



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



## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Thursday, February 24, 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](mailto:KIPDA.trans@kipda.org).

## **AGENDA**

1. *Call to Order, Welcome, Roll Call*
2. *January 2022 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 of upcoming activities (see enclosed).
5. *Public Participation Plan Update* – Staff will discuss the public involvement period to the draft Public Participation Plan (see enclosed). **Action Requested**
6. *Amendment 6 to the CK2040 Metropolitan Transportation Plan & the FY 2020-2025 Transportation Improvement Program* – Staff will provide an update to proposed Amendment 6 to the CK2040 MTP & the FY 2020-2025 TIP (see enclosed). **Action Requested**
7. *MPO Dedicated Funding Programs* – Staff will deliver updates and recommendations on the status of projects funded through the MPO Dedicated Funding Programs. **Action Requested**

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8. *Bipartisan Infrastructure Law Update* – Boday Borres from the Federal Highway Administration will provide the latest developments on the investment in America’s transportation network.
9. *Performance Management Plan Annual Update* – Staff will review proposed modifications to the KIPDA PMP Safety Targets. **Action Requested**
10. *FY 2020-2025 Transportation Improvement Program (TIP)* – Staff will present information on Administration Modifications to the short-range funding document (see enclosed).
11. *Coordinated Human Services Transportation Plan Amendment* – Staff will provide an update to the CHSTP. **Action Requested**
12. *Other Business*
13. *Adjourn*



**MINUTES**  
**TRANSPORTATION POLICY COMMITTEE (TPC)**  
**January 27, 2022, 12:30 p.m.**  
**In-Person and via Video Conference**

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**Call to Order**

Chair Kevin Baity called the meeting to order at 12:31 p.m. After introductions, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the minutes from the November meeting. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

Greg Burress, KIPDA staff, received a mass transit plan proposal from a citizen which would be emailed to TPC members at the conclusion of the meeting.

**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.

**Environmental Justice (EJ) Areas**

Spencer Williams, KIPDA staff, provided an update to the EJ Resource Guide, including some adjustments made to the methodology used to determine the EJ areas. There was discussion. No action was required.

**Connecting Kentuckiana 2050 Performance Measures Update**

Elizabeth Farc, KIPDA staff, presented updated performance measures to be utilized in the development of the CK 2050 Metropolitan Transportation Plan. There was discussion. **Carrie Butler, TARC, made a motion to approve the updated performance measures. J. Byron Chapman, Jefferson County League of Cities, seconded the motion and it carried with a unanimous vote.**

**Infrastructure Investment and Jobs Act (IIJA)**

Nick Vail, KIPDA staff, reported on the latest information available regarding the IIJA. There was discussion. No action was required.

**2022 Transportation Technical Coordinating Committee (TTCC) Officers**

Andy Rush, KIPDA staff, reviewed the election of Keith Griffie (Chair) and Matt Meunier (Vice Chair). No action was required.

**2022 Transportation Policy Committee Officers**

David Voegele was announced as the 2022 TPC Chair.

**Keith Griffiee, on behalf of the TTCC Nominating Committee, nominated Carrie Butler as Vice Chair. As there were no other nominations, the nomination carried with a unanimous vote.**

### **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 the retirements of KIPDA staff members David Burton and Adam Forseth, and the resignation of Stacey Burton. He introduced new staff member Jeremeih Shaw in an engineering/planning crossover position, as well as announced the promotions of Elizabeth Bowling-Schiller to the Every Commute Counts coordinator and Zach Herzog to GIS director. Elizabeth Farc will be handling the long-range planning process and the Metropolitan Transportation Plan.

On behalf of KIPDA staff, Andy presented Kevin Baity with a commemorative Louisville Slugger baseball bat as a token of appreciation for Kevin's service as Chair for both the TPC and KIPDA Board of Directors.

Kevin Baity announced that long-time TPC member Bernie Bowling (City of St. Matthews) would be celebrating his 75<sup>th</sup> birthday on February 1.

### **Adjournment**

The meeting was adjourned at 1:21 p.m.

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Andy Rush  
Recording Secretary

#### **Members Present:**

Keith Griffiee	Bullitt County
Tubby Purcell	City of Charlestown
Bernie Bowling	City of St. Matthews
Beverly Chester-Burton	City of Shively
*Erica Tait	Federal Highway Administration – Indiana
*Noura Akkad	Federal Highway Administration – Kentucky
Brian Dixon	Floyd County
J. Byron Chapman	Jefferson County League of Cities
Karlei Metcalf	Indiana Department of Transportation – Seymour
Isidro Delgado Herrera	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Carrie Butler	TARC
Kevin Baity (Chair)	Town of Clarksville

#### **Members Absent:**

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

### **Others Present:**

Felicia Harper	Bullitt County
Richard Tonini	City of St. Matthews
Bernadette Dupont	Federal Highway Administration – Kentucky
Brian Eaton	Kentucky Transportation Cabinet – District 5
Tom Hall	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
Elizabeth Farc	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Andy Rush	KIPDA
Jeremeih Shaw	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Mike Hill	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Vince Robison	TRIMARC
David Burton	
Adam Forseth	

\* Denotes Advisory Members



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#### **Agenda Item #4**

#### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: February 17, 2022

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from January 2022. 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. KIPDA hosted a listening session at the Thrive Center with the Transit Authority of River City(TARC).

Outreach strategies and results are available for two public comment opportunities in January. KIPDA received several general public comments via email and the public comment application. (See Enclosed)

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# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS JANUARY 2022

Transportation Main Page	202
Transportation Improvement Program	129
Metropolitan Transportation Plan	89

## PUBLIC COMMENT APP



6 New Pin Drops Added This Month

## PUBLIC COMMENT OPPORTUNITIES

### PUBLIC PARTICIPATION PLAN

Dec 14 - Jan 28

#### Email Campaign

- 1,982 Sent
- 850 Opens
- 78 Link Clicks

#### Social Media Campaign

- 5,762 Impressions
- 167 Engagements

#### Virtual Public Meeting

- January 25

#### Publishments

- WDRB
- Newspapers
- MPO Libraries
- Business Association & Chamber Newsletters

### AMENDMENT 6 TO THE MTP & TIP

Jan 24 - Feb 7

#### Email Campaign

- 1,972 Sent
- 936 Opens
- 209 Link Clicks

#### Social Media Campaign

- 3,579 Impressions
- 108 Engagements

#### Virtual Public Meeting

- February 1

#### Publishments

- Newspapers
- MPO Libraries
- Business Association & Chamber Newsletters

## SOCIAL MEDIA

JANUARY 2022



15 Posts  
4,071 Impressions  
116 Engagements



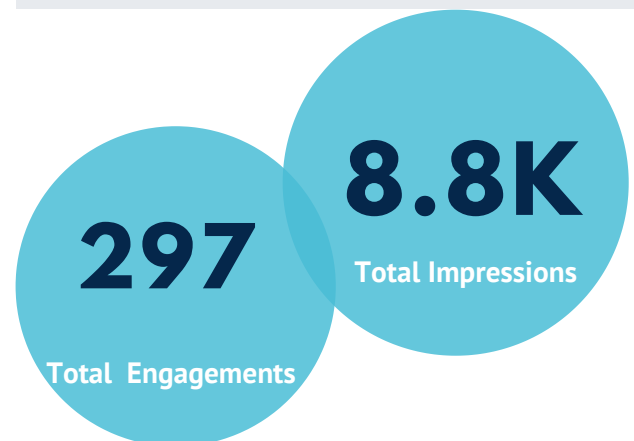
17 Tweets  
4,792 Impressions  
181 Engagements



8 Posts  
340 Impressions

#kipdatransporation #kipdampo

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



## PUBLIC OUTREACH EVENTS

Hosted a Listening Session at the Thrive Center

## PUBLIC COMMENTS

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"I believe Louisville would greatly benefit from reinstalling a mass transit system. I say reinstalling because we used to have an elevated rail line and many of the tracks and stations do still exist and are in use. It should be explored and if reviving it is not viable then another form should be installed regardless. Despite large initial investments, mass transit systems (even light rail) increase economic growth wherever they're placed. They would boost the economy, put Louisville on a more global setting, lessen traffic and connect our community in ways we aren't right now."

"I am opposed to more bike lanes because not many people use them. When I have taken my bike out on them, they are still dangerous to use because some drivers come too close to the lanes. The lanes are often littered with tree branches and stuff thrown out by people from their cars. Most of all, I am opposed to more single lanes on major thoroughfares with a turning lane created in the middle. I live off of Lexington Road, and the recent changes have been a complete disaster. Traffic moves extremely slow now, and if someone is texting or using his/her cell phone and moving below the speed limit, one cannot pass them now. It is also almost impossible to cross Lexington Road from one side to the next because traffic is now nothing but a steady stream of cars because of no passing. I live on Oxford Place, and to walk from one block to the next of Oxford Place while walking the dog, I have to wait longer than what I used to wait. The nearest traffic lights are at either Bauer or Cannons Lane. The idea to change Lexington Road was a bad one."

"Ugh, after reviewing many of the comments, the addition of bike lanes is overrepresented and pedestrian safety underemphasized. Bike lanes as "commuter" access serve to hamper road traffic and represent the needs of a very few. One must question the fantasy vs reality of commuters with Louisville topography and weather in considering the efficacy. Pedestrian safety and sidewalks especially for access to local staples and for recreation should be more of a priority. I believe the emphasis on bike lanes is a marketing trend and ploy for election to the higher office rather than a meaningful addition to the transportation plan."

"Can we get the barrels on Buchel Bypass over the bridge removed? They have been there for 2 years and no sign of any work being done."

"My number one comment and suggestion for transportation in the area would be to focus on removing the tolls on the bridges with Indiana. The bridges are such a great symbiotic asset, but having the tolls go to companies, and large portions of them being taken out of the local economy is hurting the city. A removal of tolls would allow the resurgence of the downtown area to the glory it once was. "



## PUBLIC COMMENTS

I frequently drive the Watterson Expressway in Jefferson County. Frequently, I find there is road construction going on that shuts down multiple lanes of traffic. What I am writing to suggest is could there be a text notification service that someone accountable for the Watterson maintains that could text drivers who opt into it about projects that would impact traffic. I think this could be done in an opt-in way. It could be promoted with signage on the Watterson and it could help drivers know what to expect when projects are planned (date, time, between which stretches of the roadway, etc).

The second suggestion I have is regarding traffic lights. In August 2020, I was hit by a vehicle driven by a young person, not from the area, who was texting, speeding, and ran a stoplight on Bardstown Road. As a result, I suffered serious injuries that required medical treatment I am still dealing with today. I was wearing a seatbelt, obeying traffic laws and had a green light. The other driver admitted to texting and speeding. I have since this event regularly observed drivers in Jefferson County running stoplights (often 3-5 seconds after the light has changed). In many other locations red light cameras are used as both a traffic enforcement tool. They hold drivers accountable who run traffic lights and they can generate income for local governments through fines. I don't know if they had been in operation they would have prevented the accident I was a victim of, but I think it's past time for Kentucky to allow them. I've written numerous people and been told Kentucky law doesn't allow for them. Then it needs to be changed. I visited Germany in 2011, and these devices were in operation all over the country. This is a country heavily focused on vehicles and yet it found these devices to be helpful in preventing accidents. If this type of technology is available, why aren't we using it to reduce motor vehicle accidents?

## PUBLIC MAP COMMENTS

"I-64 backs up (not just bridge construction)"

"Restore at grade crossing for Preston"

"Stop sign needed here"  
-E. Ormsby & S. Clay Street

"Protected bike lanes on this stretch from Bardstown down to Tyler park would be HUGE for bike commuters. It would really connect the city better for folks on bikes."  
-Bardstown Road & Beechwood Avenue

"Car traffic goes way too fast in this stretch between stoplights. Frequent honking and near misses with people speeding and turning into residences and neighborhoods. Consider additional light between Bardstown and Pee Wee Reece / Tyler / Bon Air."  
-Taylorsville Road & Gladstone Avenue

Better signage is needed here to alert cars that the bike lane is 2-way even though it's one-way for cars. I have almost been on my bike here by turning cars not looking both ways. Increase traffic from GoPuff & Logan St Market has made this worse.  
-E. Kentucky & Swan Street



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## Agenda Item #5

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: February 16, 2022

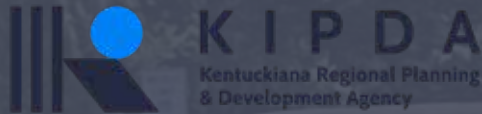
SUBJECT: Draft Public Participation Plan

The public comment period for the Metropolitan Planning Organization's Draft Public Participation Plan update (**attached**) ran from December 14, 2021 through January 28, 2022. A virtual public meeting was held on January 25, 2022. Outreach efforts included the following items:

- A press release to the MPO's media representatives.
- An e-mail campaign to nearly 2,000 recipients
- A continuous organic social media campaign throughout the public comment window
- Delivery of informational fliers to all MPO local libraires
- Announcements in local chamber and business association newsletters

The public comment period for the Draft Public Participation Plan was also featured on [WDRB.com](http://WDRB.com) and on a WDRB news broadcast. No relevant comments were received.

**Action is requested to approve the Public Participation Plan.**



# 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.

This document is published by the Kentuckiana Regional Planning and Development Agency

**FUNDING DISCLAIMER** | KIPDA is funded through a variety of funding sources including federal and state funds from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, and local funds from the local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

**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:

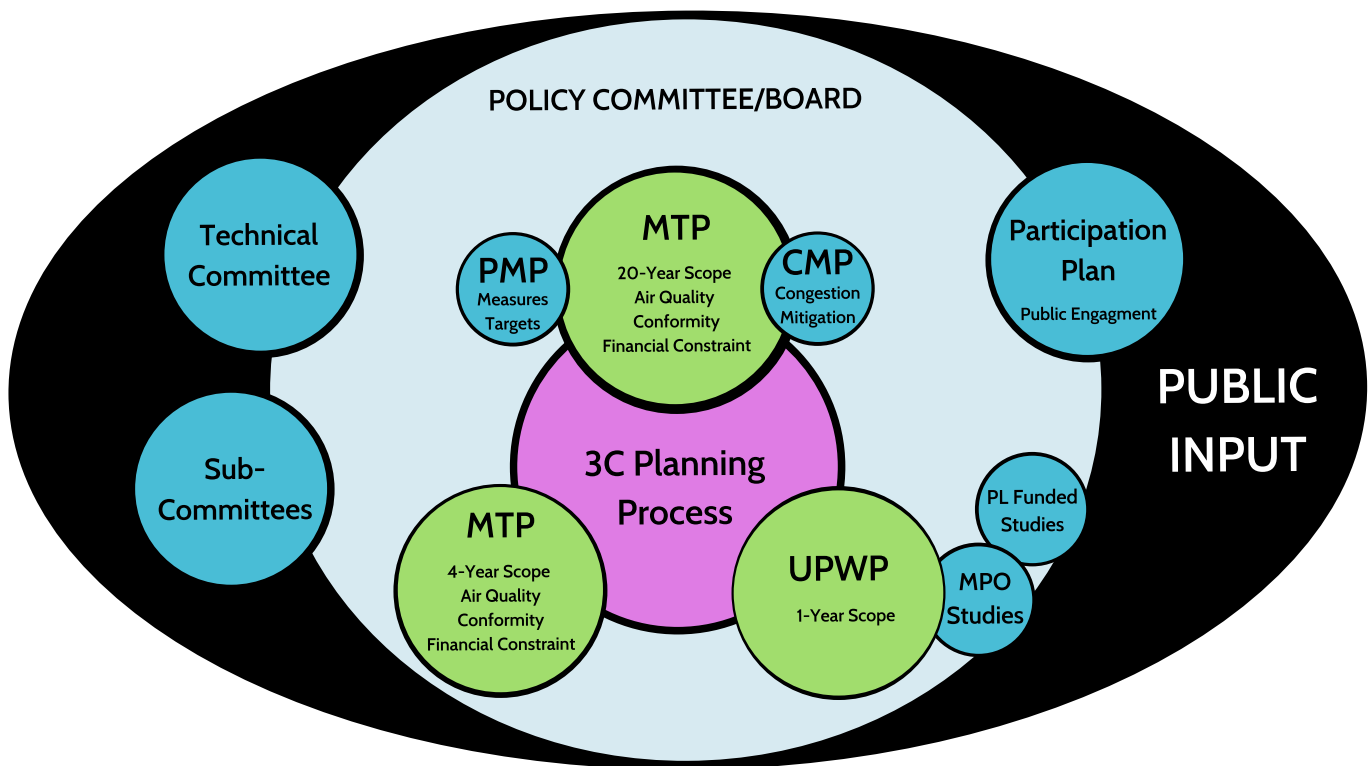
- Inform the public of transportation planning activities
- Educate the public regarding their role in the transportation planning and decision-making process
- Involve the public by providing input opportunities early in the process
- Engage minority and/or low-income communities in the public involvement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

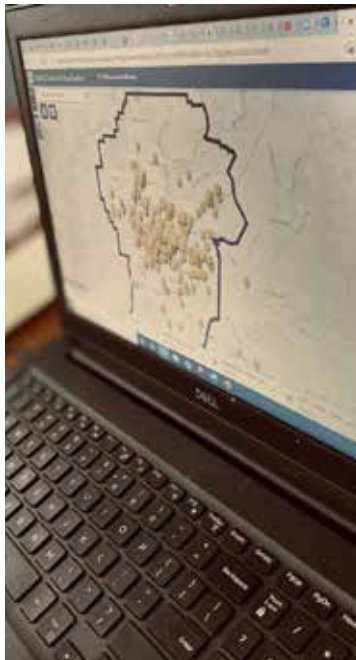
## Transportation Studies and Planning Efforts

### 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.

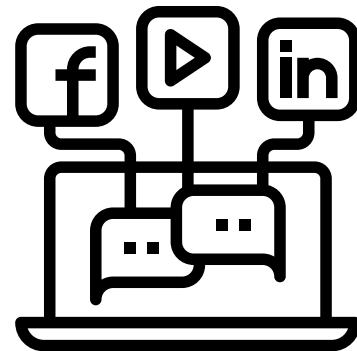
## Electronic and Virtual Engagement

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 Policy Committee

FROM: Nick Vail

DATE: February 10, 2022

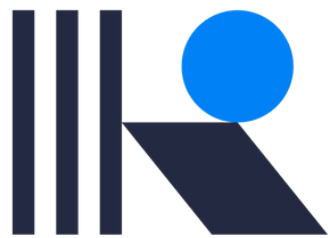
SUBJECT: Amendment 6 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)

KIPDA staff is ready to present Amendment 6 to the committees for consideration. There was no air quality conformity analysis due to the fact these projects are considered air quality exempt and do not impact the region's air quality. The public comment period lasted 15 days from January 24<sup>th</sup> to February 7<sup>th</sup> with a virtual open house from 5-6pm on February 1<sup>st</sup>. Greg Burress sent all public comments to the Transportation Policy Committee (TPC) members as part of their 15-day review.

#### **Action is requested to approve:**

- 1) Amendment 6 to the Connecting Kentuckiana 2040 MTP, and**
- 2) Amendment 6 to the FY 2020-2025 TIP.**





**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 6

Connecting Kentuckiana 2040 Metropolitan  
Transportation Plan (MTP)

&

Fiscal Year 2020 - 2025 Transportation  
Improvement Program (TIP)

*TPC Approval on February 24, 2022*





## AMENDMENT 6 SCHEDULE

Connecting Kentuckiana (CK) 2040 Metropolitan Transportation Plan (MTP)  
Fiscal Year (FY) 2020 - 2025 Transportation Improvement Program (TIP)

### WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

### KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors

January 4, 2022

KIPDA staff reviews projects

January 7, 2022

Public comment period

Jan. 24 - Feb. 7, 2022

Comments sent to the Transportation Policy Committee (TPC)

February 8, 2022

Transportation Technical Coordinating Committee (TTCC) Recommendation

February 9, 2022

TPC Action

February 24, 2022

### ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:  
[https://kipda.formstack.com/forms/kipda\\_epif](https://kipda.formstack.com/forms/kipda_epif)







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



### ***Connecting Kentuckiana 2040* Metropolitan Transportation Plan and FY 2020-2025 Transportation Improvement Program**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2040* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2020-2025 Transportation Improvement Program (TIP)

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is fiscally reasonable and the TIP remains fiscally constrained. All proposed changes and projects were determined to be and confirmed by the IAC to be exempt-only for air quality. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 6

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

- Visiting <https://kipdatransportation.org/amendment6/> and click on the *Amendment 6 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail to the following address  
**TIP and MTP Amendment, KIPDA**  
**11520 Commonwealth Drive, Louisville, KY 40299**
- Attend the virtual open house on February 1st from 5:00-6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual public meeting can be found at: <https://kipdatransportation.org/amendment6/>

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

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



TIP Action:	N/A				
MTP Action:	Update Open to Public Date				
Exempt/ Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Jeffersontown	KIPDA ID:	2081	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Bicycle & Pedestrian Trail Phase II	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,320,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A	Open to Public Date:		2023 2024	
Description:	The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mulberry Row Way.				
Purpose & Need:	The city conducted a bicycle/pedestrian master plan for the city. As a result of the master plan the citizens desired to provide both bicycle and pedestrian facilities that are safe along this section of Watterson Trail. Given the high density of neighborhoods and no sidewalks existing along this section of roadway it was determined to construct a multi-use trail to connect with the central business district of the downtown as well as other segments of the city's trail system.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add project				
MTP Action:	N/A				
Exempt/Non- Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	N/A
County	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Purchase twelve (12) 40-ft. Buses	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$7,750,000	
Funding Source:	Urbanized Area Formula Grants (Section 5307)		Open to Public Date:		2023
Description:	Purchase eight (8) 40-ft. low-floor, clean-diesel and four (4) 40-ft. low-floor, extended range full battery-electric transit buses using FY 2022 apportionment funds.				
Purpose & Need:	TARC will purchase twelve (12) 40' low-floor buses to replace existing buses that have exceeded their expected useful lives. While timely bus replacement is critical in order to manage maintenance costs, TARC also believes that the acquisition of zero-emission buses is key to the agency's sustainability.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following Section 5307 funds: \$6,200,000 (Federal) + \$1,550,000 (Other) = \$7,750,000 (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.

<b>TIP Action:</b>	Add project						
<b>MTP Action:</b>	N/A						
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model				
<b>Project Sponsor:</b>	Transit Authority of River City (TARC)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	N/A		
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A		
<b>Project Name:</b>	Purchase Six (6) Extended Range Electric Buses	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		N/A			
		<b>Total Cost Programmed in TIP to Date:</b>		\$4,026,658			
<b>Funding Source:</b>	Grants for Buses and Bus Facilities Formula Program (Section 5339)		<b>Open to Public Date:</b>		2023		
<b>Description:</b>	Purchase six (6) extended range full battery-electric buses, and two (2) depot chargers.						
<b>Purpose &amp; Need:</b>	TARC will replace six (6) diesel buses that have exceeded their useful lives. TARC's primary goal for this project is the replacement of high emission buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and making the agency more sustainable. A portion of the funds provided will be used to establish infrastructure (depot chargers) for electric buses. The charging equipment will be located in TARC's Union Station bus storage building.						
<b>FY 20-25 TIP Funding:</b>	FY 2022 Transit Capital phase with the following Section 5339 funds: \$3,422,659 (Federal) + \$603,999 (Other) = \$4,026,658 (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.

<b>TIP Action:</b>	N/A								
<b>MTP Action:</b>	Update Open to Public Date and Revise Purpose & Need Statement								
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model						
<b>Project Sponsor:</b>	Transit Authority of River City (TARC)	<b>KIPDA ID:</b>	1987	<b>State ID:</b>	05-562.00				
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A				
<b>Project Name:</b>	TARC-Comprehensive Operations Analysis & Strategic Plan	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		N/A					
		<b>Total Cost Programmed in TIP to Date:</b>		\$4,026,658					
<b>Funding Source:</b>	N/A	<b>Open to Public Date:</b>		2022 2024					
<b>Description:</b>	Perform a Comprehensive Operations Analysis as Phase I of the project, to analyze and evaluate the existing TARC system and services, in comparison with the community growth, economic trends, land use development patterns, and current and future needs for public transportation system improvements. Phase II of the project is developing a TARC Long Range Plan to address a long-term strategy for transit system improvements, level of investment and explore options for sustainable sources of funding. The overall project will improve the performance of the existing services/maximize service efficiency, and develop a long range plan for major investments as funding becomes available.								
<b>Purpose &amp; Need:</b>	<p>The purpose of the project is to develop a Comprehensive Operational Analysis for the TARC system/service area with a goal to plan for transportation services that address current and future needs of all users. The project is intended to improve performance of the existing services, address current operational concerns, maximize service efficiency and plan for major investments as funding becomes available. <del>The entire project can be developed in phases and should include four major components:-</del></p> <ol style="list-style-type: none"> <li><del>1. Comprehensive Operational Analysis</del></li> <li><del>2. Maximizing Service, Communications and Partnerships</del></li> <li><del>3. Major Investments Plan</del></li> <li><del>4. TARC Long Range Plan Update</del></li> </ol> <p>Comprehensive Operational Analysis should include ridership survey/ passengers' preferences and need assessment for current services improvements and long-term service planning. Based on the outcome of the customers' survey, TARC will implement efficiency improvements and plan for changes in services based on the routes' performance and the available funding. One of the potential outcomes of the COA is to initiate the TARC's Long Range Plan update based on the system evaluation and community preferences for public transportation. A transportation system that is planned and implemented according to the specific community needs, will greatly improve mobility, reduce traffic congestion on the existing roadways, and provide convenient and affordable travel options for residents across the region. Designated Park and TARC locations along major transportation corridors could become an economic development opportunity for local communities and in a long term could transform to mini stations or transit oriented developments with a mixture of small businesses and public services. An improved public transportation system will provide easy and affordable travel options for all users including commuters, aging population and residents that rely on public transit as their only mobility option.—</p>								
<b>FY 20-25 TIP Funding:</b>	N/A								

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

**Amendment 6 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025  
Transportation Improvement Program  
Public Comments**

**Project Name:** Purchase Six (6) Extended Range Electric Buses  
**KIPDA ID:** NEW  
**Project Sponsor:** Transit Authority of River City (TARC)

**Comments:** “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Yes please, this is great. More busses are needed.”

“Yes. More buses.”

“So glad there is investment in sustainable transportation!”

“I’d like to voice my support for TARC’s proposed purchase of all-electric busses, which I see included in Amendment 6.”

**Project Name:** Purchase Twelve (12) 40 Foot Buses  
**KIPDA ID:** NEW  
**Project Sponsor:** TARC

**Comments:** “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Agree these buses are a good purchase, thank you for buying more busses.”

“More and more buses are needed in order to replace aging fleet and to provide more options to folks.”

**Project Name:** Watterson Trail Bicycle & Pedestrian Trail Phase 2  
**KIPDA ID:** 2081  
**Project Sponsor:** Louisville Metro

**Comments:** “Addition of dedicated bicycle and pedestrian infrastructure is a desperately needed and very welcome improvement to our city. I hope this project and others like it continue to be implemented.”

“I fully support building out a network of bike and pedestrian pathways for those wishing to get around town without a motor vehicle.”

"I am in favor any multi-use paths that provide options for those who cannot or reluctantly rely on car transportation. More projects like this must be pursued in the dense urban corridors of Louisville in addition to this project. A good start."

"Great project, please extend the length of Watterson Trail and surrounding roads to make a good network."

"This is a confusing form. What is a Case Identifier? This Is a good project. I would like to see more bike and ped. Jeffersontown and the Bluegrass Industrial Park are critical economic engines. More options are needed. Thanks for this project!"



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: February 10, 2022

SUBJECT: MPO Dedicated Funding Programs

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

This quarter KIPDA staff held a project review meeting with Indiana project sponsors. Staff received cost increase requests from Indiana sponsors for FY23-25 project phases which KIPDA has the funds available to award. In addition to the cost increases, there is approximately \$900,000 (Federal) of FY22 funds which are currently unprogrammed and will be returned to the State of Indiana if they are not obligated this fiscal year. Since the requests for FY22 funding exceeded the available balance in Indiana, a TTCC Working Group was convened to develop a funding recommendation. Please see the attachments for more information.

#### **Action is requested to approve:**

- **the new projects and cost increases; and**
- **an amendment to the UPWP to include the two new planning studies.**

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



## STAFF REPORT

### *FY 22 Mini Call for Projects*

#### Projects Recommended by TTCC Working Group

Sponsor	Project Name	Description (summarized)	Funds Requested
Floyd County	Transit and Multi-Modal Planning Study	The study will identify demographics for those areas that currently lack services, current and future service needs as well as potential service providers in both urbanized and rural areas of the community.	\$250,000
New Albany	State Street Congestion Mitigation Planning Study	A corridor study to determine the best methods for mitigating congestion along the State Street corridor (from the interstate ramps to the Green Valley Road intersection; approximately 0.8 miles).	\$240,000
TARC	Bus Stop ADA Improvements	TARC, on behalf of the City of New Albany, is requesting funds for bus stops improvements throughout the City of New Albany.	\$119,997
TARC	Vehicles for Mobility on Demand Service	TARC will purchase five (5) modified Ford Transit Vans (or equal) for Mobility on Demand service to exurban locations.	\$324,746
Total Funds Recommended			\$934,743

#### Projects Not Recommended by TTCC Working Group

Sponsor	Project Name	Description (summarized)	Funds Requested
Clark County	Bridge 114 Replacement Deck	The existing deck will be removed and replaced, the existing guardrail will be replaced and the approaches leading to the bridge will be milled and paved.	\$20,000
Clarksville	Progress Way Roadway	The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway.	\$28,000
Clarksville	Stansifer Avenue	The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements.	\$360,000

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



*Cost Increases*

Fiscal Year	Sponsor	Project Name	Phase	KIPDA ID	State ID	Funds Requested
23	Clark County	CR 403 and Stacy Road	U	2549	1802805	\$694,000
23	Clarksville	Riverside Drive	C	2393	1700725	\$984,422
23	New Albany	Mount Tabor Road	PE	309	2000188	\$301,760
23	Clarksville	Blackiston Mill Road Ph. 2	C	2389	1700724	\$1,205,504
23	Floyd County	Charlestown Road	C	2128	1400500	\$1,200,000
25	New Albany	Mount Tabor Road	C	309	2000188	\$200,000
Total Funds Requested						\$4,585,686

Pending TPC approval of these cost increases, the available balance of funds would be:

FY 2023: \$485,369 (Incorrectly listed as \$1,469,791 at Feb. TTCC)

FY 2024: \$1,634,019

FY 2025: \$1,857,249

*Funding Obligations During Past Quarter*

Sponsor	Project Name	KIPDA ID	State ID	Phase	Funds Obligated
Jeffersontown	Watterson Trail Phase 1	1582	05-3031.00	C	\$1,839,747
Jeffersontown	Watterson Trail Phase 2	1583	05-518.00	R	\$202,400
KIPDA	Every Commute Counts	162	05-384.00	Pr	\$1,181,346
Louisville Metro	Louisville Loop Shared Use Path - McNeely Lake Park Segment	2539	05-3034.00	D	\$150,000

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TDD: 800.648.6056



## Methodology

KIPDA MPO Staff will collect data and use the travel demand forecasting model and other tools and datasets to develop and design year traffic projections to provide the information requested. Work often involves collaboration with INDOT and KYTC to develop various scenarios.

## Relationship to Other Work Elements

Information provided under this element is most directly related to travel model development for traffic and transit ridership projections.

## Responsible Agency

KIPDA MPO

## Estimated KIPDA MPO Staff Hours

456

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### 3.3 Short Range Studies and Programs

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#### Objective

- To respond to requests from local officials and agencies for assistance in transportation planning related areas.

#### Products

The following studies are funded with PL Discretionary:

- KY 329 Bypass Study, Oldham County, KY, \$100,000 Federal with Local Match (\$25,000 Local Match from Oldham County Fiscal Court.)
- Old Vincennes Road-Schreiber Road and Baylor-Wissman and North Tucker Road Project, Floyd County, IN, \$30,000 Federal with Local Match (\$7,500 Local Match from Floyd County).

The following studies are funded by Section 5303 funds through Kentucky:

- Fleet Conversion to Electric Study, TARC, \$100,000 Federal with Local Match (TARC determines schedule. KIPDA estimates June 2023)
- Mobility as a Service, TARC, \$125,000 Federal with Local Match (TARC determines schedule. KIPDA estimates June 2023)

A TARC Comprehensive Operational Analysis and Long-range Planning effort is being funded with \$446,000 of KYTC Discretion by way of direct agreement between TARC and KYTC.

The following planning studies have been added to the UPWP mid-year as Indiana PL dollars that have been shifted from the STBG-MPO Program:

- Transit and Multi-Modal Planning Study, Floyd County, \$250,000 Federal with Local Match (\$62,500 Local Match from Floyd County)
- State Street Congestion Mitigation Planning Study, New Albany, \$240,000 Federal with Local Match (\$60,000 Local Match from New Albany)

## Methodology

KIPDA will lead and co-manage Oldham County's KY 329 Study. Floyd County will lead its studies by agreement with KIPDA. TARC is leading its studies by agreement with KIPDA.

Recently completed studies include: The Downtown Mobility Plan (completed in FY18) and *Move Louisville* (Louisville Metro) and was a partnership between the Downtown Development Corporation and KIPDA (with Louisville Metro and TARC as members of the project team). A Regional Freight Mobility Study was developed in FY 2019 and was approved by the Transportation Policy Committee in February of 2019.

The Floyd County Transit Study and the State Street Congestion Study in New Albany will be led by Floyd County and New Albany, respectively, by agreement with KIPDA. These studies have been added to the FY 2020-FY 2025 TIP since the funds were transferred from the STBG-MPO Program. Any KIPDA Staff hours devoted to these studies in FY 2022 are expected to be minimal.

### **Relationship to Other Work Elements**

Short range studies can result in additions to the MTP and/or proposals for project implementation by local or state agencies. The studies typically involve data collection, public involvement, and analyses related to specific transportation system issues.

### **Responsible Agency**

KIPDA and/or sponsoring agency Staff and consultant services provided under agreement, as appropriate.

### **Estimated KIPDA MPO Staff Hours**

101

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## **3.4 Transportation Safety Planning**

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### **Objective**

- To provide the planning support needed to improve the safety of the transportation system in the MPA through cooperation with other agencies, data collection, monitoring, and analysis.

### **Products**

- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type (ongoing)
- Selection and prioritization of Highway Safety Improvement Program (HSIP) projects with sub-allocated funding from INDOT (ongoing)
- Annual update of the FHWA safety-related performance measure targets and baselines at the regional level (by February 28, 2022)
- Provide assistance with Local Road Safety Plans, as requested (ongoing)

### **Methodology**

KIPDA MPO Staff will use various methods such as committee and subcommittee presentations, incorporation of crash data as a project ranking criterion, etc., to emphasize the importance of safety in the planning process.

KIPDA MPO Staff will consult and work with KYTC and INDOT in carrying out their respective Strategic Highway Safety Plans.

Work Program Budget Summary - Estimated FY 2022 Funding (Updated February 2022)

Funding Source	Element 1	Element 2	Element 3	Element 4	MPO Operations (Elements 1-4 Total)	Element 5	Contracts									TOTAL CONTRACTS	TOTAL
	System Monitoring	Long Range	Short Range	Program Admin.		Rideshare	Section 5303 - Fleet Electrification Study (TARC)	Section 5303 - Mobility as a Service Study (TARC)	Traffic Counting (Louisville Metro)	Route Monitoring (TARC)	Streetlight & Database Project	CMAQ for KAIRE Program (APCD)	Floyd County Planning Studies	New Albany State Street Study	Oldham County KY 329 Study		
FHWA - PL (KY)	\$252,514	\$417,144	\$159,276	\$203,132	\$1,032,066	\$0	\$0	\$0	\$47,562	\$20,511	\$99,862	\$0	\$0	\$0	\$0	\$167,934	\$1,200,000
KYTC Match (5%)	\$15,782	\$26,072	\$9,955	\$12,696	\$64,504	\$0	\$0	\$0	\$2,973	\$1,282	\$6,241	\$0	\$0	\$0	\$0	\$10,496	\$75,000
Local Match	\$47,346	\$78,215	\$29,864	\$38,087	\$193,512	\$0	\$0	\$0	\$8,918	\$3,846	\$18,724	\$0	\$0	\$0	\$0	\$31,488	\$225,000
FHWA - PL Discretionary (KY)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Local Contribution by Oldham Co for Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$25,000
FHWA –PL (IN) <sup>2</sup>	\$52,594	\$86,883	\$33,174	\$42,309	\$214,960	\$0	\$0	\$0	\$11,289	\$4,868	\$23,702	\$0	\$280,000	\$240,000	\$0	\$559,859	\$774,819
Local Match	\$13,148	\$21,721	\$8,294	\$10,577	\$53,740	\$0	\$0	\$0	\$2,822	\$1,217	\$5,926	\$0	\$0	\$0	\$0	\$9,965	\$63,705
Local Match by Floyd County or New Albany for Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$60,000	\$0	\$130,000	\$130,000
FTA – 5303 (IN)	\$12,335	\$20,377	\$7,781	\$9,923	\$50,416	\$0	\$0	\$0	\$2,323	\$1,002	\$4,878	\$0	\$0	\$0	\$0	\$8,204	\$58,620
Local Match	\$2,005	\$3,312	\$1,264	\$1,613	\$8,193	\$0	\$0	\$0	\$378	\$163	\$793	\$0	\$0	\$0	\$0	\$1,333	\$9,527
FTA - 5303 (KY)	\$44,903	\$74,178	\$28,323	\$36,122	\$183,526	\$0	\$100,000	\$125,000	\$18,826	\$8,119	\$39,529	\$0	\$0	\$0	\$0	\$291,474	\$475,000
Local Match	\$7,297	\$12,055	\$4,603	\$5,870	\$29,826	\$0	\$0	\$0	\$3,060	\$1,319	\$6,424	\$0	\$0	\$0	\$0	\$10,803	\$40,628
Local Match by TARC for Study	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$31,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,250	\$56,250
Local Match to FTA - 5303 KY & IN by TARC	\$5,008	\$8,272	\$3,159	\$4,028	\$20,467	\$0	\$0	\$0	\$1,850	\$798	\$3,885	\$0	\$0	\$0	\$0	\$6,533	\$27,000
FHWA - KY - STBG	\$0	\$0	\$0	\$0	\$0	\$1,181,346	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,346
Local Match (Fees)	\$0	\$0	\$0	\$0	\$0	\$295,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$295,337
FHWA - IN STBG	\$0	\$0	\$0	\$0	\$0	\$127,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,000
Local Match (Fees)	\$0	\$0	\$0	\$0	\$0	\$31,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,750
FHWA CMAQ (IN)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000
APCD Match (In-kind)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
Total Federal	\$362,346	\$598,583	\$228,554	\$291,485	\$1,480,969	\$1,308,346	\$100,000	\$125,000	\$80,000	\$34,500	\$167,970	\$200,000	\$280,000	\$240,000	\$100,000	\$1,327,470	\$4,116,785
Total Match	\$90,587	\$149,646	\$57,139	\$72,871	\$370,242	\$327,087	\$25,000	\$31,250	\$20,000	\$8,625	\$41,993	\$50,000	\$70,000	\$60,000	\$25,000	\$331,868	\$1,029,196
TOTAL	\$452,933	\$748,229	\$285,693	\$364,356	\$1,851,211	\$1,635,433	\$125,000	\$156,250	\$100,000	\$43,125	\$209,963	\$250,000	\$350,000	\$300,000	\$125,000	\$1,659,338	\$5,145,981

KIPDA MPO FY 22 Funding (INDOT Only)  
 Budget Revision Requested February 2022

Work Elements	5303		PL		CMAQ		STBG	
	FTA - 5303 (IN)	Local Match	FHWA - PL (IN)	Local Match	FHWA CMAQ (IN)	In Kind Match	STBG (IN)	STBG LOCAL MATCH - Van Pool fees & In-
1.0 System/Develop. Monitoring	\$12,335	\$3,084	\$52,594	\$13,148	-	-	-	-
2.0 Long Range Planning	\$20,377	\$5,094	\$86,883	\$21,721	-	-	-	-
3.0 Short Range Planning	\$7,781	\$1,945	\$33,174	\$8,294	-	-	-	-
4.0 Program Administration	\$9,923	\$2,481	\$42,309	\$10,577	-	-	-	-
5.0 Rideshare Program	-	-	-	-	-	-	\$127,000	\$31,750
600 - Other	\$8,204	\$2,051	\$559,859	\$139,965	\$200,000	\$50,000	-	-
<b>TOTAL</b>	<b>\$58,620</b>	<b>\$14,655</b>	<b>\$774,819</b>	<b>\$193,705</b>	<b>\$200,000</b>	<b>\$50,000</b>	<b>\$127,000</b>	<b>\$31,750</b>



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



## Agenda Item #9

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Jeremeih Shaw

DATE: February 17, 2022

SUBJECT: KIPDA Performance Management Plan (PMP) Safety Targets Update

FHWA requires the MPOs that have chosen to set safety performance measure targets specific to their region to do so on an annual basis. The set of five safety performance measures are collectively referred to as PM 1. More specifically, the five measures that FHWA prescribes are:

- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Serious Injury Rate
- Number of Non-Motorized Fatalities and Serious Injuries

MPOs are required to submit updated baselines and targets to their respective state DOTs for each of these five measures by February 28th. These baselines and targets are required to be presented as five-year rolling averages. A baseline for each measure has been established for the five-year period from 2016-2020. Proposed targets for each of the five measures reflecting 2018-2022, the methodology for establishing these targets, as well as a summary of 2021 crash data in the KIPDA Region will be discussed at the meeting. A TTCC Recommendation made during the February 9, 2022 TTCC Meeting will be presented.

Staff will also provide a high-level overview, as a refresher, on performance management as it relates to the other performance targets.

**Action is requested.**

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 #9**

**Safety Performance Measures: PM1  
Louisville/Jefferson Co KY-IN MPO  
February 2022 Update**

PM 1: Safety Performance Measures (February 2022 Update)		
Number of Fatalities	Baseline (2016-2020)	140.6
	Target (2018-2022)	149.4
Fatality Rate (per 100 million VMT)	Baseline (2016-2020)	1.25
	Target (2018-2022)	1.36
Number of Serious Injuries	Baseline (2016-2020)	705.3
	Target (2018-2022)	644.3
Serious Injury Rate (per 100 million VMT)	Baseline (2016-2020)	6.25
	Target (2018-2022)	5.82
Number of Non-Motorized Fatalities and Serious Injuries	Baseline (2016-2020)	117.7
	Target (2018-2022)	117.5

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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: February 10, 2022

SUBJECT: Administrative Modification 27 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:

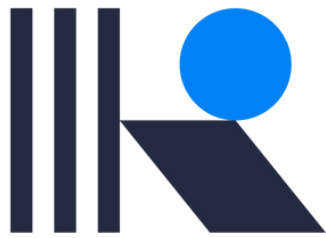
- Correcting minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category 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 27**

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

*February 24, 2022*



TIP Action:	Modify TIP funding				
Project Sponsor:	Clark County	KIPDA ID:	2549	State ID:	1802805
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	CR 403 and Stacy Road Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP) - MPO	Open to Public Date:	2024
Total Estimated Project Cost:	\$3,672,129 <del>\$2,901,017</del>		Total Cost Programmed in TIP to date:	\$3,672,129 <del>\$2,901,017</del>	
Description:	Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.				
Purpose & Need:	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.				
FY 20-25 TIP Funding:	FY 2020 Design phase with HSIP-MPO funds: \$283,500 (Federal) + \$31,500 (Other) = \$315,000 (Total)  FY 2022 Right of Way phase with HSIP-MPO funds: \$71,720 (Federal) + \$7,969 (Other) = \$79,689 (Total)  <del>FY 2022 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)</del>  FY 2023 Utilities phase with HSIP-MPO funds: \$802,000 (Federal) + \$89,112 (Other) = \$891,112 (Total)  <del>FY 2023 Construction phase with STBG-MPO funds: \$2,147,735 (Federal) + \$238,593 (Other) = \$2,385,928 (Total)</del> <input type="checkbox"/> <input type="checkbox"/>				

\*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:	Clarksville	KIPDA ID:	2389	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	2682
Project Name:	Blackiston Mill Road Phase II	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$2,526,880 <del>\$1,020,000</del>		Total Cost Programmed in TIP to date:	\$2,526,880 <del>\$1,020,000</del>	
Description:	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.				
Purpose & Need:	Project will improve the safety of the corridor and provide pedestrian and drainage improvements.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with the following STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total)  FY 2023 Construction phase with the following STBG-MPO funds: \$1,205,504 (Federal) + \$301,376 (Other) = \$1,506,880 (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:	Clarksville	KIPDA ID:	2393	State ID:	1700725
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Riverside Drive	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$7,343,873		Total Cost Programmed in TIP to date:	\$7,343,873	
Description:	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
Purpose & Need:	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-MPO funds: \$2,306,555 (Federal) + \$461,311 (Other) = \$2,767,866 (Total)  FY 2022 Preliminary Engineering phase with STBG-MPO funds: \$107,000 (Federal) + \$26,750 (Other) = \$133,750 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$1,703,756 (Federal) + \$642,794 (Other) = \$2,346,550 (Total) <del>\$719,334 (Federal) + \$1,627,216 (Other) = \$2,346,550 (Total)</del>  FY 2023 Construction phase with CRRSAA-MPO funds: \$1,262,685 (Federal) + \$315,672 (Other) = \$1,578,357 (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:	Floyd County	KIPDA ID:	2128	State ID:	1400550
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Charlestown Road Corridor Complete Streets	Funding Source:	Congestion Mitigation Air Quality (CMAQ) - MPO	Open to Public Date:	2025
Total Estimated Project Cost:	\$3,152,047 <del>\$1,266,047</del>		Total Cost Programmed in TIP to date:	\$3,152,047 <del>\$1,266,047</del>	
Description:	Construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage. Project length is 1.31 miles.				
Purpose & Need:	The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.				
FY 20-25 TIP Funding:	FY 2020 Right of Way phase with CMAQ-MPO funds: \$384,147 (Federal) + \$84,400 (Other) = \$468,547 (Total)  FY 2021 Right of Way phase with CMAQ-MPO funds: \$300,000 (Federal) + \$60,000 (Other) = \$360,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$1,200,000 (Federal) + \$686,000 (Other) = \$1,886,000 (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.

<b>TIP Action:</b>	Add project as part of Group: Transportation Studies - Indiana (2686) <input type="checkbox"/>				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2100002
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2686
<b>Project Name:</b>	Floyd County Transit and Multi-Modal Planning Study	<b>Funding Source:</b>	Metropolitan Planning (PL)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$312,500		<b>Total Cost Programmed in TIP to date:</b>	\$312,500	
<b>Description:</b>	Conduct a planning study to improve transit and multi-modal transportation opportunities in Floyd County and the municipalities. The study will identify demographics for those areas that currently lack services, current and future service needs as well as potential service providers in both urbanized and rural areas of the community. Additionally, the study will research transit regulations, propose alternative solutions for transit and other multi-modal services, develop cost estimates and implementation plans for services.				
<b>Purpose &amp; Need:</b>	To identify transit needs and provide solutions for Floyd County.				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Planning phase with the following PL funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)				

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.



TIP Action:	Modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2385	State ID:	05-3219.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Patti Lane Sidewalk Safety Improvement Project	Funding Source:	Transportation Alternatives (TA) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$312,500		Total Cost Programmed in TIP to date:	\$312,500	
Description:	Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and sharrow bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create managable commercial entrances for each business.				
Purpose & Need:	Patti Lane is a Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.				
FY 20-25 TIP Funding:	FY 2022 Construction phase with the following TA-MPO STBG-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (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:	New Albany	KIPDA ID:	309	State ID:	2000188
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Mount Tabor Road	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$13,718,719 <del>\$13,091,519</del>		Total Cost Programmed in TIP to date:	\$13,718,719 <del>\$13,091,519</del>	
Description:	Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip. Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.				
Purpose & Need:	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd, and add audible pedestrian signals.				
FY 20-25 TIP Funding:	FY 2020 Right of Way phase with STBG-MPO funds: \$186,931 (Federal) + \$46,733 (Other) = \$233,664 (Total)  FY 2023 Preliminary Engineering phase with STBG-MPO funds: \$301,760 (Federal) + \$75,440 (Other) = \$377,200 (Total)  *FY 2024 Utilities phase with STBG-MPO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (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: Transportation Studies - Indiana (2686)☐				
Project Sponsor:	New Albany	KIPDA ID:	NEW	State ID:	2100002
County	Floyd	Parent ID:	N/A	Group ID:	2686
Project Name:	State Street Congestion Mitigation Planning Study	Funding Source:	Metropolitan Planning (PL)	Open to Public Date:	2023
Total Estimated Project Cost:	\$300,000		Total Cost Programmed in TIP to date:	\$300,000	
Description:	A corridor study to determine the best methods for mitigating congestion along the State Street corridor (from the interstate ramps to the Green Valley Road intersection; approximately 0.8 miles). To do this, the City of New Albany would like to install Miovision cameras at key intersections along the corridor to have real-time data for multiple signal performance measures that could be analyzed and studied to determine a more efficient means of conveying traffic.				
Purpose & Need:	In New Albany, Indiana, the State Street corridor is a vital regional corridor that connects the interstate to the hospital, commercial land use, residential units, and retail amenities. The corridor currently serves approximately 28,000 vehicles per day. The purpose of this study is to identify how the City of New Albany could achieve a more balanced lane flow distribution beyond the measures that have already been taken.				
FY 20-25 TIP Funding:	FY 2022 Planning phase with the following PL funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)				
TIP Action:	Add project as part of Group: Transit Improvements - Indiana (2682)☐				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	TBD
County	Floyd	Parent ID:	N/A	Group ID:	2682
Project Name:	New Albany Bus Stop ADA Improvements	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$149,997		Total Cost Programmed in TIP to date:	\$149,997	
Description:	TARC will improve bus stops throughout the City of New Albany. 26 bus stops were identified as not being ADA compliant, many of which do not have concrete pads for the bus riders.				
Purpose & Need:	The City of New Albany has a high proportion of lower-income residents, and only one bus route to serve the entirety thereof. To aid all residents in access to these facilities, the City of New Albany would like to make all bus stops ADA compliant.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following STBG-MPO funds: \$119,997 (Federal) + \$30,000 (Other) = \$149,997 (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: Transit Improvements - Indiana (2682)☐				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	TBD
County	Clark, Floyd and Jefferson	Parent ID:	N/A	Group ID:	2682
Project Name:	Purchase Vehicles for Mobility on Demand Service	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:	2023
Total Estimated Project Cost:	\$417,183		Total Cost Programmed in TIP to date:	\$417,183	
Description:	TARC will purchase five (5) modified Ford Transit Vans (or equal) for Mobility on Demand service to exurban locations.				
Purpose & Need:	TARC intends to provide service to industrial and other sites in southern Indiana that are difficult or inefficient to reach with a full sized transit bus. Service will be focused on sites in Indiana, but some vehicles may be used for the same purpose in Kentucky. The vehicles will replace ADA accessible sedans that have exceeded their useful lives.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following STBG-MPO funds: \$324,746 (Federal) + \$81,187 (Other) = \$405,933 (Total)				

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.



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



## **Agenda Item #11**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Elizabeth Farc

DATE: February 17, 2022

SUBJECT: Coordinated Human Services Transportation Plan Amendment

The Coordinated Human Services Transportation Plan provides the strategic plan for transportation services for older adults and individuals with disabilities and provides guidance for the use of funds from the Federal Transit Administration's Section 5310 Elderly Individuals and Individuals with Disabilities Program.

The MPO has been asked to amend the Coordinated Plan to include the list of projects awarded Section 5310 funding. These funding awards are organized by TARC and are all currently included in KIPDA's Transportation Improvement Program (TIP). These are not new funding awards at this time.

**Action is requested to approve amending the Coordinated Human Services Transportation Plan.**

