-Person and via Video Conference**

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**Call to Order**

Kevin Baity, Chair, called the meeting to order at 12:32 p.m. After introductions, it was determined that there was a quorum present.

**Review and Approval of Minutes**

Carrie Butler, TARC, made a motion to approve the minutes from the September meeting. Matt Meunier, 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 engage the public, comments received, and ongoing and upcoming activities. No action was required.

**Amendment 4 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)**

Nick Vail, KIPDA staff, presented Amendment 4 to the MTP and TIP.

Dirk Gowin, Louisville Metro Government, made a motion to approve Amendment 4 to the MTP. Keith Griffie, Bullitt County, seconded the motion and it carried with a unanimous vote.

Dirk Gowin, Louisville Metro Government, made a motion to approve Amendment 4 to the TIP. Carrie Butler, TARC, seconded the motion and it carried with a unanimous vote.

**Amendment 5 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)**

Nick Vail, KIPDA staff, provided an update on Amendment 5 to the MTP and TIP. No action was required.

**2022 TPC Officers Nominating Committee**

Kevin Baity, Chair, asked for volunteers to establish a TPC Officers Nominating Committee for 2022. The Committee will include Kevin Baity (TPC Chair, Town of Clarksville), Andy Rush (KIPDA), Carrie Butler (TARC), and Keith Griffie (Bullitt County).

**Connecting Kentuckiana 2050 MTP Update Goals and Objectives**

David Burton, KIPDA staff, reported on the activities of the TPC Goals and Objectives Working Group. There was discussion.

Tom Hall, Kentucky Transportation Cabinet (KYTC) – District 5, stated that both the federal and state goals have an item discussing project delivery delays and asked that the MPO consider adopting similar goals in the MTP. After further discussion, Kevin Baity, Chair, asked KIPDA staff to work with Tom Hall and other committee members and, if necessary, to bring back an amendment to the Goals and Objectives at a later date.

**Carrie Butler, TARC, made a motion to approve the draft goals and objectives as is. Dirk Gowin, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.**

#### **Quarterly Review of MPO Dedicated Funding**

Nick Vail, KIPDA staff, presented a review of projects funded with federal funds dedicated for use by the MPO. **Dirk Gowin, Louisville Metro Government, made a motion to approve the FY 2022 cost increases for both Kentucky and Indiana, and the phase shifts for Kentucky projects. Larry Summers, City of New Albany, seconded the motion and it carried with a unanimous vote.**

#### **I-65 Corridor Study**

John Callihan, AECOM, updated the committee on the I-65 Corridor Study. No action was required.

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

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

#### **Other Business**

Andy Rush, KIPDA staff, announced that KYTC has kicked off their latest long range transportation plan and encouraged committee members to check out the website.

Andy Rush, KIPDA staff, updated the committee on November's annual meeting. More information will be forthcoming.

#### **Adjournment**

The meeting was adjourned at 1:35 p.m.

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Andy Rush  
Recording Secretary

#### **Members Present:**

Keith Griffie	Bullitt County
Matt Meunier	City of Jeffersontown
Larry Summers	City of New Albany
Beverly Chester-Burton	City of Shively
Richard Tonini	City of St. Matthews
Brian Dixon	Clark County
*Noura Akkad	Federal Highway Administration – Kentucky
Tony McClellan	Indiana Department of Transportation – Seymour
Thomas Witt	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5

## Agenda Item #2

Dirk Gowin  
Carrie Butler  
Kevin Baity (Chair)

Louisville Metro Government  
TARC  
Town of Clarksville

### **Members Absent:**

City of Charlestown  
City of Jeffersonville  
\*Federal Aviation Administration – Memphis  
\*Federal Highway Administration – Indiana  
\*Federal Transit Administration – Region 4  
Floyd County  
Jefferson County League of Cities  
\*Louisville Metro Planning & Design  
Louisville Regional Airport Authority  
Oldham County  
U.S. Dept. of Housing & Urban Development

### **Others Present:**

John Callihan	AECOM
Brian Meade	AECOM
Felicia Harper	Bullitt County
Bernie Bowling	City of St. Matthews
Travis Thompson	HDR Inc.
Karlei Metcalf	Indiana Department of Transportation – Seymour
Jerry Miller	Kentucky State Representative
Isidro Delgado Herrera	Kentucky Transportation Cabinet
Matt Bullock	Kentucky Transportation Cabinet – District 5
Larry Chaney	Kentucky Transportation Cabinet – District 5
Brian Eaton	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
David Burton	KIPDA
Stacey Burton	KIPDA
Randall Embry	KIPDA
Elizabeth Farc	KIPDA
Adam Forseth	KIPDA
Jarrett Haley	KIPDA
Valerie Mohr	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Shawn Dikes	Lochmueller Group
Mike Hill	Lochmueller Group
Chester Hicks	Louisville Downtown Partnership
Jim Travis	Spencer County
Mike Keeling	Town of Clarksville

\* 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:** November 12, 2021  
**SUBJECT:** Public Involvement Report

The attached report outlines public engagement activities and results from October 2021. KIPDA staff is pleased to share the continuing efforts and analytics for the social media platforms of KIPDA Transportation along with website traffic for the Committee's consideration. Staff spoke by phone and email to several members of the public fielding questions on project updates. Public engagement campaign results from proposed Amendment 5 to the 2020-2025 Transportation Improvement Program and the CK2040 Metropolitan Transportation Improvement Plan are included. Staff also participated at University of Louisville's Sustainability Day on October 27th. Comments collected from that event are included in the attachment for the Committee's consideration. Staff received six new comments on the Public Comment Application for the Committee's consideration.

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# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS

October 2021

Transportation Main Page	193
Transportation Improvement Program	83
Metropolitan Transportation Plan	113

## PUBLIC COMMENT APP



**9 New Pin Drops Added This Month**

*\*3 received from UofL Sustainability event*

## PUBLIC OUTREACH EVENTS

**Participated at University of Louisville's Sustainability Day**

**Participated at Louisville Health Advisory Board's CCC Meeting**

## PROPOSED AMENDMENT 5 TO THE TIP & MTP

**14 Comments and 39 "Likes" Received**

**Public meeting held on November 1**

**Advertised in 3 newspapers & business association & chamber newsletters**

**Delivered fliers to all libraries within the MPO**

**Social Media Campaign Resulting in 1,991 Impressions**

**Email Campaign**

**2,005 recipients      649 Opens**

**382 Unique Opens      19.1% Clicks**

**106 Total Clicks      58 Unique Clicks**

## SOCIAL MEDIA

OCTOBER 2021



**24 Posts**  
**1,980 Impressions**  
**176 Engagements**



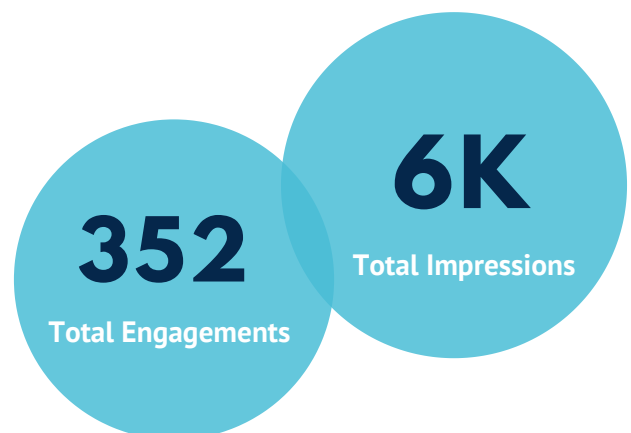
**27 Tweets**  
**3,617 Impressions**  
**176 Engagements**



**13 Posts**  
**435 Impressions**

**#kipdatransporation #kipdampo**

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



## PUBLIC COMMENTS

"Light Rail and more TARC services."

"Sidewalks along Cardinal Blvd need to more leveled. It's tough to walk/bike/scooter over."

"Median on Cardinal Blvd. is tough to see around."

"Frankfort Ave. needs more crosswalks by the Reservoir."

"Driving scares me, so I take the bus."

"I drive because I like my air conditioning and having a seat for my back. I'm always late so a car is faster."

"More accessible info about bus schedules & paths. Perhaps maps/schedules at bus stops."

"I currently drive to the Cardinal Stadium & then ride the TARC to campus. If I knew of a route that took me from my house to school I would definitely ride the TARC."

"I take the TARC from Cardinal Stadium to campus because of cost and drive from home to the stadium because the public transport system is unreliable."

"I drive mostly everywhere I go, but would love to bike more if I felt safer on the roads"

"I drive to campus mainly because I live a little too far away. For example, even if I rode my bike here it would be around an hour ride and that's a little too much at 6 am. I am willing to try if maybe I had an electric bike to make it more fun."

"Specifically in Indiana, more buses. Lots more. Especially in areas w/ apartments. Also, more usable sidewalks. Everywhere. The UofL campus is the first place I've seen with truly usable walkways. I would love to actually be able to walk around Louisville! Busses all around Kentuckiana please. All around more public transportation. It's much needed in Indiana. Thank you for the work you're doing"

## PUBLIC MAP COMMENTS

"Difficult to make a left onto Billtown. Tell KYTC to make this a double roundabout."  
(I-265 & Billtown exits)

"Reconnect Preston, at least for pedestrians and cyclists!  
(Preston & Burnett)

"Need a roundabout or a turn lane here and slow down speeds."  
(Taylorville Rd & S. Pope Lick Rd)

"Why is there no enforcement of the reduced speed for construction? It's so dangerous with people driving 80+."  
(I-265 & I-64)

"Connect J-Town to the Parklands. Prioritize walking and biking on this corridor rather than speeding cars."

"Road diet on Linn Station to accommodate a bike lane and slow speeding cars. Would be a great connection from residential to commercial."





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

**Agenda Item #5**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** Nick Vail

**DATE:** November 9, 2021

**SUBJECT:** Amendment 5 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)

KIPDA staff is ready to present Amendment 5 to the committees for consideration. Sponsors were given until October 14<sup>th</sup> to submit project changes. No air quality conformity analysis was required due to the fact these projects are considered air quality exempt and do not impact the region's air quality. The public comment period lasted 15 days from October 23<sup>rd</sup> to November 6<sup>th</sup> with a virtual open house from 5-6pm on November 1st. Greg Burress sent all public comments to the Transportation Policy Committee (TPC) members as part of their 15-day review.

**Two actions are requested for TPC:**

- 1) Approval of Amendment 5 to the Connecting Kentuckiana 2040 MTP, and**
- 2) Approval of Amendment 5 to the FY 2020-2025 TIP.**

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*Area Agency on Aging and Independent Living*  
*Area Development District*  
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**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 5

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

- Visiting <https://kipdatransportation.org/amendment-5/> and click on the *Amendment 5 Map* link
- Emailing [kipda.trans@kipda.org](mailto: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 November 1st 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-5/>

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

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**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Remove project				
MTP Action:	N/A - Not in MTP				
Exempt/ Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation	KIPDA ID:	2518	State ID:	1800736
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	IN 160 Bridge Deck Overlay		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$953,502	
Funding Source:	Surface Transportation Block Grant (STBG-ST)		Open to Public Date:	2024	
Description:	Bridge rehabilitation project consisting of a bridge thin deck overlay located on IN 160 located 0.54 miles west of US 31 over I-65.				
Purpose & Need:	Bridge thin deck overlay				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with the following STBG-ST funds: \$64,000 (Federal) + \$16,000 (Other) = \$80,000 (Total)  FY 2021 Construction phase with the following STBG-ST funds: \$786,152 (Federal) + \$87,350 (Other) = \$873,502 (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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Remove project				
MTP Action:	No change				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	1423	State ID:	05-499.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Bicycle & Pedestrian Improvements		Total Estimated Cost in MTP (i.e. CK 2040):	\$17,000,000	
			Total Cost Programmed in TIP to Date:	\$1,250,000	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2035	
Description:	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.				
Purpose & Need:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 20-25 TIP Funding:	<del>FY 2022 Design phase with the following STBG-MPO funds:- \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</del>  <del>FY 2025 Construction phase with the following STBG-MPO funds:- \$2,250,000 (Federal) + \$562,500 (Other) = \$2,812,500 (Total)</del>				

\*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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Add child project				
MTP Action:	N/A				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	05-3036.00
County	Jefferson	Parent ID:	1423	Group ID:	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$1,250,000	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:		2025
Description:	Design and construct an accessible shared-use path system, including amenities, that connects the Lewis & Clark Bridge to US 42 in Prospect. Design and construct an accessible shared-use path system connecting This corridor is approximately 2.5 miles of the 100+ mile Louisville Loop.				
Purpose & Need:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 20-25 TIP Funding:	FY 2023 Construction phase with the following STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Add child project				
MTP Action:	N/A				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	1423	Group ID:	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$1,250,000	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2026	
Description:	Design and construct an accessible shared-use path system, including amenities; and make improvements to portions of an existing shared-use path that connects the Big Four Bridge to Caperton Swamp. This corridor is approximately 3.5 miles of the 100+ mile Louisville Loop.				
Purpose & Need:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)  FY 2025 Construction phase with the following STBG-MPO funds: \$1,150,000 (Federal) + \$287,500 (Other) = \$1,437,500 (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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Remove project				
MTP Action:	Update MTP project cost and Open to Public Date				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Oldham County	KIPDA ID:	327	State ID:	05-410.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Oldham County Bicycle & Pedestrian Trail		Total Estimated Cost in MTP (i.e. CK 2040):	\$20,000,000	
			Total Cost Programmed in TIP to Date:	\$1,225,000	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2035	
Description:	Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.				
Purpose & Need:	The project will allow alternative transportation, calm traffic, build transit oriented development, improve the environment, encourage healthy lifestyles through safer bike and pedestrian access, and link parks, schools, neighborhoods, and commercial areas throughout the County.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-MPO funds:- \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)  FY 2023 Construction phase with the following STBG-MPO funds:- \$500,000 (Federal) + \$112,500 (Other) = \$612,500 (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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Add child project				
MTP Action:	N/A				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Oldham County	KIPDA ID:	NEW	State ID:	TBD
County	Oldham	Parent ID:	327	Group ID:	N/A
Project Name:	KY 393 Trail		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$1,000,000	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2026	
Description:	Construct a section of the Oldham County Greenways Trail. This section will be a 10" shared use path along the KY 393 realignment to the entrance of Wendell Moore Park.				
Purpose & Need:	The KY 393 Trail is a child project of the overall Oldham County Bicycle and Pedestrian Trail that will eventually connect LaGrange to Jefferson County. It will connect to an already existing section of the trail and provide alternate transportation options to Oldham County residents.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following STBG-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)  FY 2023 Right of Way phase with the following STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)  *FY 2024 Utilities phase with the following STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)  *FY 2025 Construction phase with the following STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (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.



**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements		Total Estimated Cost in MTP (i.e. CK 2040):	\$27,037,500	
			Total Cost Programmed in TIP to Date:	\$3,763,100	
Funding Source:	State funds Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2023	
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 2022 Design phase with the following STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total)  FY 2022 Design phase with the following CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)  FY 2022 Utilities phase with the following STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)  FY 2022 Construction phase with the following 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.

**Amendment 5**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for November 23, 2021**

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model.		
Project Sponsor:	University of Louisville	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements		Total Estimated Cost in MTP (i.e. CK 2040):	\$3,763,100	
			Total Cost Programmed in TIP to Date:	\$3,763,100	
Funding Source:	Surface Transportation Block Grant (STBG-MPO)		Open to Public Date:	2022	
Description:	Improve vehicular safety and traffic flow along 2nd (KY-1020 NB) and 3rd Streets (KY 1020 SB) at the Museum Drive intersection and improve pedestrian connectivity and safety at the intersection and along W. Brandeis Avenue (CS 2377F) between 3rd and 4th streets.				
Purpose & Need:	Relieve congestion and improve pedestrian safety and connectivity.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following STBG-MPO funds: \$189,220 (Federal) + \$47,305 (Other) = \$236,525 (Total)  FY 2022 Design phase with the following CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)  FY 2022 Utilities phase with the following STBG-MPO funds: \$1,105,280 (Federal) + \$276,320 (Other) = \$1,381,600 (Total)  FY 2022 Construction phase with the following STBG-MPO funds: \$1,650,000 (Federal) + \$412,500 (Other) = \$2,062,500 (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.



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

**Agenda Item #6**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Greg Burress  
**DATE:** November 12, 2021  
**SUBJECT:** Draft Participation Plan Update

The attached draft Participation Plan update for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is ready to go to the public for their review. The Participation Plan identifies opportunities for the public to become involved in the transportation planning process for the five county Metropolitan Planning Area.

This plan update highlights several changes including:

- Direction and strategy for virtual engagement for the MPO and KIPDA Transportation meetings
- Identifying how comments received via the various KIPDA social media platforms will be collected and disseminated
- Increased awareness of virtual and digital engagement strategies to better the opportunities for the public to participate

Staff intends to distribute the draft Participation Plan in early December to the public for their review and expects to have comments received distributed to the Transportation Policy Committee ahead of the February 2022 TPC meeting.

**Action is requested to approve the begin the 45-day public involvement period for the draft Participation Plan update.**

*11520 Commonwealth Drive  
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# KIPDA Metropolitan Planning Organization Participation Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area

Kentuckiana Regional Planning & Development Agency (KIPDA)  
Transportation Planning Division

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This document is available in accessible formats upon advance request.

This document is published by the Kentuckiana Regional Planning and Development Agency and is prepared in cooperation with and/or financial assistance from all the following public entities: Federal Transit Administration, Federal Highway Administration, Indiana Department of Transportation, Kentucky Transportation Cabinet, Transit Authority of River City, and local governments of the KIPDA Region. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.

## **KIPDA MPO OVERVIEW**

The Kentuckiana Regional Planning and Development Agency (KIPDA), the region's designated Metropolitan Planning Organization (MPO), is a federally mandated transportation policy-making organization made up of representatives from local and state governments and governmental transportation authorities. The United States Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. The Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) consists of the U.S. Census-defined Louisville Urbanized Area and the area projected to be urbanized over the next 20 years. The MPA includes Bullitt, Jefferson, Oldham, and a portion of Shelby counties in Kentucky, and Clark, Floyd, and a portion of Harrison counties in Indiana. The Louisville/Jefferson County KY-IN MPA is further defined as a [Transportation Management Area](#) (TMA) by the United States Department of Transportation. KIPDA is responsible for implementing federal transportation legislation within the MPA.

Federal law governs much of the MPO activities. The MPO planning process guides federal funding for transportation projects and programs in the region. Congress created MPOs to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3C") planning process.

Public engagement and input are some of the basic components of transportation planning and it is intended to further inform policy makers. The **Participation Plan** outlines the methods, strategies, and expectations for public engagement and outreach, in addition to State and Federal regulations regarding public participation. KIPDA continuously seeks to create opportunities for the public to participate in planning, reviewing, and implementing transportation planning activities.

## ***PARTICIPATION PLAN PURPOSE***

Public participation is a fundamental component of the planning process and KIPDA's *Participation Plan* serves as a resource for conducting a full and open planning process. The *Participation Plan* serves as a guide for providing opportunities for all segments of the community to be involved in transportation planning activities. It provides the framework and expectations concerning:

- ***Providing timely notice of public meetings, activities, and review periods***
- ***Ensuring information is accessible to the public***
- ***Seeking meaningful engagement***
- ***Considering the needs of those traditionally underserved***
- ***Responding to public input received***

Input is provided to the KIPDA Transportation Policy Committee (TPC) by members of the public. Comments are presented to the TPC from KIPDA staff for their consideration. They are also utilized by KIPDA staff to better identify regional needs and develop future projects.

## ***PARTICIPATION PLAN GOALS AND OBJECTIVES***

KIPDA conducts a transparent and continuous planning process. It is important that the public participation activities meet the needs of the region and offer ample opportunity for engagement.

To cultivate robust public involvement, KIPDA commits to the following goals:

- ***Inform*** the public of transportation planning activities
- ***Educate*** the public regarding their role in the transportation planning and decision-making process
- ***Involve*** the public by providing input opportunities early in the transportation and decision-making process
- ***Engage*** minority and/or low-income communities in the public involvement process
- ***Review and enhance*** the public involvement process on a continual basis

## **OVERVIEW OF THE KIPDA PARTICIPATION PLAN**

KIPDA completes federally required planning documents, conducts planning studies, and serves as the coordinator for the region's transportation planning activities.

KIPDA employs a variety of outreach strategies designed to involve the public and other interested parties in the planning process and the development of transportation plans and programs. As part of this effort, KIPDA will continue to engage and collaborate with those groups identified in the Code of Federal Regulations [23 CFR 450.316](#).

### **Core Programs and Plans**

#### **Participation Plan**

The *Participation Plan* defines how KIPDA engages with the public and collects input on behalf of the Transportation Policy Committee. *The Participation Plan* also establishes shared expectations of outreach activities for all persons involved in KIPDA MPO planning activities. The [Participation Plan](#) and additional information on outreach events can be found on the KIPDA website. Amendments to this plan are subject to the process defined herein.

#### **Metropolitan Transportation Plan**

The *Metropolitan Transportation Plan* (MTP) establishes transportation priorities and identifies surface transportation improvements for the next 20 years within the Metropolitan Planning Area.

Transportation projects must be identified in the MTP to utilize federal transportation funds. Updated every four years, the MTP provides a vision of how our transportation system will evolve throughout the KIPDA region.

The MTP may be amended to reflect transportation project changes, the inclusion of new projects, and the removal of projects from the current MTP. Amendments are subject to the guidelines of the *Participation Plan*.

The Metropolitan Transportation Plan and additional information can be found on the [MTP page](#) on the KIPDA website.

#### **Transportation Improvement Program**

The *Transportation Improvement Program* (TIP) is a short-range, multi-year program of transportation projects approved for funding with federal, state and local funds within the KIPDA region. All MPOs are required to develop a fiscally constrained TIP and to update it at least every four years. The basic purpose of the TIP is to provide the mechanism for scheduling Federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision for the area.

Every federally funded transportation project must be included in the TIP, as well as any State or locally funded projects that are considered regionally significant. A secondary purpose of the TIP is to provide information to the public about these federally funded projects as well as other regionally significant projects that do not utilize federal funds.

Due to the dynamic nature of transportation projects as they move through the implementation process, the TIP must be modified on a regular basis. There are two different processes that KIPDA follows when modifying the TIP. The amendment process is typically used when making major project changes, while other more minor project changes may follow the expedited administrative modification process.

Additional information about Transportation Improvement Program can be found on the [TIP page](#) located on the KIPDA website.

### **Unified Planning Work Program**

The *Unified Planning Work Program* (UPWP) outlines the activities of KIPDA staff in completing the MPO process. The UPWP forecasts staff hours and budget allocation associated with planning activities and documents.

Additional information about the [Unified Planning Work Program](#) can be found on the on the KIPDA website. Amendments are subject to the guidelines of the *Participation Plan*.

### ***Transportation Studies and Planning Efforts***

#### **KIPDA Studies and Planning Efforts**

In addition to the core planning products, KIPDA regularly initiates and participates in transportation studies. These studies cover a range of transportation issues, including but not limited to corridor and small area studies, transit plans, and local and state long-range plans. The magnitude of the activity generally dictates the degree of outreach undertaken, which can vary from one effort to the next.

#### **Studies Funded with MPO Planning Funds**

With MPO Planning (PL) funds made available through federal resources, KIPDA may contribute to the transportation planning efforts undertaken by agencies within the MPA. These activities and studies cover a range of transportation issues and may address everything from data collection to signal intersection improvements, transit studies, roadway improvements, bicycle, and pedestrian studies, etc.



## ***PARTICIPATION OPPORTUNITIES***

### ***Creating Awareness, Education About the Process, Collecting Input***

Expanding community involvement creates more opportunities for the public to influence the decision-making process. Sharing concerns, needs, and wants with KIPDA introduces ideas, concepts, and improvements that may not be considered without input from those who travel on the roads, sidewalks, and buses every day.

KIPDA intends to foster engagement by expanding awareness of the MPO, helping interested parties better understand KIPDA transportation planning key components, and increase community discussions and input.

Comments provided during outreach opportunities are provided to the Transportation Policy Committee by KIPDA staff.

#### Electronic and Virtual Engagement

KIPDA utilizes social media and email announcements to help generate awareness about KIPDA activities and other information the public may find interesting or useful. KIPDA's social media accounts can be found on Facebook, Instagram, YouTube, LinkedIn, and Twitter. Persons are encouraged to sign up for [KIPDA email announcements](#) that include information about upcoming outreach campaigns, transportation planning processes, and KIPDA committee meetings. Relevant social media comments and direct messages are considered public comments.

KIPDA may employ paid promotions for social media posts. Demographic data can be utilized to ensure social media posts are made available to traditionally underserved populations.

To create a more accessible and convenient involvement process, KIPDA utilizes other visualization and web-based input opportunities. Using Geographic Information Systems (GIS) applications, surveys, and other similar tools, KIPDA will provide electronic opportunities for the community to engage in the planning process. These additional input options provide a more convenient path for the community to participate.

KIPDA will provide live streaming access to the Transportation Policy Committee (TPC) and the Transportation Technical Coordinating Committee (TTCC) when their meetings are being held at the KIPDA office or virtually. Subcommittees and working groups may utilize live streaming on a case-by-case basis.

#### Civic Organizations, Community Groups, and Neighborhood Associations

KIPDA will continue to seek opportunities to meet with community-minded groups to discuss transportation planning issues and seek innovative ideas, and concerns. Meetings may be in person or conducted virtually. Collaborating with various groups within the region is an effective means for engaging the public.

### Special Events, Festivals, and Other Activities

KIPDA will attend events and festivals to promote a KIPDA MPO activities, encourage participation in the transportation planning process, and collect comments, ideas, and concerns from attendees.

### Meet with Individuals and Small Groups

As requested, KIPDA staff will meet with individuals and small groups to discuss the KIPDA MPO and our transportation planning activities.

### ***Meetings and Planning Documents***

KIPDA relies on guidance and input from committees, subcommittees, and working groups. The interaction amongst the participants ensures that the planning activities and associated documents produced as part of the planning process are more comprehensive and responsive to the needs and wants of the people who live and work in the region. As with all planning activities and documents produced at KIPDA, public participation and input is a key factor in the success of these efforts.

### **Meetings**

KIPDA is committed to full transparency and all KIPDA MPO meetings are open to the public.

Currently two standing committees guide and assist the continuous MPO transportation planning process: the Transportation Policy Committee and its advisory body, the Transportation Technical Coordinating Committee. Both standing committees are scheduled to meet monthly.

Subcommittees and working groups are formed as needed to assist in the planning process and provide additional information and resources. These groups do not meet on a regular basis, have a very limited focus, and may disband following the completion of their tasks.

Strategies have been implemented to ensure the public can participate in KIPDA meetings. The following table summarizes steps to notify the public, provide meeting information that may be reviewed by the public, and opportunities for the public to engage the respective KIPDA Committees and their efforts.

Notification & Public Engagement for KIPDA MPO Committees								
	Notification				Meeting Material Availability	Agenda Item: Public Comment Period	Public Access Virtual	Public Access Streaming
	Social Media	Email Notification	KIPDA Agency Monthly Meeting Notice	KIPDA Website				
<b>Transportation Policy Committee</b>	Yes	Yes	Yes	Yes	7 Days in advance of meeting	Yes	Yes	Yes
<b>Transportation Technical Coordinating Committee</b>	Yes	Yes	Yes	Yes	7 Days in advance of meeting	Yes	Yes	Yes
<b>Subcommittees</b>	Yes	Yes	Yes	Yes	3-7 Days in advance of meeting	Yes	Yes	Yes
<b>Working Groups</b>	No	No	No	Yes	Day of meeting or before	NA	Optional	Optional
<b>Committee Virtual Meetings</b>	Yes	Yes	Yes	Yes	7 Days in advance of meeting	Yes	Yes	Yes

*\*Recordings of the meetings will be made available on KIPDA's website following the conclusion of the meeting.*

### Transportation Policy Committee

[The Transportation Policy Committee](#) (TPC) is responsible for reviewing and adopting key MPO policy functions. The Committee also directs the transportation planning process for the MPO in accordance with federal legislation. The public at each TPC meeting will have the opportunity to express concerns or ideas to the Committee. Members of the public are also allowed to submit comments by email or in writing prior to the meeting.

### Transportation Technical Coordinating Committee

[The Transportation Technical Coordinating Committee](#) (TTCC) is responsible for providing technical advice and assisting the Transportation Policy Committee in carrying out the responsibilities assigned to the MPO. The public at each TTCC meeting will have the opportunity to express concerns or ideas to the Committee. Members of the public are also allowed to submit comments by email or in writing prior to the meeting.

### Subcommittees

A subcommittee may be convened by the Chair of the TPC or TTCC to assist the respective Committee in carrying out its responsibilities. The Chairs of each Committee will serve as its ex-officio Chair and may dissolve the subcommittee at any time. Members of the public are also allowed to submit comments by email or in writing prior to the meeting.

### **Working Groups**

The TPC, TTCC, or KIPDA staff may utilize a working group to conduct research, review detailed transportation information, or more thoroughly explore technical, policy, and guidance matters. At no time are participants of a working group permitted to vote or act on the material being discussed. All outcomes of a working group serve as a consensus-developed recommendation to TPC or TTCC. The purpose of the working group is to allow for greater consideration of issues that may be difficult to fully consider within the time frame of a committee meeting. The public may observe the developments of the working group.

### **Virtual Meetings**

KIPDA generally conducts its meetings at the KIPDA offices. KIPDA may also conduct Committee meetings virtually to extend participation or in response to a State of Emergency declared by either the Governor of Kentucky or Governor of Indiana. The public is encouraged to submit comments via the live stream platform or email prior to the start of the meeting. All meetings will be live streamed over an internet platform that will be advertised prior to the meeting.

### **Planning Documents**

Public participation is vital to the development of planning documents. The planning efforts by KIPDA often culminate in documents that contribute to defining how the transportation system may evolve and the resources used to facilitate change. All comments concerning draft planning documents are provided to the Transportation Policy Committee for their consideration in the decision-making process.

KIPDA creates core planning documents that are presented for consideration, and if deemed appropriate, adoption by the Transportation Policy Committee. Other transportation planning documents are completed to address a particular need, transportation improvement, or planning practice.

Documents will be made available to the public in electronic format.

Minimum Notification and Outreach Activities for Documents								
Document	Public Review Period	In Person and/or Virtual Public Meeting	Library & Community Center Flyer	Notice on KIPDA Website	KIPDA Social Media Notice	Press Release	TPC Review and disposition of Comments	TPC Chair Approval Prior for Public Review
Final Draft Participation Plan Update	45 days	Yes	Yes	Yes	Yes	Yes	10 days	Yes
Final Draft Metropolitan Transportation Plan Update (MTP)	30 days	Yes	Yes	Yes	Yes	Yes	10 days	Yes
Final Draft Transportation Improvement Program Update (TIP)	30 days	Yes	Yes	Yes	Yes	Yes	10 days	Yes
Final Draft Unified Planning Work Program Update (UPWP)	15 days	Optional	Yes	Yes	Yes	No	7 Days	N/A
MTP & TIP Amendment	15 days	Yes	Yes	Yes	Yes	No	7 days	Yes
Participation Plan & UPWP Amendments	15 Days	Yes	Yes	Yes	Yes	No	7 Days	Yes
TIP Administrative Modification	No	No	No	No	No	No	No	No
Final Draft of Studies and Other Planning Documents completed by KIPDA	15 days	Yes	Yes	Yes	Yes	Optional	7 days	Yes
Final Draft of Studies Funded with MPO PL Funds*	15 days	Yes	Yes	Yes	Yes	Optional	Optional	Yes

Key:

MUST AND WILL
BEST PRACTICE

\*=Depending on the focus and magnitude of the PL funded study, this may be modified at the discretion of the Transportation Division Director.

- Public Review Period: Minimum time for a public review period.
- In Person or Virtual Meeting: An opportunity shall be made for the public to gather, review material under consideration, and ask questions of KIPDA staff and others as needed. While at least one meeting will be held, staff may hold multiple meetings at their discretion.
- Library Flyer: A flyer will be prepared and delivered to area libraries that summarizes the material under consideration, outline opportunities for providing comments, and contact information for the KIPDA MPO Community Outreach Specialist.

- Notice on KIPDA website: A notice announcing the opportunity to review and provide comments will be placed on the KIPDA website.
- Social Media Notice: KIPDA staff will announce the beginning of a review and comment period on outreach activity.
- Press Release: The Community Outreach Specialist is to submit a press release to all television, and radio outlets, as well as the major newspaper of each of the five MPA counties, the region's minority newspaper and Hispanic newspapers of greatest circulation.
- TPC Review of Comments: Comments collected following the review of a final draft planning document are to be made available to the TPC prior to action being requested to approve the final draft.
- TPC Chair Approval Prior to Public Review: KIPDA staff is to seek consent from the TPC Chair prior to initiating the public review and comment opportunity. Should the TPC Chair not be available then consent may be conferred by the Vice Chair. As part of the request, staff is to provide (or provide access to) the final draft planning document to the TPC Chair. The TPC Chair may issue an approval to proceed with public outreach or direct the request for approval go before the entire TPC at the next meeting opportunity. Upon approval from the Chair, staff is to inform (via email) the TPC and TTCC voting and advisory members of the public review and comment period prior to its first day.

#### ***TRANSPORTATION POLICY COMMITTEE CONSIDERATION OF COMMENTS***

Public awareness, education, outreach, and collection of comments are the first steps when engaging the public. The consideration of comments by the decision makers is the last and the most important step in an effective outreach process. The following steps are taken that contribute to the Transportation Policy Committee's consideration of comments.

The TPC or its members may, at any time, provide written or verbal responses to any comment submitted. They may also request additional information from KIPDA staff or other planning partners as needed. Following TPC review the Community Outreach Specialist will place the comments and any TPC responses on the [KIPDA website](#) for no fewer than 12 months.

#### **Public Comment Period**

The agenda for each TPC and TTCC meeting shall include an opportunity for the public to make comments. Using the estimated time to complete the meeting agenda and the number of people wishing to speak the Committee Chairs will define how much time is available to each presenter. Comments presented at the TTCC will be forwarded to the TPC.

#### **Public Comment Report**

KIPDA staff will report outreach activities undertaken by KIPDA staff at each TPC meeting.

## Planning Documents

### *Final Draft Planning Document*

Upon the completion of public review for a final draft planning document, the Transportation Policy Committee (TPC) will be provided with comments collected and a staff summary of the comments. At a minimum, the summary will include easily identifiable themes or trends of the comments and a numeric breakdown of the comments by their primary focus, mode, concern, or other more appropriate measure. As stated in the *Minimum Notification and Outreach Activities* table, the comments and summary are to be provided in advance of the TPC meeting.

### *Draft Document and Its Individual Components*

From time to time a planning activity may offer multiple opportunities for public review and engagement. While the focus of such a public comment opportunity may not be the final draft of a planning document, collected comments and a summary of them shall be presented to the TPC during an upcoming monthly meeting.

### Review of Participation Plan Activities and Effectiveness

As defined in the *Participation Plan*, there is an annual review of public involvement and outreach activities presented to the TPC. The review is intended to provide the TPC with an opportunity to determine if the Committee is receiving adequate public input and comments, in a format that best meets their needs, and if changes are needed to improve public input.

## **TRADITIONALLY UNDERSERVED POPULATIONS & PERSONS WITH DISABILITIES**

In facilitating an equitable outreach process, KIPDA is committed to reaching out to the traditionally underserved and persons with disabilities. Such populations include, but are not limited to, individuals who speak languages other than English, individuals representing diverse cultural backgrounds, low-income individuals, people with disabilities, and older adults. For additional information on KIPDA's outreach to traditionally underserved communities, please visit the [Environmental Justice](#) section of the KIPDA website.

KIPDA will make every reasonable effort to:

- Continue to develop innovative outreach strategies to increase awareness, feedback, and education
- Evaluate and, where necessary, improve the public involvement process to encourage a diverse group of people to take part in the transportation decision making. KIPDA advertises with non-English language social media announcements for all public comment opportunities. KIPDA also does targeted social media ads for the traditionally underserved population in Environmental Justice areas.
- Cultivate relationships by working with advocates, and Census Bureau statistics to help identify areas of low-income and minority residents.
- Produce electronic video announcements.

- Strengthen community-based partnerships through outreach opportunities by attending events in low-income areas.
- When applicable, using targeted paid advertisements via social media to announce public involvement opportunities.

The Americans with Disabilities Act of 1990 (ADA) describes actions for non-discrimination against people with disabilities. The ADA calls for equal employment opportunities, non-discrimination based on having a disability in state and local government services, including public transportation access, providing public accommodations and telecommunications services. Measures such as wheelchair accessibility, communication devices for the hearing-impaired, and sign-language interpreters are made available for all KIPDA meetings upon request at least 3 days prior to the meeting. A telecommunications device (TDD) is available to communicate with people who are deaf or have communications impairment over the telephone.

## **TITLE VI INFORMATION**

KIPDA operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within KIPDA's Title VI Programs and are consistent with federal interpretation and administration. For more information on KIPDA's Title VI plans and procedures visit the [ADA & Title VI page on KIPDA's website](#).



## **REVIEW, EVALUATION, AND UPDATE OF THE PARTICIPATION PLAN**

The Public Participation Plan is updated at least every four years. KIPDA staff will evaluate existing outreach strategies for effectiveness and research new potential strategies to maintain and enhance an inclusive and open metropolitan transportation planning process. KIPDA will use a variety of means to determine the effectiveness of engagement strategies including:

- Data collection
- Feedback from participants of public events
- Review of attendance at public events and
- Evaluation of social media and website analytics
- Feedback received from the Transportation Policy Committee pertaining to outreach strategies and efforts. A report of outreach strategies and efforts will be presented annually to the Policy Committee. The outcomes of these evaluations will inform future engagement, and successful activities will be continued while those that underperform will be eliminated.

## **HOW TO REACH KIPDA STAFF**

We want to start a conversation with you or your group. As part of outreach efforts to the community, KIPDA staff will present to your group or organization about the MPO, its planning efforts, and how it impacts the community.

To schedule a meeting with KIPDA, contact the Community and Committee Engagement Specialist:

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

Phone: 502-266-6144 ext. 123 (KY TDD) 1-800-648-6056 (IN TDD) 1-800-962-8408

Write: Attn. Transportation Community and Committee Engagement Specialist  
11520 Commonwealth Drive, Louisville, Kentucky 40299



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

**Agenda Item #7**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Nick Vail  
**DATE:** November 9, 2021  
**SUBJECT:** MPO Dedicated Projects

KIPDA staff was recently alerted by Floyd County staff of a significant delay with the Bridge 51 Replacement project (KIPDA ID 1558). This is a significant project in southern Indiana and one that impacts both Clark and Floyd counties as well as Clarksville and New Albany. Floyd County has asked that we move the Right of Way phase from FY22 to FY24 and the Construction phase from FY24 to FY26. Currently FY26 is outside of the FY20-25 Transportation Improvement Program. Staff met with all of the Indiana project sponsors and they are supportive of allowing the Construction phase to move to FY26. There are several associated issues that staff will discuss. Additionally, Jeffersontown has requested an additional \$60,000 (Federal) from the cost increase reserve to cover additional costs associated with the Right of Way phase for the Watterson Trail Phase II project (KIPDA ID 1583).

**Action is requested to approve the cost increase and phase shift requests.**

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





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

**Agenda Item #8**

**MEMORANDUM**

TO: Transportation Policy Committee  
FROM: Andy Rush  
DATE: November 16, 2021  
SUBJECT: 2021 Kentucky/Indiana Transportation Excellence (KITE) Award

The Kentucky-Indiana Transportation Excellence (KITE) Award has been awarded each year since 2015 to an exemplary transportation project in the KIPDA Region. The KITE Award recognizes a project that stands out above the others. This can include the project standing out in its: Innovation, Efficiency in the use of funds and/or schedule, meeting of the MTP Goals & Objectives, being multi-modal, being engaging to the public, among other factors.

A total of seven projects were nominated for the 2021 KITE Award. The award-winning project will be recognized.

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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:** Andy Rush  
**DATE:** November 16, 2021  
**SUBJECT:** Origin Park Master Plan

Origin Park is a major new park that is envisioned along the northern shore of the Ohio River, primarily located in Clarksville near where Silver Creek empties into the Ohio River. The Origin Park Master Plan has recently been completed that envisions a 600+ acre park that will connect multiple communities and revitalize the area near the river with numerous parkland amenities.

Scott Martin, the Executive Director of the River Heritage Conservancy, will provide the committee with an overview of the Origin Park Master Plan.

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

**Agenda Item #10**

**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: November 12, 2021

SUBJECT: Administrative Modification 23 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 23

### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clark County	KIPDA ID:	2549	State ID:	1802805
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	CR 403 and Stacy Road Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$2,901,017 <del>\$2,931,671</del>		Total Cost Programmed in TIP to date:	\$2,901,017 <del>\$2,931,671</del>	
Description:	Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.				
Purpose & Need:	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.				
FY 20-25 TIP Funding:	FY 2020 Design phase with HSIP-MPO funds: \$283,500 (Federal) + \$31,500 (Other) = \$315,000 (Total)  FY 2022 Right of Way phase with HSIP-MPO funds: \$71,720 (Federal) + \$7,969 (Other) = \$79,689 (Total)  FY 2022 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)  <del>FY 2023 Construction phase with CRRSAA MPO funds: \$223,585 (Federal) + \$55,897 (Other) = \$279,482 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$2,147,735 (Federal) + \$238,593 (Other) = \$2,385,928 (Total) <del>\$1,923,750 (Federal) + \$213,750 (Other) = \$2,137,500 (Total)</del>				

\*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 23

#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2541	State ID:	1801597
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$2,440,935		Total Cost Programmed in TIP to date:	\$2,440,935	
Description:	Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.				
Purpose & Need:	The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. In conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with TA-MPO funds: \$90,308 (Federal) + \$22,577 (Other) = \$112,885 (Total)  FY 2022 Railroad phase with TA-MPO funds: \$352,671 (Federal) + \$88,168 (Other) = \$440,839 (Total)  <del>FY 2022 Construction phase with TA-MPO funds: \$198,300 (Federal) + \$49,575 (Other) = \$247,875 (Total)</del>  <del>FY 2022 Construction phase with CRRSAA-MPO funds: \$154,371 (Federal) + \$38,593 (Other) = \$192,964 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$688,981 (Federal) + \$909,083 (Other) = \$1,598,064 (Total)				

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### Administrative Modification 23

#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2393	State ID:	1700725
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Riverside Drive	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$7,343,873 \$7,210,123		Total Cost Programmed in TIP to date:	\$7,343,873 \$7,210,123	
Description:	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
Purpose & Need:	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-MPO funds: \$2,306,555 (Federal) + \$461,311 (Other) = \$2,767,866 (Total)  FY 2022 Preliminary Engineering phase with STBG-MPO funds: \$107,000 (Federal) + \$26,750 (Other) = \$133,750 (Total)  FY 2023 Construction phase with CRRSAA-MPO funds: \$1,262,685 (Federal) + \$315,672 (Other) = \$1,578,357 (Total) <del>\$248,788 (Federal) + \$62,197 (Other) = \$310,985 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$719,334 (Federal) + \$1,627,216 (Other) = \$2,346,550 (Total) <del>\$1,733,231 (Federal) + \$1,880,691 (Other) = \$3,613,922 (Total)</del>				

\*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 23

#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Floyd County	KIPDA ID:	1558	State ID:	1700788
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2027 2024
Total Estimated Project Cost:	\$5,154,285		Total Cost Programmed in TIP to date:	\$505,525 \$2,105,525	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Purpose & Need:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$404,420 (Federal) + \$101,105 (Other) = \$505,525 (Total)  <del>FY 2022 Right of Way phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total)</del>				

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### Administrative Modification 23

#### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1583	State ID:	05-518.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase II	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$2,531,851 \$2,456,850		Total Cost Programmed in TIP to date:	\$2,531,851 \$2,456,850	
Description:	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancments as well as pedestrian street lighting.				
Purpose & Need:	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.				
FY 20-25 TIP Funding:	FY 2020 Design phase with STBG-MPO funds: \$107,819 (Federal) + \$26,955 (Other) = \$134,774 (Total)  FY 2021 Right of Way phase with STBG-MPO funds: \$216,181 (Federal) + \$54,046 (Other) = \$270,227 (Total) <del>\$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</del>  FY 2022 Utilities phase with CRRSAA-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)				

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## Administrative Modification 23

### FY 2020 - FY 2025 Transportation Improvement Program

**November 23, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	New Albany	KIPDA ID:	2392	State ID:	1700730
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	East Main Street	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,145,378 \$3,745,379		Total Cost Programmed in TIP to date:	\$4,145,378 \$3,745,379	
Description:	This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor that focus on maintenance, safety and accessibility. Specific improvements include pavement reconstruction, new pavement markings for both travel lanes, parking lanes, replacement of curbs/gutters, installation of ADA compliant curb bump-outs, replacement and widening of existing sidewalks and installation of street lighting.				
Purpose & Need:	A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$46,450 (Federal) + \$11,613 (Other) = \$58,063 (Total)  FY 2021 Preliminary Engineering phase with STBG-MPO funds: \$22,314 (Federal) + \$5,579 (Other) = \$27,893 (Total)  <del>FY 2022 Construction phase with CRRSAA MPO funds: \$329,758 (Federal) + \$82,440 (Other) = \$412,198 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$3,073,938 (Federal) + \$768,484 (Other) = \$3,842,422 (Total) \$2,424,180 (Federal) + \$606,045 (Other) = \$3,030,225 (Total)				

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