



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



## **TRANSPORTATION TECHNICAL COORDINATING COMMITTEE**

**1:00 p.m., Wednesday, January 12, 2022**

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

### **Please review the following notes:**

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

TTCC members and the public may participate, observe, and comment online.

All TTCC 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 TTCC 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. *Transportation Policy Committee Report* – Staff will review the activities of the November 2021 TPC Meeting
4. *Public Comment Period* - The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item 3.
5. *Public Participation Plan Update* - Staff will discuss the current update to the draft Public Participation Plan (see enclosed).
6. *Environmental Justice (EJ) Areas and Methodology* – Staff will discuss updates to the EJ Population data, including new census tracts.
7. *Connecting Kentuckiana 2050 Performance Measure Update* – Staff will deliver updated performance measures for the CK2050 Metropolitan Transportation Plan. **Action Requested**

11520 Commonwealth Drive  
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[www.kipda.org](http://www.kipda.org)

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TDD: 800.648.6056





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8. *KYTC Long-Range Statewide Transportation Plan Update* – The TTCC will hear a presentation on the ongoing long-range transportation planning efforts of KYTC.
9. *Regional Travel Trends Update* – Staff will provide an update on regional traffic trends based on data from StreetLight (see enclosed).
10. *Election of 2022 Transportation Technical Coordinating Committee Officers* – The TTCC Chair will facilitate the nomination and election of a TTCC Chair and the nomination and election of a TTCC Vice Chair (see enclosed). **Action Requested**
11. *Other Business*
12. *Adjourn*

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**MEETING MINUTES**  
**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)**  
**1:00 p.m., Wednesday, October 13, 2021**  
**In-Person and Via Video Conference**

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**Call to Order**

Chair Keith Griffiee called the meeting to order at 1:02 p.m. After roll call was taken, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Barry Armstrong, City of Mt. Washington, made a motion to approve the minutes for the August TTCC meeting. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Transportation Policy Committee (TPC) Report**

Andy Rush, KIPDA staff, reported on the August TPC meeting. No action was required.

**Public Comment Period**

There were no public comments.

**Quarterly Review of MPO Dedicated Programs**

Nick Vail, KIPDA staff, presented a review and proposed cost increases to projects funded with MPO dedicated funds. **Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval of the proposed cost increases to the TPC. Jim Silliman, Oldham County, seconded the motion and it carried with a unanimous vote.**

**KIPDA Transportation Online Library**

Greg Burress, KIPDA staff, presented the updated and expanded KIPDA Transportation Online Library. No action was required.

**County Level Demographic Changes**

Spencer Williams, KIPDA staff, presented information concerning demographic changes for the five county Metropolitan Planning Area. There was discussion. No action was required.

**Kentucky/Indiana Transportation Excellence (KITE) Award**

Andy Rush and Greg Burress, KIPDA staff, provided an update about the 2021 KITE Award and the project nomination process. No action was required.

**INDOT and KYTC Bicycle and Pedestrian Coordinators**

Nick Vail, KIPDA staff, introduced Brian Burgoa (INDOT Statewide Bicycle and Pedestrian Coordinator) and Keith Lovan (KYTC Bicycle and Pedestrian Coordinator). Brian Burgoa and Keith Lovan updated the committee on recent statewide activities, information, and trends. There was discussion. No action was required.

**Amendment 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 Public Works & Assets, made a motion to recommend approval by the TPC of Amendment 4 to the MTP. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC of Amendment 4 to the TIP. Barry Armstrong, City of Mt. Washington, seconded the motion and it carried with a unanimous vote.**

**Other Business**

Andy Rush, KIPDA staff, announced that TARC's long-range planning efforts are underway and expected to be completed in the summer of 2022. Aida Copic, TARC, stressed how important the long-range plan is for the entire community and asked TTCC members to reach out to her to be included in the Community Advisory Committee.

**Adjournment**

The meeting was adjourned at 2:19 p.m.

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Andy Rush  
Recording Secretary

**Members Present:**

Keith Griffie (Chair)	Bullitt County
Jerry Summers	Bullitt County
Matt Meunier	City of Jeffersontown
Barry Armstrong	City of Mt. Washington
Kenan Stratman	City of St. Matthews
Erica Tait	*Federal Highway Administration – Indiana
Noura Akkad	*Federal Highway Administration – Kentucky
Kathy Eaton-McKalip	Indiana Department of Transportation – Public Transportation
Robin Bolte	Indiana Department of Transportation – Seymour District
Tom Hall	Kentucky Transportation Cabinet – District 5
Andy Rush	KIPDA
Michelle King	Louisville Metro Air Pollution Control District
Michael King	Louisville Metro Economic Development
Dirk Gowin	Louisville Metro Public Works & Assets
Jim Silliman	Oldham County
Aida Copic	TARC
Brittany Montgomery	Town of Clarksville
*Bruce Bohne	TRIMARC

**Members Absent:**

\*AARP – Kentucky  
\*Bullitt County Chamber of Commerce  
City of Charlestown  
City of Jeffersonville

City of New Albany  
 City of Shepherdsville  
 Clark County  
 Clark County Air Board  
 \*Clark County Fire Chiefs Association  
 Clark County Planning Commission  
 \*Federal Aviation Administration – Memphis  
 \*Federal Transit Administration – Region 4  
 Floyd County  
 \*Greater Louisville Inc.  
 Indiana Department of Environmental Management  
 Indiana Department of Transportation – Urban & MPO Section  
 \*Indiana Motor Truck Association  
 Kentucky Division for Air Quality  
 Kentucky Transportation Cabinet  
 Kentucky Transportation Cabinet – Office of Transportation Delivery  
 \*Kentucky Trucking Association  
 Louisville & Jefferson County Riverport Authority  
 Louisville Metro Planning & Design Services  
 Louisville Regional Airport Authority  
 \*Louisville Water Company  
 \*Louisville/Jefferson County Metro Sewer District  
 \*Oldham Chamber & Economic Development  
 Oldham County Planning Commission  
 \*One Southern Indiana  
 Ports of Indiana – Jeffersonville  
 \*River Hills Economic Development District  
 \*Southern Indiana Transit Advisory Group  
 TARC Accessibility Advisory Council  
 \*University of Louisville

### **Other Attendees**

Brian Meade	AECOM
Greg Huelsman	City of Prospect
Brandon Burgoa	Indiana Department of Transportation
Karlei Metcalf	Indiana Department of Transportation – Seymour District
Brian Eaton	Kentucky Transportation Cabinet
Keith Lovan	Kentucky Transportation Cabinet
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
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Mike Hill	Lochmueller Group
Chester Hicks	Louisville Downtown Partnership
Craig Butler	Louisville Metro Air Pollution Control District
Rachel Casey	Louisville Metro
Amanda Deatherage	Louisville Metro Public Works & Assets
Nathan Keltch	Louisville Metro Public Works & Assets
Geoffrey Hobin	TARC
Max Levy	TARC

\* Denotes Advisory Members



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Agenda Item #5

## MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Greg Burress

DATE: January 5, 2022

SUBJECT: Public Participation Plan Update and Public Comment Period

KIPDA staff is currently seeking feedback on the draft Public Participation Plan. The attached plan was updated to reflect changes in how staff engages with the public on a virtual landscape including committee meetings, public meetings, and social media. The public comment period runs until January 28, 2022. A virtual public meeting will be held at 4 PM on January 25, 2022. Additional information can be found at: <https://www.kipda.org/transportation/core-products/public-participation-plan/>

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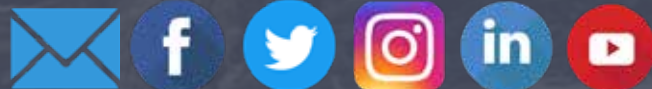
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# Draft Public Participation Plan



# 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.

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**TITLE VI COMPLIANCE** | KIPDA fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. KIPDA's website, [www.kipda.org](http://www.kipda.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. KIPDA public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by KIPDA under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with KIPDA's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence.

For more information on KIPDA's Title VI program or to obtain a Title VI Complaint Form, please visit: <https://www.kipda.org/about/ada-title-vi/>, call (502) 266-6084, or email [kellytyra.cecil@kipda.org](mailto:kellytyra.cecil@kipda.org).





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# 1: MPO Overview

## 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

# 2: Purpose

## 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.





# 3: Goals & Objectives

## Participation Plan Goals & 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:

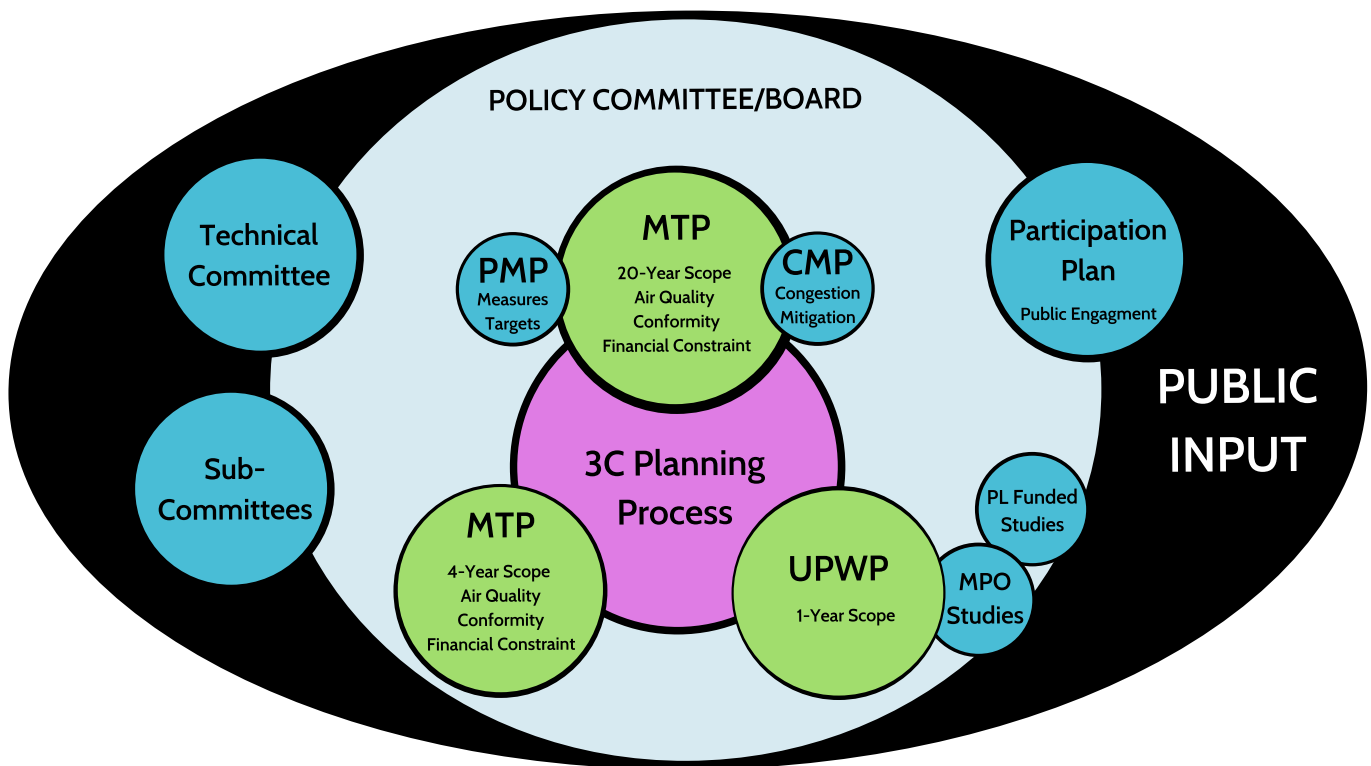
- Inform the public of transportation planning activities
- Educate the public regarding their role in the transportation planning and decision-making process
- Involve the public by providing input opportunities early in the process
- Engage minority and/or low-income communities in the public involvement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



# 4: Participation Plan Overview

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

A variety of outreach strategies are designed and employed 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

### 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 is modified on a regular basis.

Additional information about the *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 KIPDA website. Amendments are subject to the guidelines of the Participation Plan.

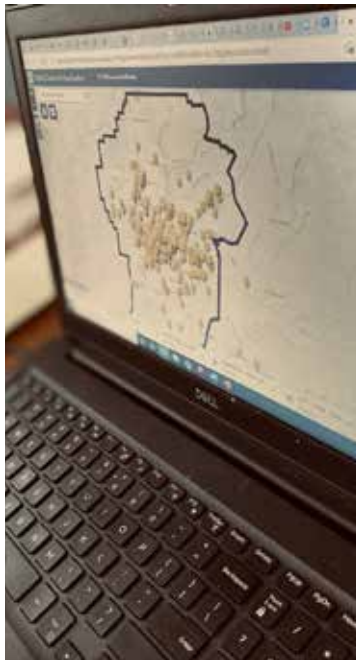
## Transportation Studies and Planning Efforts

### 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.



# 5: Engagement

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.

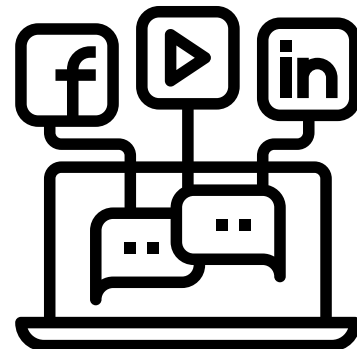
## Electronic and Virtual Engagement

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 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.

	Social Media	Email Notifications	KIPDA Agency Monthly Meeting Notice	KIPDA Website
Transportation Policy Committee	Yes	Yes	Yes	Yes
Transportation Technical Coordinating Committee	Yes	Yes	Yes	Yes
Subcommittees	Yes	Yes	Yes	Yes
Working Groups	No	No	No	Yes
Committee Meetings	Yes	Yes	Yes	Yes

## Notification & Public Engagement for KIPDA MPO Committees

	Meeting Material Availability	Public Access Virtual	Public Access Streaming *	Agenda Item: Public Comment Period
Transportation Policy Committee	7 days in advance of meeting	Yes	Yes	Yes
Transportation Technical Coordinating Committee	7 days in advance of meeting	Yes	Yes	Yes
Subcommittees	3-7 days in advance of meeting	Yes	Yes	Yes
Working Groups	Day of meeting or before	Optional	Optional	Optional
Committee Meetings	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.



Document	Public Review Period	Public Meeting	Library & Community Center Flyer	Notice on KIPDA Website
Final Draft Participation Plan Update	45 Days	Yes	Yes	Yes
Final Draft Metropolitan Transportation Plan (MTP) Update	30 Days	Yes	Yes	Yes
Final Draft Transportation Improvement Program (TIP) Update	30 Days	Yes	Yes	Yes
Final Draft Unified Planning Work Program (UPWP) Update	15 Days	Optional	Yes	Yes
MTP & TIP Amendment	15 Days	Yes	Yes	Yes
Participation Plans & UPWP Amendments	15 Days	Yes	Yes	Yes
TIP Administrative Modification	No	No	No	No
Final Draft of Studies & Planning Documents Completed by KIPDA	15 Days	Yes	Yes	Yes
Final Draft of Studies funded with MPO PL Funds*	15 Days	Yes	Yes	Yes

## Notification & Public Engagement for KIPDA MPO Committees

Document	KIPDA Social Media Notice	Press Release	TPC Review & Disposition of Comments	TPC Chair Approval Prior for Public Review
Final Draft Participation Plan Update	Yes	Yes	10 Days	Yes
Final Draft Metropolitan Transportation Plan (MTP) Update	Yes	Yes	10 Days	Yes
Final Draft Transportation Improvement Program (TIP) Update	Yes	Yes	10 Days	Yes
Final Draft Unified Planning Work Program (UPWP) Update	Yes	No	7 Days	N/A
MTP & TIP Amendment	Yes	No	7 Days	Yes
Participation Plans & UPWP Amendments	Yes	No	7 Days	Yes
TIP Administrative Modification	No	No	No	No
Final Draft of Studies & Planning Documents Completed by KIPDA	Optional	Optional	7 Days	Yes
Final Draft of Studies funded with MPO PL Funds*	Optional	Optional	Optional	Yes

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

**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:** A press release is submitted to all television radio, and major newspaper outlets of each of the five MPA counties, the region's minority newspaper, and Hispanic newspapers of greatest circulation.

**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 & 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.

## 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.





## 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 annually for effectiveness and research new potential strategies to maintain and enhance an inclusive and open metropolitan transportation planning process. 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. 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

### Contacting KIPDA Staff

KIPDA wants to start a conversation with you or your group. As part of outreach efforts to the community, 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 #6

### MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Spencer Williams

DATE: January 4, 2021

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](#).

11520 Commonwealth Drive  
Louisville, KY 40299  
[www.kipda.org](http://www.kipda.org)

Phone: 502.266.6084  
Fax: 502.266.5074  
TDD: 800.648.6056







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



## **Agenda Item #7**

### **MEMORANDUM**

**TO:** Transportation Technical Coordinating Committee

**FROM:** Elizabeth Farc

**DATE:** January 5, 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 recommend adoption of the CK 2050 Performance Measures to the TPC.**



## 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 #9**

**MEMORANDUM**

TO: Transportation Technical Coordinating Committee

FROM: Valerie Mohr

DATE: January 5, 2022

SUBJECT: Regional Travel Trends Update

Beginning in mid-2020, KIPDA Staff began tracking the changes in traffic levels around the region due to changes in travel patterns due to the COVID-19 Pandemic. Traffic levels dropped dramatically as schools and workplaces closed or had their operations significantly impacted, including a significant increase in the number of people working from home.

Staff will present to the TTCC an update of the traffic trends through October 2021, utilizing KIPDA's subscription to the StreetLight platform.

