



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



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, January 27, 2022

**KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Please review the following notes:

TPC members and the public may attend the meeting at 11520 Commonwealth Drive, Louisville 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.

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *November 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 activities undertaken to engage the public, comments received, and report on any ongoing or upcoming activities. (see enclosed)
5. *Environmental Justice (EJ) Areas* – Staff will report on an update to the Environmental Justice Resource Guide including some adjustments made to the methodology used to determine the EJ Areas. (see enclosed)
6. *Connecting Kentuckiana 2050 Performance Measures Update* – Staff will present updated performance measures to be utilized in the development of the CK 2050 Metropolitan Transportation Plan. (see enclosed) **Action Requested**

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7. *Infrastructure Investment and Jobs Act (IIJA)* – Staff will report on the latest information available regarding the IIJA. (see enclosed)
8. *2022 Transportation Technical Coordinating Committee Officers* – The election of the new TTCC Officers at their January 2022 meeting will be reviewed.
9. *2022 Transportation Policy Committee Officers* – The 2022 TPC Chairperson will be announced and the committee will nominate and elect a Vice Chairperson. **Action requested**
10. *Administrative Modification 25 to the FY2020 - FY2025 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)
November 23, 2021, 9:30 a.m.
In-Person and via Video Conference

Call to Order

Kevin Baity, Chair, called the meeting to order at 9:31 a.m. After introductions, it was determined that there was a quorum present.

Review and Approval of Minutes

Bill Dieruf, City of Jeffersontown, made a motion to approve the minutes from the October meeting. Beverly Chester-Burton, City of Shively, 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 5 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented Amendment 5 to the MTP and TIP.

Bill Dieruf, City of Jeffersontown, made a motion to approve Amendment 5 to the MTP. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

Aida Copic, TARC, made a motion to approve Amendment 5 to the TIP. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

KIPDA Participation Plan Update

Greg Burress, KIPDA staff, sought approval to begin public involvement for the KIPDA Participation Plan update. **Beverly Chester-Burton, City of Shively, made a motion to approve beginning public involvement. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

KITE Award

Greg Burress, KIPDA staff, presented Louisville Metro with the 2021 Kentucky-Indiana Transportation Excellence (KITE) Award for the Northeast Louisville Loop Middletown Eastwood Trail Section 1 project. No action was required.

Origin Park Master Plan

Scott Martin, River Heritage Conservancy, reviewed the plan for completing Origin Park, located along the Ohio River in Southern Indiana. 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 there would be no TPC or TTCC meetings in December.

Adjournment

The meeting was adjourned at 10:28 a.m.

Andy Rush
Recording Secretary

Members Present:

Bill Dieruf	City of Jeffersontown
Beverly Chester-Burton	City of Shively
Bernie Bowling	City of St. Matthews
*Erica Tait	Federal Highway Administration – Indiana
*Noura Akkad	Federal Highway Administration – Kentucky
Karlei Metcalf	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Thomas Witt	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Dirk Gowin	Louisville Metro Government
Kevin Baity (Chair)	Town of Clarksville
Aida Copic	TARC

Members Absent:

Bullitt County
City of Charlestown
City of Jeffersonville
City of New Albany
Clark County
*Federal Aviation Administration – Memphis
*Federal Transit Administration – Region 4
Floyd County
*Louisville Metro Planning & Design
Louisville Regional Airport Authority
Oldham County
U.S. Dept. of Housing & Urban Development

Others Present:

Matt Meunier	City of Jeffersontown
Senator Michael Nemes	Kentucky State Legislature
Isidro Delgado Herrera	Kentucky Transportation Cabinet
Brian Eaton	Kentucky Transportation Cabinet – District 5
Tom Hall	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
David Burton	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
Mike Hill	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Michael King	Louisville Metro Government
John Kraft	MAC Construction

Agenda Item #2

Morgan P'Pool
Scott Martin
Jimmy Higdon

McCarthy Strategic Solutions
River Heritage Conservancy Inc.

* Denotes Advisory Members



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Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: January 19, 2022

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from November through December 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.

The draft Public Participation Plan was released to the public for their 45-day review per the current Participation Plan guidelines on December 14, 2021. A copy of the draft can be found at: <https://www.kipda.org/transportation/core-products/public-participation-plan/>. Staff is also pleased to announce they were awarded the top engagement for Metropolitan Planning Organizations for the Kentucky Transportation Cabinet's long-range plan survey.

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TRANSPORTATION OUTREACH REPORT



WEBSITE UNIQUE VISITS NOVEMBER/DECEMBER 2021

Transportation Main Page	381
Transportation Improvement Program	114
Metropolitan Transportation Plan	133

PUBLIC COMMENT APP



2 New Pin Drops Added This Month


NEXT MONTH'S REPORT

Thrive Center Focus Group Feedback


Public Participation Plan Outreach

SOCIAL MEDIA

NOVEMBER/DECEMBER 2021

 28 Posts
3,880 Impressions
190 Engagements

 30 Tweets
8,037 Impressions
324 Engagements

 17 Posts
511 Impressions

#kipdatransporation #kipdampo

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

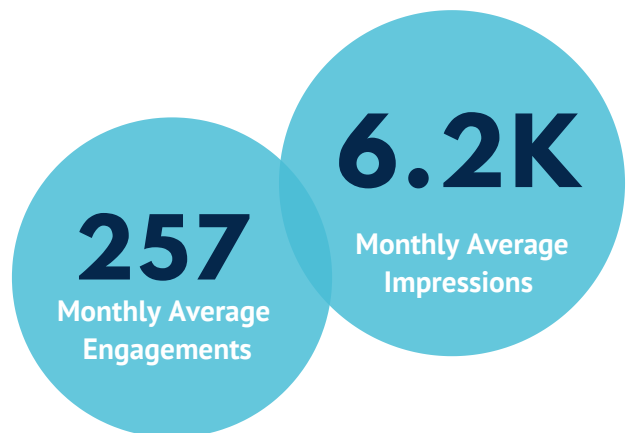


**Kentucky's Long-Range
Transportation Vision**

GET THERE TOGETHER.



**In Engagement Surveys
for MPO's in the State**



PUBLIC MAP COMMENTS

"When will truly be considered a bustling city? WE NEED A LIGHT RAIL SYSTEM!"

"Brighter street lights in the area. There are no street lights in this neighborhood"
-Devonshire Dr. & W Pages Lane



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Agenda Item #5

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Spencer Williams

DATE: January 20, 2022

SUBJECT: KIPDA Environmental Justice Update

Environmental Justice is the fair treatment and meaningful involvement all people, regardless of race, color, national origin, or income, when it comes to development, implementation and enforcement of environmental laws, regulations, and policies. One way KIPDA incorporates Environmental Justice into the planning process is by identifying Environmental Justice Areas. These areas have higher concentrations of low-income households and minority persons.

KIPDA staff have updated the Environmental Justice Areas to reflect new data. The demographic data comes from the American Community Survey 2019 5-year estimates at the Census tract level. Using Census tracts is different for this update, as block groups were previously used. Census tracts allow for better continuity across datasets.

Tracts with 200% of the regional average for low income or minority population are designated as an Environmental Justice area. These thresholds were 52% for minority population and 24% for low-income population. The regional average for the low-income population decreased from the previous version, from 14.57% to 12.35%. The regional average for minority population increased from the previous version, from 24.64% to 26.28%.

Updated information will be posted to the [Online Resource Center](#) along with an updated [EJ Guide](#).

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Environmental Justice Guide

KIPDA Metropolitan Planning Organization

Updated January 2022

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Introduction

What is Environmental Justice?

Environmental Justice is the fair treatment and meaningful involvement all people, regardless of race, color, national origin, or income when it comes to development, implementation and enforcement of environmental laws, regulations, and policies.¹

Fair treatment means that no group of people should bear a disproportionate share of any negative environmental impacts resulting from industrial, governmental, and commercial operations or policies.

Meaningful involvement means:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public's contribution can influence the regulatory agency's decision;
- Community concerns will be considered in the decision-making process; and
- Decision makers will seek out and facilitate the involvement of those potentially affected.

Background

In 1994, President Clinton created a federal Environmental Justice program through Executive Order 12898. [Executive Order 12898](#) directed federal agencies to develop environmental justice strategies to help address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. The [Presidential Memorandum](#) accompanying the order underscores certain provisions of existing law that can help ensure that all communities and persons across the nation live in a safe and healthy environment.

Metropolitan Planning Organizations (MPOs) are required to evaluate their Metropolitan Transportation Plans (MTP), Transportation Improvement Projects (TIP), and other transportation planning activities for system level environmental impacts that may introduce disproportionate or adverse impacts on, or denial of benefits to, minority and low-income populations. The MPO planning process must also ensure public outreach efforts include minority, low-income, and other disadvantaged populations.

¹ Environmental Protection Agency. (n.d.). Learn About Environmental Justice. EPA. Retrieved December 22, 2021, from <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>

Purpose

The intent of the Environmental Justice Executive Order is to mitigate disproportionate benefits and burdens placed upon disadvantaged populations, including impacts from federal programs, policies, and activities.

The USDOT further refined the Executive Order to reflect the impacts of federal expenditures for transportation purposes. The USDOT guidance states:

“...it is FHWA’s continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision making process—from early planning through implementation. Should the potential for discrimination be discovered, action to eliminate the potential shall be taken.”²

Environmental justice is at the heart of many planning issues. Transportation planning should ensure everyone has equitable protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work. Environmental justice should be approached proactively to address environmental challenges early in the planning process.

Environmental Justice at KIPDA

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the MPO for the bi-state, five-county Louisville Metro Area, including Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky. As part of the transportation planning process for the region, KIPDA is responsible for incorporating Environmental Justice analysis and review into all MPO activities, including project development and community outreach.

KIPDA’s objective for Environmental Justice is to identify low-income and minority populations, bridge cultural and economic differences, develop partnerships and increase participation during the planning process, and ultimately strive for effective transportation planning absent of disproportionate impacts on or denial of benefits to minority and low-income populations.

This is achieved through three primary efforts. The first is to continue to extend outreach and engagement to persons who live and work in Environmental Justice areas, thereby ensuring their concerns and ideas are incorporated into the decision-making process. The second focuses on project

² Order FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, December 2, 1998.

development through project evaluation and ultimately the programming of federal transportation funds. Lastly, that Environmental Justice continues as a key consideration in all transportation planning activities undertaken at the KIPDA MPO.

Environmental Justice Areas

One method used to help ensure consideration of Environmental Justice in the transportation planning process is to identify geographic concentrations of minority and low-income populations. These areas help to focus transportation analysis efforts and outreach activities.

KIPDA analyzes transportation projects and programs relative to Environmental Justice Areas. The analysis focuses on identifying opportunities to enhance a proposed project so it may better serve people living in an Environmental Justice Area. The analysis also reviews proposed projects and programs that may introduce a disproportionate impact that would result in a denial of project related benefits or other burdens.

The Environmental Justice Areas are also displayed on the Online Resource Center, an interactive map that allows the public to explore KIPDA's data used in the transportation planning process. The Environmental Justice Areas can be viewed in comparison with planned and programmed transportation projects; including roadway improvements, bike and pedestrian infrastructure changes, transit facilities, and other data associated with transportation planning.

Metropolitan Transportation Plan (MTP)

The [Metropolitan Transportation Plan](#) (MTP) is updated every four years and is the blueprint for transportation project investments over the coming 20 years. Public outreach in the early development of the MTP includes an emphasis on reaching out to people living and working in Environmental Justice Areas to facilitate their inclusion in the process. Projects are also evaluated relative to their location in Environmental Justice Areas.

Participation Plan

KIPDA is committed to including all community members in outreach efforts. Additional attention is given to persons who live or work in Environmental Justice areas. The [Participation Plan](#) outlines KIPDA's public outreach process and opportunities for the public to be involved. KIPDA staff uses targeted social media ads and email campaigns to diversity directed areas and organizations and attend events in Environmental Justice Areas and events with a diversity focus.

Environmental Justice Areas Analysis

Methodology

KIPDA develops Environmental Justice Areas to help identify locations with higher-than-average low income and minority populations. The demographic data used in the analysis comes from the American Community Survey (ACS), a product provided by the Census Bureau. *Table S1701: Poverty Status in The Past 12 Months* is used to identify low-income population and *Table S0601: Selected Characteristics of The Total and Native Populations in The United States* is used to identify minority populations.

Minority populations include persons who identified themselves as³:

- Black or African American
- Hispanic or Latino
- Asian
- American Indian or Alaskan Native - A person having origins in any of the original peoples of North and South America and who maintains tribal affiliation or community attachment.
- Native Hawaiian or Other Pacific Islander - A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-income populations include persons whose household/median income is at or below the U.S. Department of Health and Human Services poverty guidelines¹. Poverty status is determined for all individuals except those who are institutionalized, in military group quarters, in college dormitories, and unrelated individuals under 15 years old. The Census Bureau uses the federal government’s official poverty definition to determine the poverty status of families and households of unrelated individuals; the status of the family or household is applied to each individual member. The applicable poverty threshold is determined by several factors, including household or family size, the presence and number of family members under 18 years old, and age of householder.

Demographic data was compiled at the Census tract level. Tracts allow for larger areas to be assessed, which is more applicable to transportation planning that often considers population along corridors. Tract-level data also allows for continuity to compare different vintages of this data because tracts are more consistent across Census versions.

Low-income and minority demographic data is compiled for each MPO county (Clark, Floyd in Indiana and Bullitt, Oldham, Jefferson in Kentucky). The most recent iteration of the Environmental Justice Areas analysis uses ACS 2019 5-year estimates for Tables S1701 and S0601. Minority population was calculated by subtracting “white alone, not Hispanic or Latino” population from the total population. Low-income

³ 2015. *Federal Highway Administration Environmental Justice Reference Guide*. Washington, D.C.: U.S. Department of Transportation Federal Highway Administration.

population was calculated from the percentage listed in the ACS table. To identify areas with significant concentrations of EJ populations, KIPDA set a threshold of 200% of the regional average for a population group. Census tracts that exceed the threshold for low-income or minority population are designated as an Environmental Justice Area.

12.35% of the population in the KIPDA MPO region is low-income. Any Census tracts with a low-income population greater than 200% of the regional average (24%) was designated as an Environmental Justice Area. 26.28% of the population in KIPDA MPO region identified as minority. Any Census tract with a minority population greater than 200% of the regional average (52%) was designated an Environmental Justice Area. The following tables are examples of the analysis.

Table 1: Example of defining Low-Income Environmental Justice Areas

Geography	Estimate; Total Population:	Estimate; Population with Income below poverty level:	Percent Low-Income Population (24%+)
Census Tract 502, Clark County, Indiana	3,687	990	32.31% above threshold
Census Tract 59, Jefferson County, Kentucky	4,913	1,904	42.81% above threshold

Table 2: Example of defining Minority Environmental Justice Areas

Geography	Estimate; Total Population:	Estimate; Minority Population:	Percent Minority Population (52%+)
Census Tract 502, Clark County, Indiana	3,687	1,379	37.40% below threshold
Census Tract 59, Jefferson County, Kentucky	4,913	3,163	64.38% above threshold

Results

The tables below provide a breakdown of population per each county and the region. The tables show the total population, the population of low-income and minority groups, and the corresponding percentages.

Table 3: Low-Income Population by County⁴

County	Total Population	Low-income Population	Percent
Clark	116,507	11,544	9.91%
Floyd	75,518	7,432	9.84%
Bullitt	80,171	7,150	8.92%
Oldham	65,967	3,664	5.55%
Jefferson	767,419	106,938	13.94%
Region Total	1,107,384	136,728	12.35%

Table 4: Minority Population by County⁵

County	Total Population	Minority Population	Percent
Clark	116,507	19,565	16.79%
Floyd	75,518	9,416	12.47%
Bullitt	80,171	4,482	5.59%
Oldham	65,967	7,715	11.70%
Jefferson	767,419	249,815	32.55%
Region Total	1,107,384	290,993	26.28%

⁴ U.S. Census Bureau. (2020). *2015-2019 American Community Survey 5-year Estimates* [Table S1701: Poverty Status in The Past 12 Months]. Retrieved from data.census.gov.

⁵ U.S. Census Bureau. (2020). *2015-2019 American Community Survey 5-year Estimates* [Table S0601: Selected Characteristics of The Total and Native Populations in The United States]. Retrieved from data.census.gov.

Maps

Figure 1: Environmental Justice Areas, Combined Low-Income and Minority

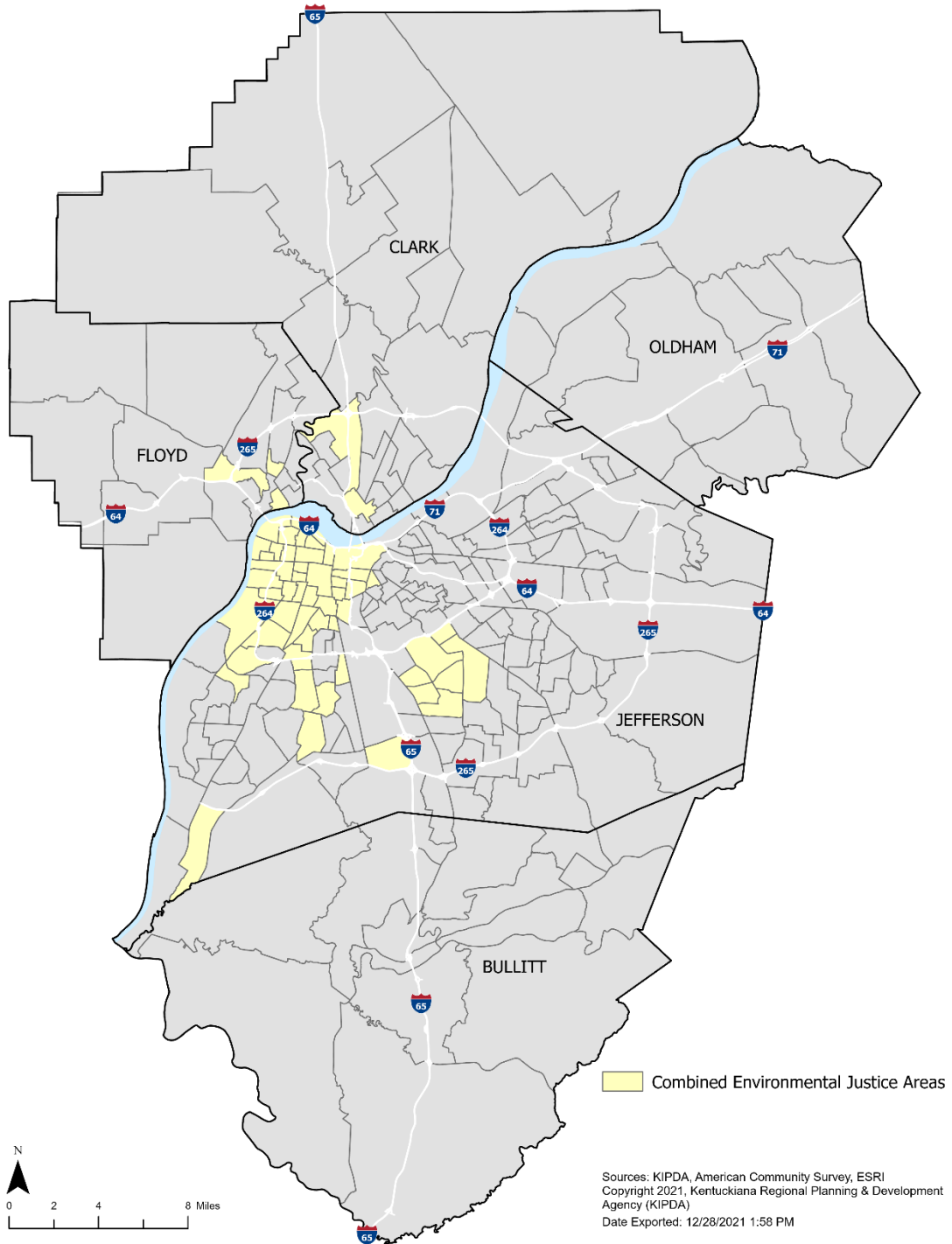


Figure 2: Environmental Justice Areas, Low-Income

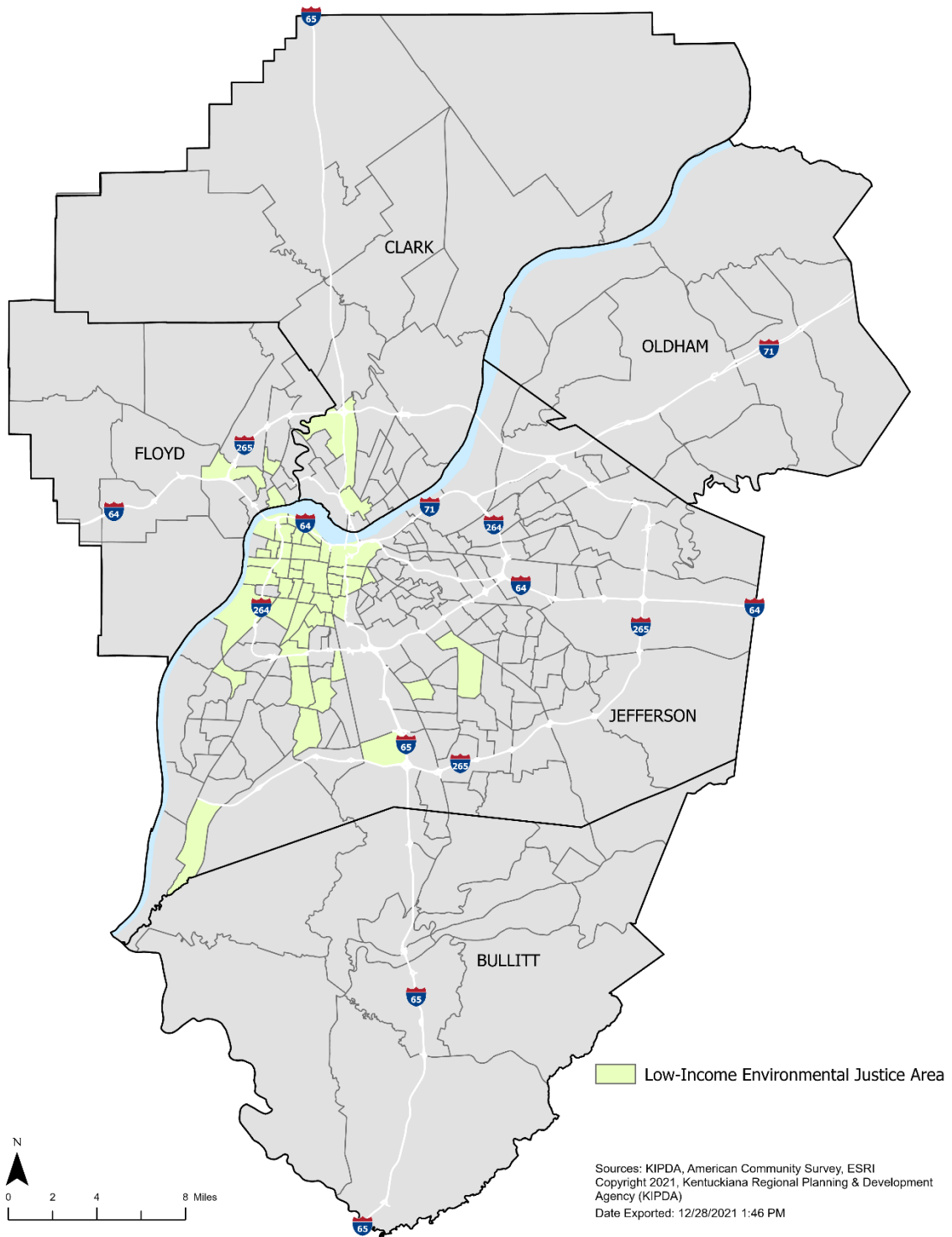
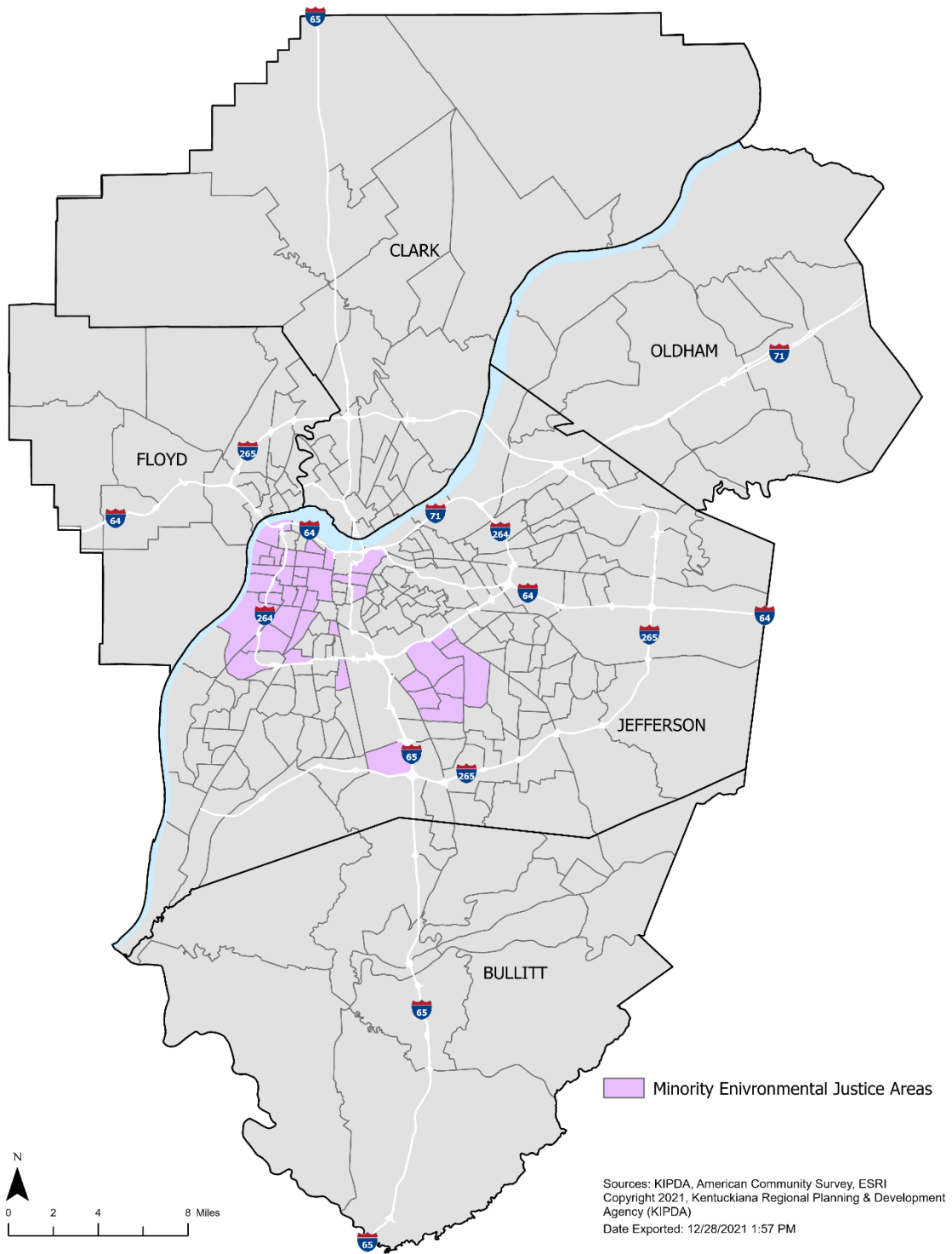


Figure 3: Environmental Justice Areas, Minority



Disproportionate Impacts and Burdens

Environmental Justice in transportation planning aims to ensure people are not denied benefits or are not recipients of disproportionate burdens from any project or planning activities. From public feedback and data, persons who live or work in Environmental Justice Areas are more likely to walk, bike, and take transit, or only have access to one vehicle in the household. Therefore, when considering impacts project sponsors should mitigate project impacts from becoming barriers to non-automotive transportation options and continue to propose new, expanded non-automotive mobility options and improvements.

Mitigation strategies or alternative concepts are context-specific and should consider community feedback and needs. The KIPDA MPO, as well as individual project sponsors, should strive to engage Environmental Justice populations in an early and ongoing fashion. Concurrently, Environmental Justice considerations are best addressed when incorporated early in the planning process in order to mitigate avoidable project impacts, and develop more efficient multi-modal elements

Review of Environmental Justice Areas and Resource Document

KIPDA will update the Environmental Justice Areas every four years. This guide will be updated as needed if methodology or changes in planning practices necessitate.



Area Agency on Aging and Independent Living
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Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee

FROM: Elizabeth Farc

DATE: January 18, 2022

SUBJECT: Performance Measures for the Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update

Performance measures for the Metropolitan Transportation Plan (MTP) update, Connecting Kentuckiana 2050, will help track progress on the goals and objectives of the plan. The draft performance measures are updated from those in the current MTP, with the goal of being more easily tracked and evaluated over time.

Staff considered recent public input, fresh concepts in transportation planning, performance-based planning requirements, and other planning emphasis outlined by the USDOT in developing the proposed changes. All federally required performance measures are included in the list, particularly three new performance measures required for the MPO. The federal performance measures are listed in blue.

Performance measures, along with other criteria, will be used in evaluating projects for performance impacts.

Action is requested to adopt the CK 2050 Performance Measures.

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Connecting Kentuckiana 2050: Performance Measures

The goals and objectives for the Metropolitan Transportation Plan (MTP) update are the common thread to tie project-level investments into a cohesive vision for the region's transportation system. Performance measures help track progress on how well investments contribute to the goals.

Performance measures are listed under the goals and objectives. Objectives and associated federal performance measures are listed in blue.

*Performance measure is associated with more than one objective

1) Ensure safety for all users of the transportation system.

- a) Stabilize and decrease serious injury crashes and fatalities.
 - i) Number of serious injuries
 - ii) Serious injury rate
 - iii) Number of fatalities
 - iv) Fatality rate
- b) Reduce bicycle and pedestrian related crashes.
 - i) Number of non-motorized fatalities and serious injuries
- c) Increase safety on fixed route transit and paratransit.
 - i) Fixed route injuries
 - ii) Paratransit injuries
 - iii) Number of fixed route fatalities
 - iv) Number of paratransit fatalities
 - v) Fixed route fatality rate
 - vi) Paratransit fatality rate
 - vii) Number of fixed route safety events
 - viii) Number of paratransit safety events
 - ix) Fixed route safety event rate
 - x) Paratransit safety event rate
- d) Increase transportation safety through Intelligent Transportation System solutions.

2) Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.

- a) Support improved modal connectivity in pedestrian, bicycle, and transit projects that contribute to cleaner air.
 - i) Number of miles of gaps in the pedestrian network.
 - ii) Number of miles of gaps in the bicycle network.
 - iii) Number of miles of dedicated bicycle facilities along a transit route.*
 - iv) Number of miles of pedestrian facilities along a transit route.*
- b) Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.
- c) Promote environmental sustainability and protect historic, natural, and cultural resources.
- d) Reduce disruption to travel by limiting encroachment into environmentally sensitive areas negatively impacted by weather events and climate change.

- e) Improve air quality by reducing carbon-based vehicle miles traveled.
 - i) Total emissions reductions (CMAQ)
 - ii) Percent of non-SOV travel in urbanized area (CMAQ)
 - iii) Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)
 - iv) Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix.

3) Foster an accessible and equitable transportation system.

- a) Reduce auto-dependent access and increase transportation options to employment, education, and healthcare.
 - i) Percent of commutes by transit.
 - ii) Percent of commutes by walking.
 - iii) Percent of commutes by biking.
- b) Minimize disproportionate burdens and ensure equitable benefits from transportation investments in areas with high minority and low-income population.
 - i) EJ population within ¼ mile of a transit route.
 - ii) EJ population within ¼ mile of a bicycle lane.
- c) Implement innovative outreach strategies to marginalized communities.
- d) Support commute programs such as telework, staggered work hours, carpool, vanpool, and transit.
 - i) Percent of commutes by telework.
 - ii) Percent of commutes by carpool/vanpool.
 - iii) Percent of commutes by transit.*

4) Leverage transportation investments to support regional and local economic growth.

- a) Support access to work by maintaining or improving reasonable travel time on the region's transportation infrastructure.
 - i) Level of travel time reliability on interstates.*
 - ii) Level of travel time reliability on non-interstate National Highway System (NHS).*
- b) Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment.
 - i) Average headway of transit routes traveling from EJ areas to employment clusters.
- c) Enhance multi-modal access to major employment centers and areas with anticipated employment growth.
 - i) Jobs within a ¼ mile walk (sidewalk present).
 - ii) Jobs within a 1-mile bike ride (dedicated bike facility).
- d) Strengthen coordination between transportation and land use planning.

5) Create a modern, innovative, and efficient roadway system.

- a) Maintain or improve travel time on freeway and interstate roadways.
 - i) Level of travel time reliability on interstates.*
- b) Maintain or improve travel time on arterial roadways.
 - i) Level of travel time reliability on non-interstate National Highway System (NHS).*
- c) Stabilize and decrease vehicle miles traveled.
 - i) Annual regional vehicle miles traveled.
- d) Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technology.
 - i) Number of electric vehicle charging stations.
- e) Explore innovative management and operation strategies.

6) Expand public transit and non-single occupant vehicle travel throughout the region.

- a) Improve access to transit.
 - i) Annual TARC fixed-route ridership (number of boardings).
 - ii) Population or households served in transit service area (1/4 mile of a route).
- b) Prioritize transit service to employment, schools, and other activity centers.
 - i) Number of employees served in transit service area (1/4 mile of a route).
 - ii) Number of schools served by transit (1/4 mile of a route).
- c) Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.
 - i) Number of commuters in regional rideshare program.

7) Expand active transportation options with connected pedestrian and bicycle infrastructure.

- a) Increase access to pedestrian facilities and continuity of the system.
 - i) Number of miles of pedestrian facilities (sidewalks and shared-use paths).
- b) Increase access to and utilization of bicycle facilities.
 - i) Number of miles of dedicated bicycle facilities.
- c) Increase or improve existing bicycle and pedestrian access to transit.
 - i) Number of miles of dedicated bicycle facilities along a transit route.*
 - ii) Number of miles of pedestrian facilities along a transit route.*
- d) Support innovative active transportation and shared micromobility strategies.

8) Support the reliable movement of freight.

- a) Reduce delay and improve reliability for trucks traveling on interstates, freeways, and arterials.
 - i) Truck Travel Time Reliability (TTTR) on the Interstates
- b) Improve truck access to freight destinations.
- c) Safely integrate freight mobility with other transportation modes.

9) Implement resilient infrastructure.

- a) Improve pavement condition.
 - i) Percent of pavements in Good condition on Interstates
 - ii) Percent of pavements in Poor condition on Interstates
 - iii) Percent of pavements in Borderline condition on Interstates
 - iv) Percent of pavements in Good condition on non-Interstate NHS
 - v) Percent of pavements Poor condition on non-Interstate NHS
 - vi) Percent of pavements in Borderline condition on non-Interstate NHS
- b) Improve bridge condition.
 - i) Percent of deck area in Good condition on bridges carrying the NHS
 - ii) Percent of deck area in Poor condition on bridges carrying the NHS
 - iii) Percent of bridges on functionally classified roads Collector and above that are in Good condition
 - iv) Percent of bridges on functionally classified roads Collector and above that are in Poor condition
- c) Reduce the percentage of transit fleet exceeding the useful life benchmark and maintain the condition of transit facilities.
 - i) Percent of non-revenue vehicles exceeding ULB
 - ii) Percent of revenue vehicles exceeding ULB

- d) Increase system reliability on fixed route transit and paratransit.
 - i) Fixed route system reliability
 - ii) Paratransit system reliability
- e) Prioritize resiliency strategies to extend the life span and functionality of the transportation system.
- f) Add redundant infrastructure to increase system resiliency.
- g) Integrate climate change considerations into asset management.

DRAFT



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: January 19, 2022

SUBJECT: Infrastructure Investment and Jobs Act (IIJA)

Staff will report on the latest information available regarding the IIJA. The IIJA is also known as the Bipartisan Infrastructure Law (BIL).

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Phone: 502.266.6084
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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: January 19, 2022

SUBJECT: Administrative Modification 25 to the FY 2020 - FY 2025 Transportation Improvement Program (TIP)

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:

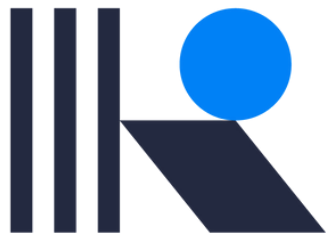
- Correcting minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category 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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K I P D A

Kentuckiana Regional Planning
& Development Agency

Administrative Modification 25

**Fiscal Year 2020 - 2025 Transportation
Improvement Program (TIP)**

January 27, 2022



TIP Action:	Modify TIP funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2884	State ID:	05-9019.30
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	Grade Lane	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$130,000 \$160,000	Total Cost Programmed in TIP to date:		\$130,000 \$160,000	
Description:	Realign the right turn slip ramp from Grade Lane onto KY 1065.				
Purpose & Need:	To address safety concerns on existing ramp from Grade Lane to KY 1065.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with HSIP-ST funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total) FY 2022 Construction phase with HSIP-ST funds: \$144,000 (Federal) + \$16,000 (Other) = \$160,000 (Total)				
TIP Action:	Modify TIP funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2885	State ID:	05-9019.65
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	I-64 WB Ramp at Exit 15 to KY 1747	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$125,000 \$155,000	Total Cost Programmed in TIP to date:		\$125,000 \$155,000	
Description:	Improve lane alignment and turning radius of the WB I-64 off ramp at Exit 15 and update the striping, pavement markings and signing at the intersection of Hurstbourne Lane & the I-64 WB off ramp.				
Purpose & Need:	To improve safety along existing I-64 WB ramp at Exit 15 onto KY 1747 interchange.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with HSIP-ST funds: \$112,500 (Federal) + \$12,500 (Other) = \$125,000 (Total) FY 2022 Construction phase with HSIP-ST funds: \$139,500 (Federal) + \$15,500 (Other) = \$155,000 (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.

TIP Action:	Modify TIP funding and update open to public date				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2712	State ID:	05-9021.00
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	KY 155	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022 2021
Total Estimated Project Cost:	\$1,000,000		Total Cost Programmed in TIP to date:	\$750,000	
Description:	Perform low cost safety improvements on KY 155 in Jefferson County from mile point 4.490 to mile point 5.990.				
Purpose & Need:	Improve safety on existing transportation infrastructure.				
FY 20-25 TIP Funding:	FY 2020 Construction phase with HSIP-ST funds: \$750,000 (Federal) + \$0 (Other) = \$750,000 (Total) FY 2022 Construction phase with HSIP-ST funds: \$675,000 (Federal) + \$75,000 (Other) = \$750,000 (Total)				
TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9013.40
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	KY 864 & East Indian Trail	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$90,000		Total Cost Programmed in TIP to date:	\$90,000	
Description:	Rebuild the traffic signal, construct pedestrian improvements, and install median access control near the intersection of KY 864 & East Indian Trail.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$90,000 (Federal) + \$0 (Other) = \$90,000 (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.

TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-939.00
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	KY 1747 Along Fern Valley Road	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$450,000		Total Cost Programmed in TIP to date:	\$450,000	
Description:	Improvements to the pavement markings and signing along Fern Valley Road.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$450,000 (Federal) + \$0 (Other) = \$450,000 (Total)				
TIP Action:	Modify TIP funding and revise State ID				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2883	State ID:	05-9019.10 05-90190.10
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	KY 1865 and I-264 Ramps	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$310,000 \$250,000		Total Cost Programmed in TIP to date:	\$310,000 \$250,000	
Description:	Improve the right turn lane and radius on the EB I-264 off ramp at Exit 9 and update the striping, pavement markings, and signing at the intersection of Taylor Boulevard and the I-264 WB off ramp.				
Purpose & Need:	To improve safety along existing infrastructure.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with HSIP-ST funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total) FY 2022 Construction phase with HSIP-ST funds: \$279,000 (Federal) + \$31,000 (Other) = \$310,000 (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.

TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9013.20
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	KY 1931 & KY 2054	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$35,000		Total Cost Programmed in TIP to date:	\$35,000	
Description:	Update the striping and install intersection lighting at the intersection of KY 1931 (South 7th St) and KY 2054.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$35,000 (Federal) + \$0 (Other) = \$35,000 (Total)				
TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9013.30
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	US 31E & Grinstead Drive	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$55,000		Total Cost Programmed in TIP to date:	\$55,000	
Description:	Update the traffic signal to include reflective backplates, update the signing and striping, and reconfigure an entrance near the intersection of US 31E & Grinstead Drive.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$55,000 (Federal) + \$0 (Other) = \$55,000 (Total)				

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TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9013.50
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	US 31W & Barrett Lane	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$65,000		Total Cost Programmed in TIP to date:	\$65,000	
Description:	Updates to the signing and striping, and install median access control near the intersection of US 31W & Barrett Lane.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$65,000 (Federal) + \$0 (Other) = \$65,000 (Total)				
TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9013.10
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	US 31W & WB KY 841	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$50,000		Total Cost Programmed in TIP to date:	\$50,000	
Description:	Update the traffic signal to include double red signal heads, supplemental signal heads, reflective backplates, updates to the signing and striping at the intersection of US 31W & WB KY 841 Exit I On and Off Ramps.				
Purpose & Need:	Low cost safety improvement				
FY 20-25 TIP Funding:	FY 2022 Construction phase with HSIP-ST funds: \$50,000 (Federal) + \$0 (Other) = \$50,000 (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.

TIP Action:	Modify TIP funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2888	State ID:	05-9019.50
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	West Broadway & South 26th Street Improvements	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2022
Total Estimated Project Cost:	\$40,000		Total Cost Programmed in TIP to date:	\$40,000	
Description:	Update the striping and pavement markings along West Broadway and South 26th Street near the intersection of West Broadway and South 26th Street.				
Purpose & Need:	To provide safety improvements near the intersection of two existing routes.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with HSIP-ST funds: \$40,000 (Federal) + \$0 (Other) = \$40,000 (Total) FY 2022 Construction phase with HSIP-ST funds: \$40,000 (Federal) + \$0 (Other) = \$40,000 (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.