



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



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, August 25, 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.

All TPC voting members when participating online must activate their web cameras during the meeting per Kentucky Open Meetings and Open Records Statutes.

The public may review the meeting materials and find the web-link to the video meeting at:

<https://www.kipda.org/committees-and-councils/transportation-policy-committee/meeting-information/>

There will be a public comment period at the beginning of the TPC meeting. The public may also submit comments in advance of the meeting by emailing KIPDA.trans@kipda.org.

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *July 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 future public involvement opportunities (see enclosed).
5. *I-Move Kentucky* – Chris Slone from the Kentucky Transportation Cabinet will discuss and present the latest from I-Move Kentucky.
6. *Complete Streets Policy* – Staff will present the draft Complete Streets policy which has been developed in conjunction with the recommendations from the formed working group (see enclosed). **Action Requested**
7. *Safe Streets for All Grant* – Staff will provide an update on the Safe Streets for All Grant including the latest timeline and what action will come next. **Action Requested**

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056





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8. *Freight Network* – Staff will present updated data and roads to the existing freight network.
Action Requested
9. *Congestion Mitigation & Air Quality Performance Plan* – The CMAQ Performance Plan examines the applicable performance measures and baselines/targets for each of those measures and will be discussed by staff. **Action Requested**
10. *Administrative Modifications 34 to the FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
11. *Indiana MPO Conference* – Staff will provide the latest updates to the 2022 Indiana MPO Conference including registration, speakers, and more.
12. *Other Business*
13. *Adjourn*

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MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
July 28, 2022, 12:30 p.m.
In-Person and via Video Conference

Call to Order

Chair David Voegele called the meeting to order at 12:31 p.m. After roll call, it was determined that there was a quorum present.

Review and Approval of Minutes

Carrie Butler, TARC, made a motion to approve the minutes from the June meeting. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Public Comment Period

Greg Burruss, KIPDA staff, presented a public comment from Jody Dahmer in support of allocating funding for two-way street conversions across the city of Louisville.

Public Involvement Report

Greg Burruss, KIPDA staff, reported on activities undertaken to engage the public, comments received, and ongoing/upcoming activities. No action was required.

Amendment 8 to the FY 2020-FY 2025 Transportation Improvement Program (TIP) and Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP)

Nick Vail, KIPDA staff, provided information on proposed Amendment 8 to the TIP and MTP. J.

Byron Chapman, Jefferson County League of Cities, made a motion to approve Amendment 8. Jeff O'Brien, Louisville Metro Government, seconded the motion, and it carried with a unanimous vote.

Project Evaluation Process

Elizabeth Farc, KIPDA staff, discussed changes to the project evaluation process for the update to the MTP. There was discussion. **Keith Griffie, Bullitt County, made a motion to approve the changes. Carrie Butler, TARC, seconded the motion and it carried with a unanimous vote.**

Metropolitan Planning Organization Dedicated Funding Program

Nick Vail, KIPDA staff, provided updates on the funding obligations for the past quarter and presented a requested cost increase. **Bernie Bowling, City of St. Matthews, made a motion to approve the cost increase. J. Byron Chapman, Jefferson County League of Cities, seconded the motion and it carried with a unanimous vote.**

Project Management Guidebook Update

Nick Vail, KIPDA staff, presented an update to the Project Management Guidebook to reflect the new funding program of the Bipartisan Infrastructure Law. **Jeff O'Brien, Louisville Metro Government, made a motion to approve the update. Tubby Purcell, City of Charlestown, seconded the motion and it carried with a unanimous vote.**

Administrative Modification 32 to the FY 2020-2025 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented information on Administrative Modification 32 to the TIP. No action was required.

Indiana MPO Conference

Greg Burress, KIPDA staff, provided the latest update on the 2022 Indiana MPO Conference. No action was required.

Safe Streets for All Grant

Alex Posorske, KIPDA staff, provided an update on the application process for the Safe Streets for All grants. There was discussion. No action was required.

Other Business

Nick Vail, KIPDA staff, provided information on upcoming funding opportunities. No action was required.

Adjournment

The meeting was adjourned at 1:32 p.m.

Andy Rush
Recording Secretary

Members Present:

Keith Griffie	Bullitt County
Tubby Purcell	City of Charlestown
Matt Meunier	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Beverly Chester-Burton	City of Shively
Bernie Bowling	City of St. Matthews
Nick Creevy	Floyd County
Karlei Metcalf	Indiana Department of Transportation – Seymour
Isidro Delgado	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Jeff O'Brien	Louisville Metro Government
David Voegel (Chair)	Oldham County
Carrie Butler	TARC
Kevin Baity	Town of Clarksville

Members Absent:

City of New Albany
Clark County
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Federal Transit Administration – Region 4
Indiana Department of Transportation
Jefferson County League of Cities
*Louisville Metro Planning & Design
Louisville Regional Airport Authority
U.S. Dept. of Housing & Urban Development

Others Present:

Travis Thompson	HDR Inc.
Thomas Witt	Kentucky Transportation Cabinet
Larry Chaney	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
Randall Embry	KIPDA

Agenda Item #2

Elizabeth Farc	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Andy Rush	KIPDA
Jeremeih Shaw	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Shawn Dikes	Lochmueller Group
Dirk Gowin	Louisville Metro Government
Michael King	Louisville Metro Government
John Riley	Spencer County
Bob Stein	United Consulting
Doug Smith	WSP USA
Jody Dahmer	
Bee Keeton	
Evan Kerr	
Diana Mitchen	
Susan Oatman	

* Denotes Advisory Members



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Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: August 18, 2022

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from July of 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 knowledge. The report details public comments received through public events KIPDA attended and social media.

Also included are the completed survey results as part of KIPDA's federal certification review.

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TRANSPORTATION OUTREACH REPORT



WEBSITE UNIQUE VISITS July 2022

Transportation Main Page	217
Transportation Improvement Program	101
Metropolitan Transportation Plan	49

PUBLIC OUTREACH EVENTS AND MEETINGS

Parkland Plaza Grand Opening
Middletown Chamber of Commerce Workgroup
Louisville Health Advisory Board Committee

SOCIAL MEDIA ANALYTICS July 2022



16 Posts
3,409 Impressions
155 Engagements



16 Tweets
4,636 Impressions
216 Engagements



11 Posts
646 Impressions

371

Total Engagements

8.6K

Total Impressions

PUBLIC COMMENTS

"No show on TARC3"

"Cannot bike from my
neighborhood"
-Barbourmeade

"TARC on time"

"Safety barrier on
curve @ 6500 Upper
Hunters Trace"

"More transportation
public purview-
buses, trams, ect;
down w/ cars"

"When it snows
trucks need to come
on the side streets."

SOCIAL MEDIA COMMENTS

"Since you brought it up, Dumesnil could REALLY use some traffic calming near this incredible public garden and plaza :) it's a highway through a neighborhood."

"Now we just need to work on Dumesnil :)"

FCR Survey Results







MAY 18-JULY 22



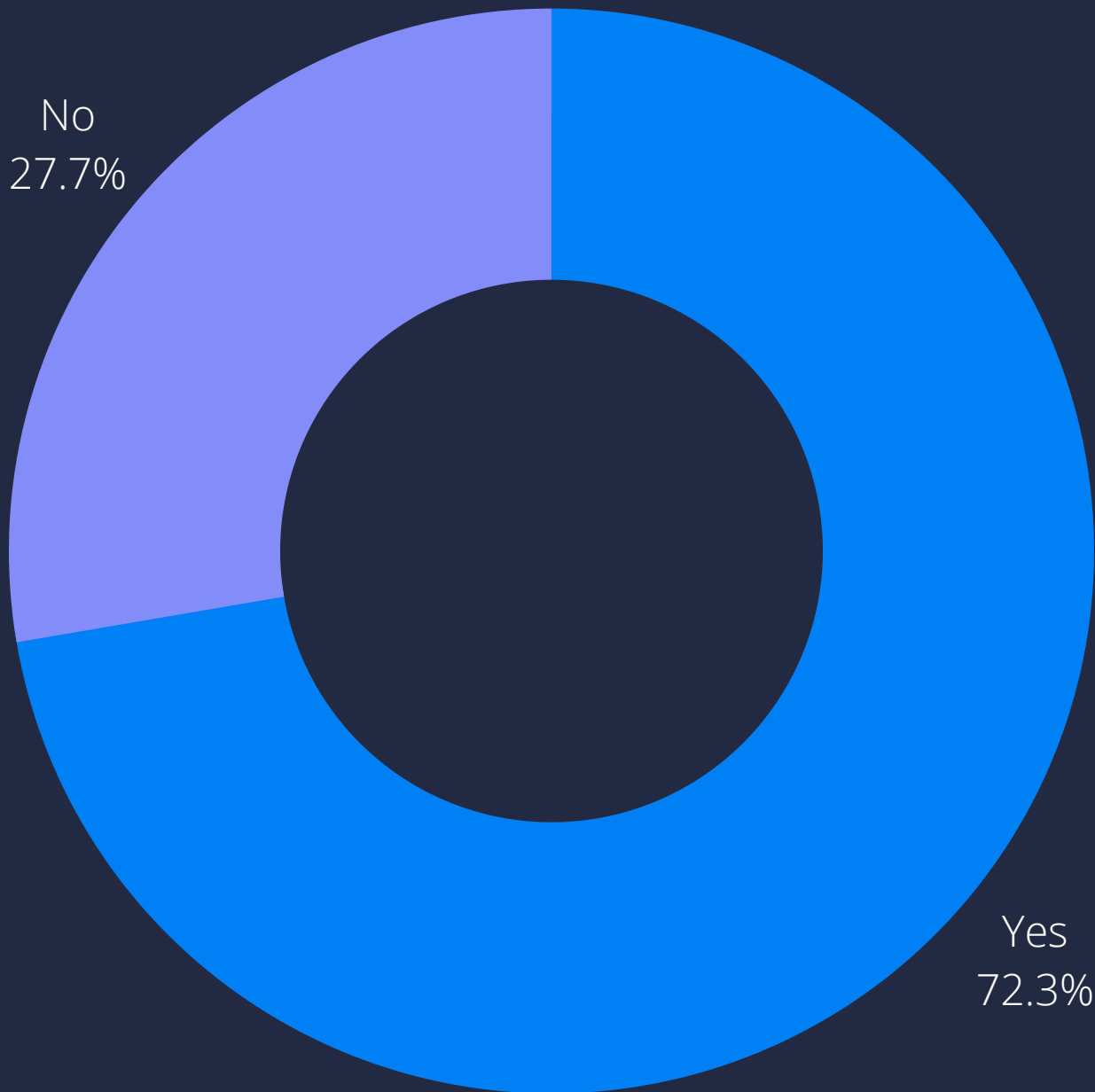
Kentuckiana
Regional Planning &
Development Agency

Outreach Efforts

KIPDA promoted the Federal Certification Review Survey with the following strategies and outreach efforts:

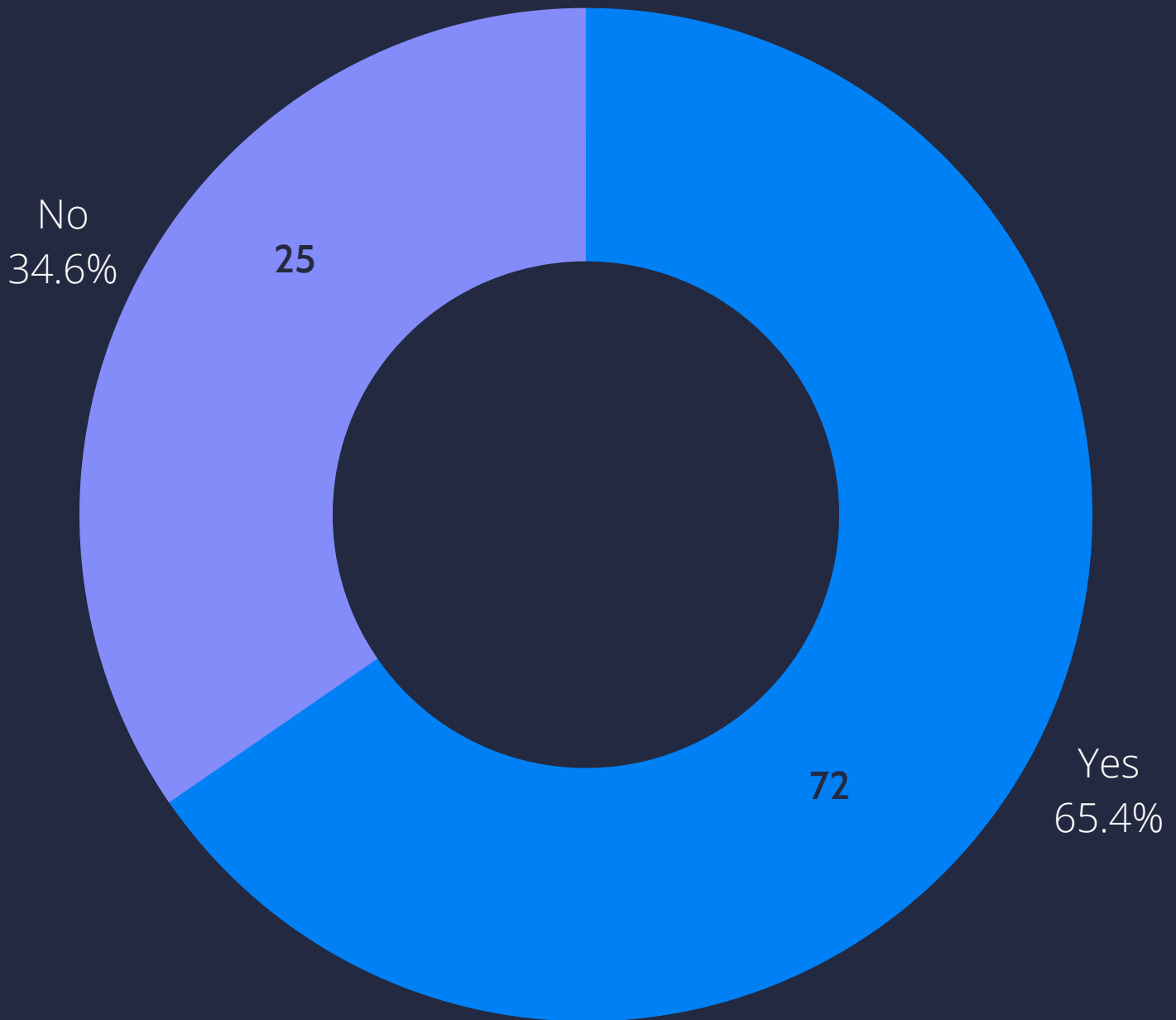
-  Social Media Campaign including paid targeting advertising.
-  Email campaign to almost 1,900 registered users.
-  Transit River Authority of Rivercity (TARC) shared the survey with employees, 1,100 registered riders, and on their social media channels.
-  Highlighting the survey at community events KIPDA attended.
-  Displayed the survey on KIPDA's website.
-  Shared the survey with local libraries, local chamber of commerce newsletters, and business association newsletters.

Do you know what a Metropolitan Planning Organization (MPO) is?



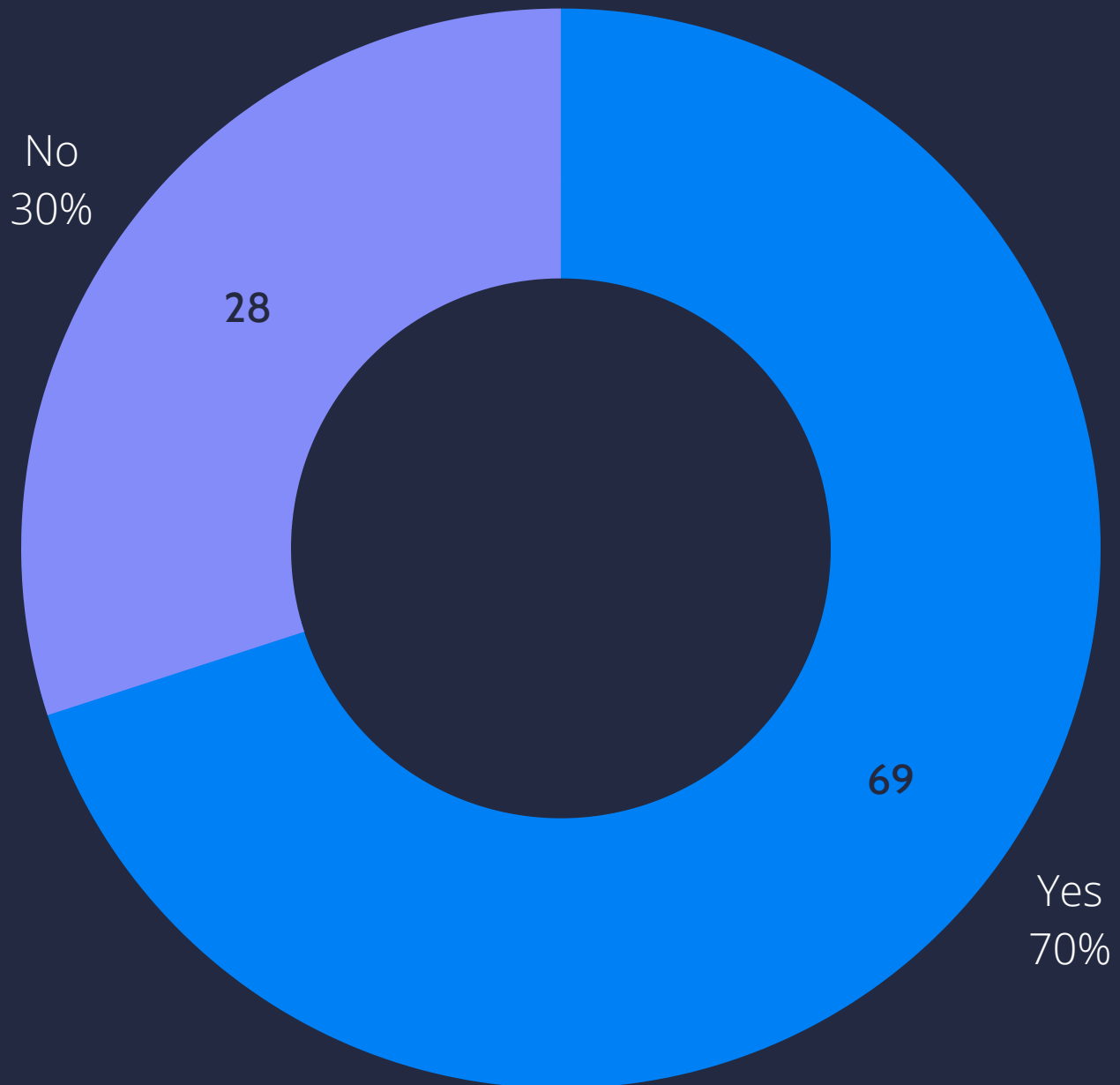
*130 Surveys

Did you know KIPDA is the designated MPO for this region?



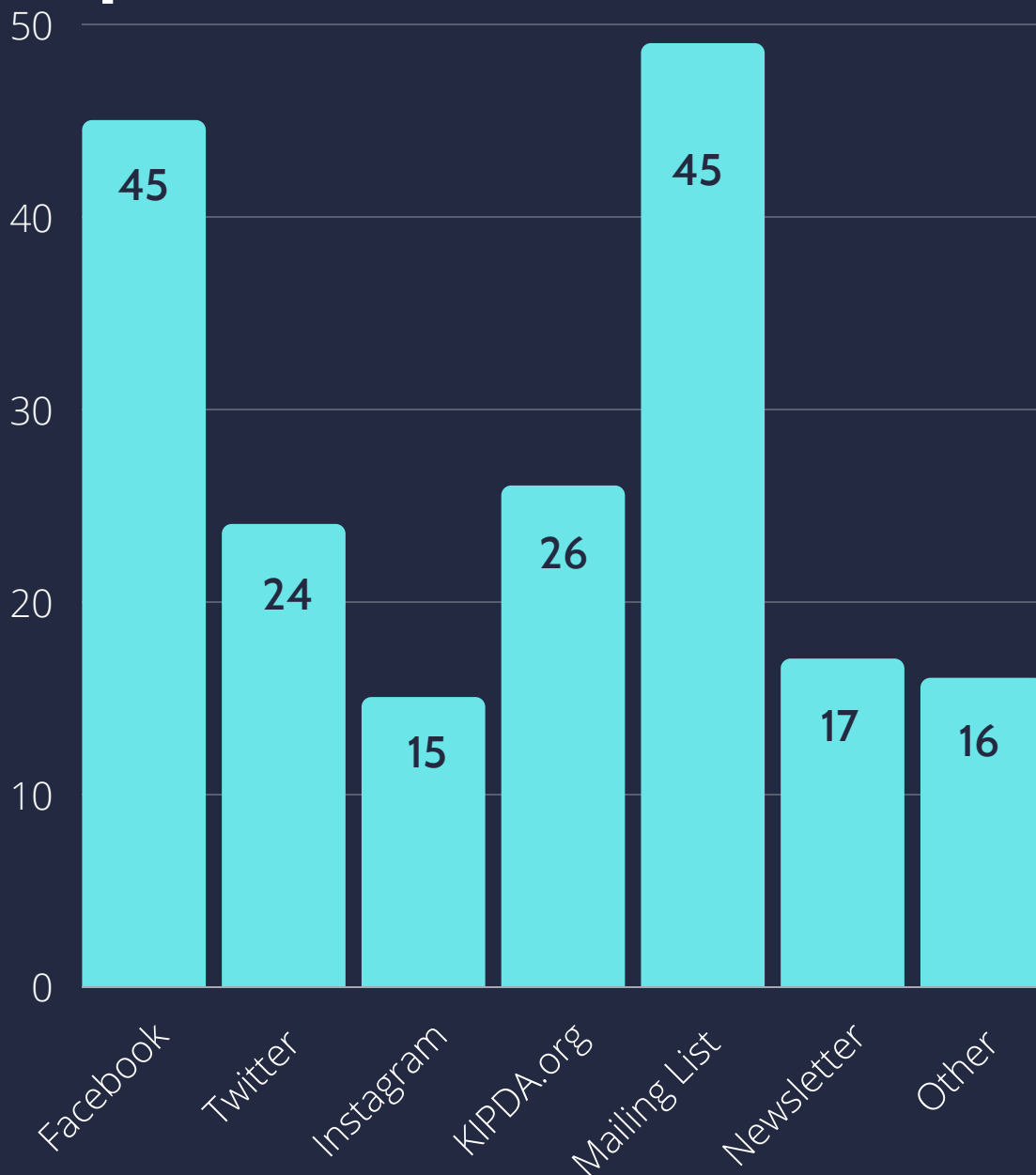
*130 Surveys

Do you know public meeting information can be found on KIPDA's website?



*130 Surveys

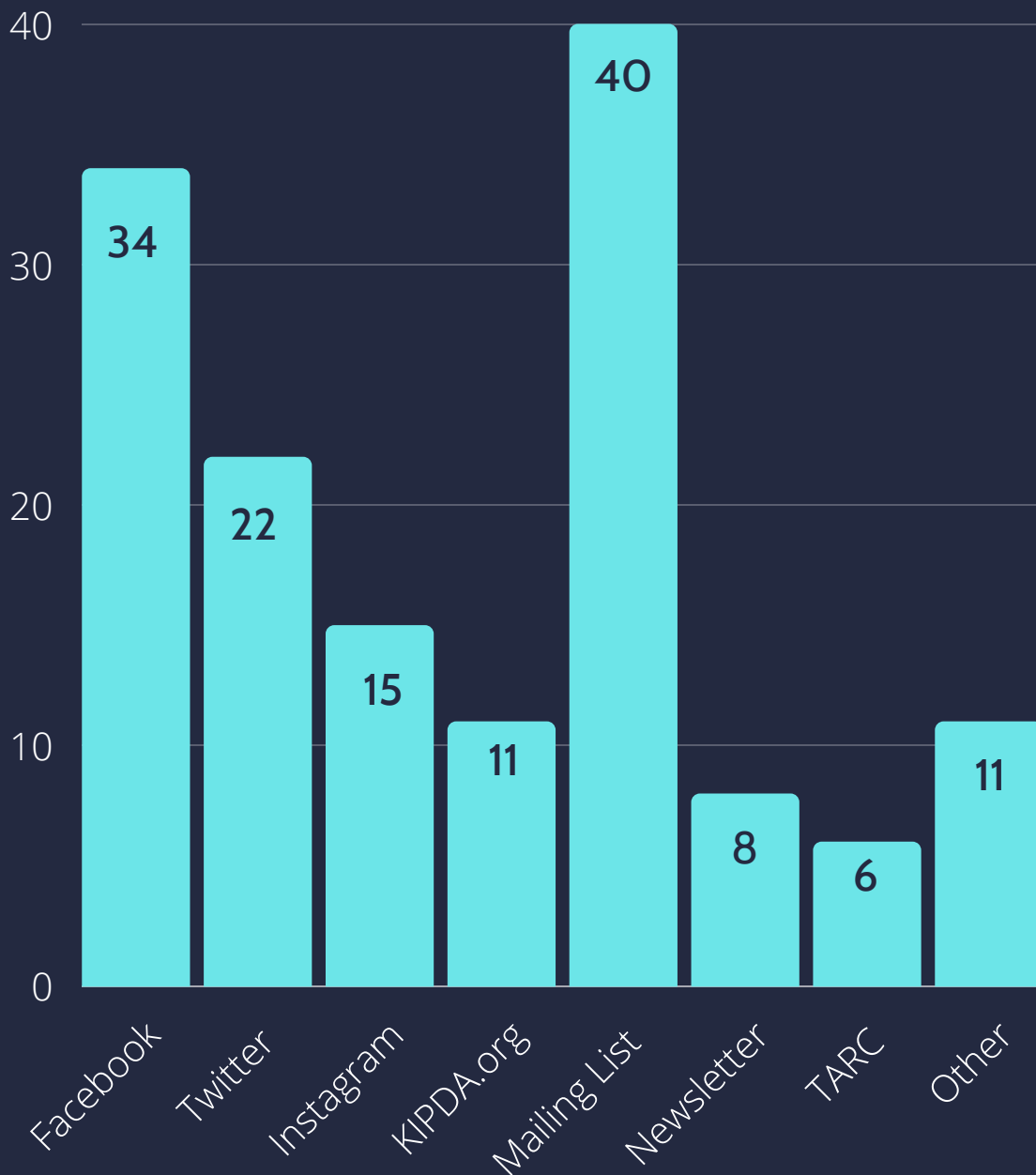
How do you receive communications and information about the transportation planning process from KIPDA?



*130 Surveys

*Participants were allowed to chose more than one option

How did you hear about this survey?



*130 Surveys

*Participants were allowed to chose more than one option

What are your thoughts on public participation via an electronic platform like Zoom?

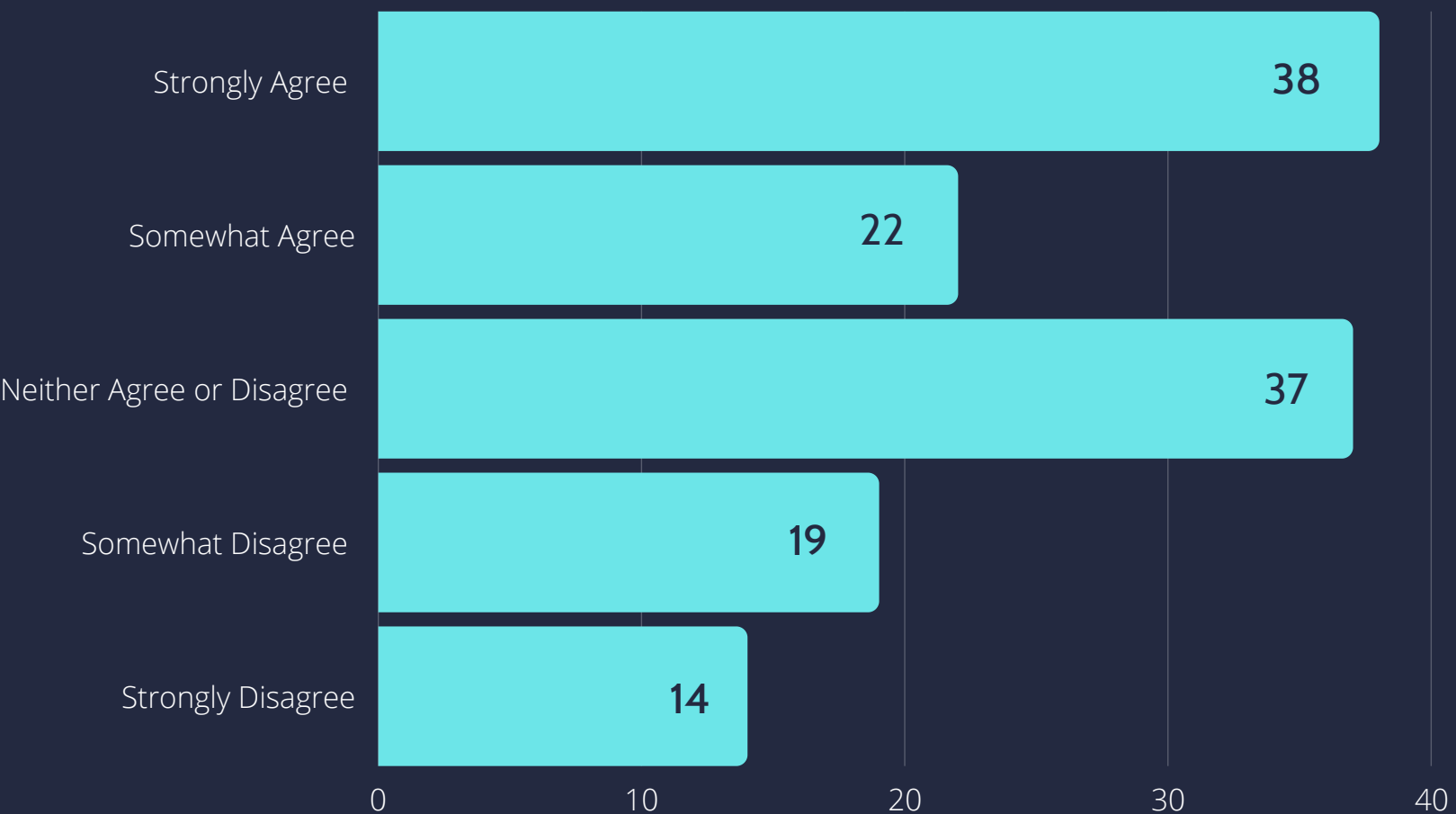
- Works for me. Very appreciative
- It makes public meetings even more accessible. It's a great avenue for transparency in our process.
- I think a mixed event is the best approach, as it gives many parties more opportunity to participate. Both online Zoom meetings, as well as information that's available any time is important to engage as many people as possible.
- It's okay. Good for those just wanting to listen.
- Fantastic way to gather input without having to travel or attend meetings
- Can be convenient and effective.
- Preferable to in-person and more convenient
- Nice to have, makes it easier to attend
- Good
- I think its a good idea. I like that it provides greater opportunity for persons to be involved in the planning process. In person meetings present some barriers tht the zoom meetings overcome. For sometime KIPDA has faced scrutiny relative to its in person meetings. Zoom meetings solves that issue.
- I think it's a great way to get input from people who would otherwise be unable to join.
- Good to get users involved.
- I'm good with it.
- Important!
- Works well, easier to participate
- I'm for it.
- Positive. Theoretically should bring greater participation.
- These meetings can be surprisingly effective.
- Im all for it.
- Being allowed to watch/listen to meetings is useful, but would likely need strong moderation to avoid anyone intentionally causing disruptions.
- It's a great platform with a low barrier to entry for the public to attend KIPDA meetings.
- convenient but not effective for feedback in a public meeting format
- can be effective, yes
- It can be helpful for those that have a hard time with transportation or taking off work/finding childcare for public meetings. As a stand alone option, however, it can leave people out that don't have the technology or knowledge of how to use it.
- I like zoom so I can attend.
- Good way for a larger segment of society to tune in and become informed...many cannot attend in-person meetings

- positive
- Limits participation to those who have access to expensive electronic media platforms. Input can be skewed by type of questions asked
- It's here to stay. People will expect the option post COVID.
- I think Zoom is a great platform for those person who have access to the Internet and then have the availability of high speed or a speed capable of allowing the platform to perform at a high level. This is required. Unfortunately, Zoom is only as effective as the household's ability to access high speed internet. Black and brown communities without access to internet speeds capable of carrying the platform are not able to participate and provide critical and equitable feedback on projects and decisions being made by the MPO.
- It's great and the way things are going post-Covid. However, its hard to see people in the room. Camera should be better.
- I like it - anything to capture participants feedback in the easiest way for them is best.
- think it is a great tool to keep the public in touch with the meetings they might not otherwise be able to attend.
- It can help some folks participate who might otherwise not, but it still doesn't reach those most impacted by transportation funding who may not have digital access.
- Good, especially because of the mute button, but inherently shallower than physical meetings.
- Great idea!
- Not relevant to older people unable to be part of due to no access, no computer, or hearing/unable to hear and understand on that medium
- Great, but the links dont work on instagram posts. You need to place them in a bio or on linktree.
- I think it would allow folks to attend meetings and give input. The people who rely on things like transit are the ones most invested in better access to it but least likely to be able to attend an in person meeting.
- If it works...it works for me.
- Good idea
- Meh.
- I think it can be useful but should not permanently replace in person meetings.
- It's the best! No one wants to go in person anymore
- I like it it saves me driving time.
- Like it
- Preferred. Makes it easier to watch the meetings.
- Not well advertised
- I personally am burned out on zoom after two years of the pandemic.
- I don't know, I've never seen it in action.
- I think it provides additional access to those who cannot participate in-person, regardless of reason.
- I'm old school I prefer to attend meetings in person
- It's a mixed bag. I'm sure it offers some people additional opportunity to participate, but just as it would be with an in-person meeting, it's only as good as its outreach.
- Great idea as it will allow a larger group to be involved, especially those who have work schedules that conflict with public meeting times.
- it works
- Allows access and workable
- Great idea and doesn't require people to travel to an in-person meeting.
- I am afraid I don't have any thoughts about it, because I don't know what you do.

- We need to be able to reach out to neighborhood organizations across the MPO, KIPDA needs to meet with associations to listen to local needs
- Convenient
- It serves those who do not own a vehicle, and avoids travel time so may increase participation. However, it does leave out those without easy access to digital devices.
- They work well.
- Great
- prefer in person, but realize that zoom is sometimes more inclusive
- nope
- When used with smaller groups it can enhance discussion while at the same time displaying maps, agenda, and other items. When used with large groups it can be intimidating for someone to actively speak up.
- yes
- It's good to have the option, but engagement should be a much broader than asking people to come to meetings or fill out surveys
- It enables people to attend who otherwise could not because of lack of transportation or who otherwise would not due to the inconvenience of traveling to a meeting.
- I would prefer This method
- I think that would be very good, since your meeting occurs during the work day and at a location which isn't great accessible.
- Works, but has limitations
- Good idea.
- I'm all for it.
- perfectly fine.
- Wonderful idea
- think that would be a helpful format to encourage participation for people that have childcare, work, and transportation concerns.
- Depends on the topic, timing, presentation...
- Need to have multiple mtgs- zoom, mailings, and in person for best reach
- I think it would be a good idea so that more people can participate even if they can't make it to the meeting physically.
- no interest
- I think it has potential to be a great way for the public to give input and also learn more. Only if it is done well though, it is so easy to make Zoom just about one person speaking the entire time. So making sure people feel comfortable to participate is a big part of using Zoom well.
- Much safer and more organized; more conducive to keeping discussion on topic
- It's easy to attend and participate if you aren't able to make it in person
- Sounds like chaos.
- Love Zoom Participation.Hard Keep!
- I'm in favor of public participation via zoom
- Great way to reach people who are too busy to attend in person.
- Zoom seems like a great option for people with access to and knowledge on how to use technology. Zoom is somewhat more accessible than an in-person meeting due to the reduced time it will take to simply log on to the meeting, as opposed to having to commute to a location for an in-person meeting

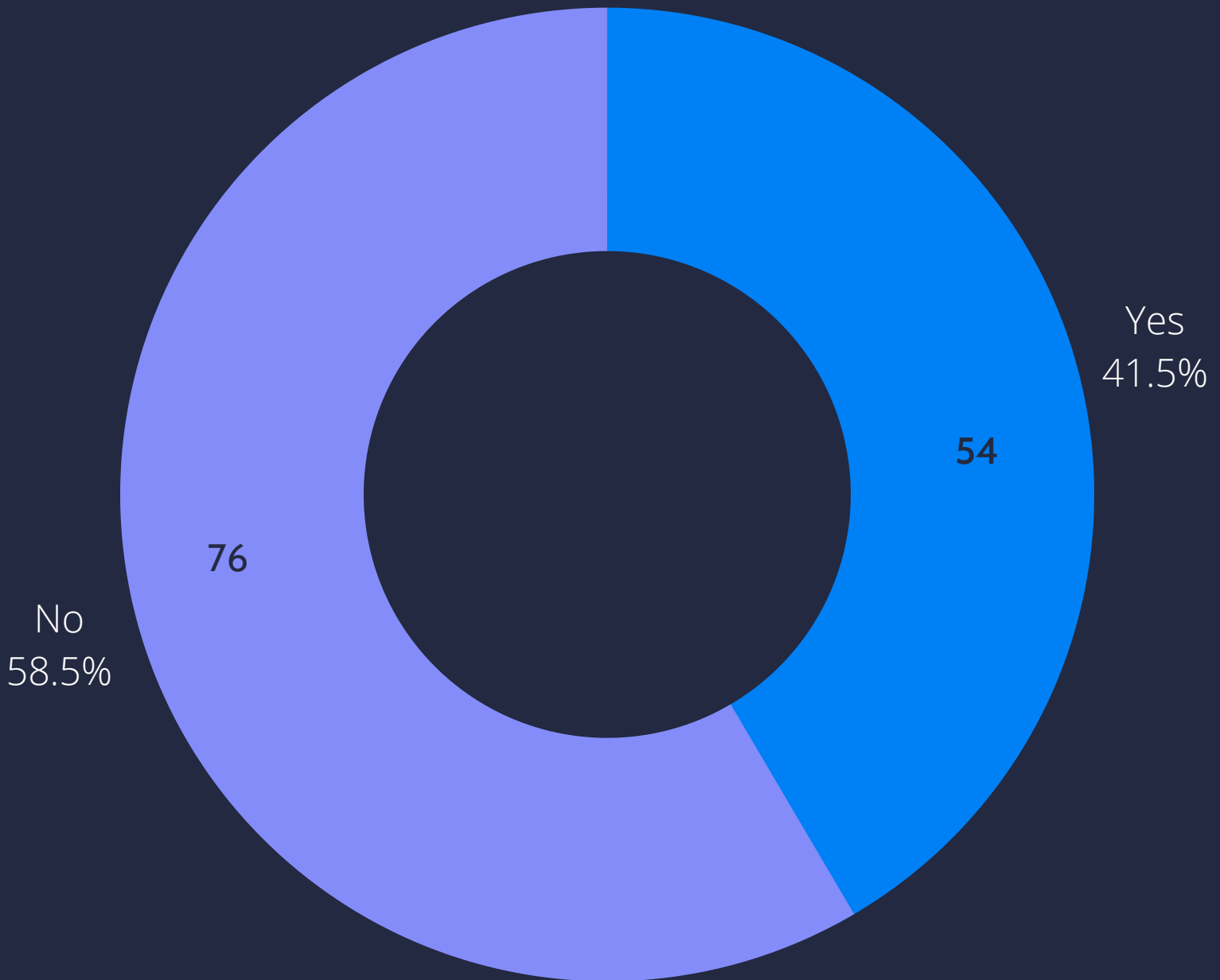
- ??
- ?
- I like the forum
- No thanks
- I don't use Zoom
- It is great!
- I believe public participation via electronic means is good. I don't think meetings should only take place over zoom though, in person meetings (particularly when they relate to the infrastructure we use physically, in person) are still worthwhile. By all means use zoom, but in addition to hosting in-person meetings
- I think it is helpful for those who would be otherwise unable to attend due to scheduling, transportation, or accessibility issues.
- Sounds good!
- We need to make sure elderly are represented since they are aging out of driving in suburban and urban areas and need other ways to get around.
- effective
- They can help with accessibility and access but several options are needed to reach all members of our community. Especially those disenfranchised, who you need to hear from the most
- It's necessary but not sufficient for public engagement. Time- and location-limited comment periods advantage those with more resources and free time and underrepresent people who can't take time off work or find childcare so they can attend.
- love it! it brings the meetings to where end uses are and ensures the public's voice can be heard.
- I like it, but it's hard if the time isn't convenient. It would be nice to do that along with async participation too.
- Good as an option.
- Seems to give access to more citizens allowing them to be present digitally.
- That would be convenient and allow more people to attend I would think.
- It can't be the sole source of engagement, but it's a good tool.
- Never tried it but it could be good. May be Easier for me to participate
- without leaving home-- which is often harder cuz I have small children.
- Sounds great

I believe the MPO is making a concerted effort to having meaningful involvement from everyone in the transportation process regardless of race, color, disability, or income.



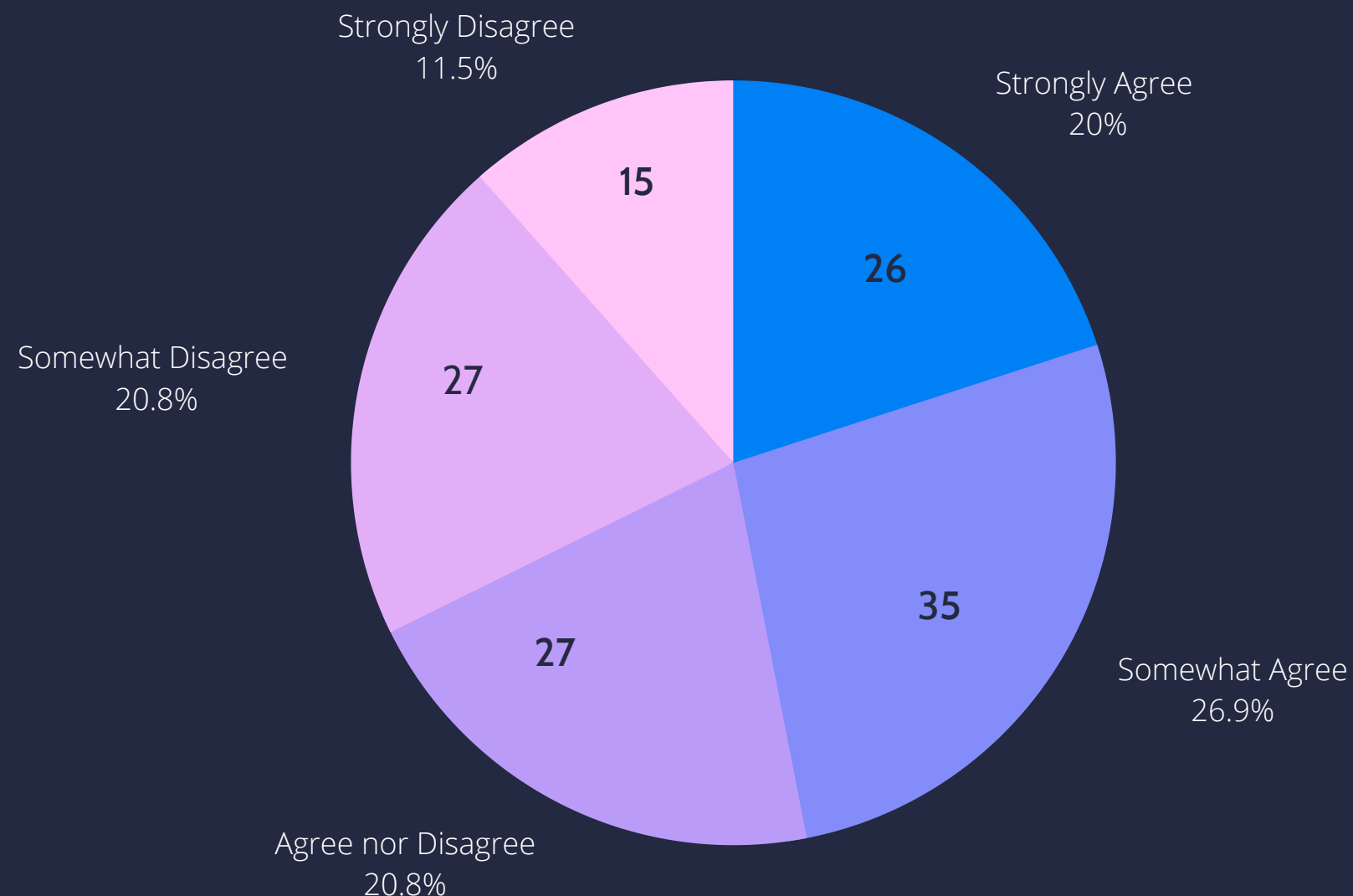
***130 Surveys**

Are you aware Title VI regulations and information can be found at www.kipda.org?



*130 Surveys

I can participate adequately in the transportation planning process.



*130 Surveys

What are some ways to improve the region when it comes to transportation?

- More sidewalks/options other than just cars
- Improve bicycle and pedestrian routes with safe sidewalks and dedicated bicycle pathways.
- Improve "connectivity" to schools, shopping, restaurants and parks via separated bike lanes and dedicated bicycle pathways.
- Increase bicycle and pedestrian connections across the Ohio River via safe bicycle routes and bicycle pathways.
- Decrease reliance on automobiles for simple short trips.
- Reduce I-64 and US-31 traffic congestion and air pollution by eliminating tolling on the I-64 and I-265 bridges.
- more affordable public transportation options for older adults living in 40202, 40203, 40210, 40211, 40212, 40215, and 40216
- more reliable public transportation options for persons using mobility assistive devices
- work with TARC to streamline TARC 3 eligibility process
- coordinate with Hope Buss, new homeless camp, for transportation options and TARC tickets for camp residents needing to get to resources
- Prioritize non-automobile transportation - bicycles and walking
- More multi-modal solutions with a focus on pedestrians and cyclist.
- More money spent where the highest Traffic counts are!
- Bike lanes (will also be used by scooters), more crosswalks on routes frequented by pedestrians (most glaring issue is between Butchertown/Nulu and the Pedestrian bridge), more frequent bus routes (I would use them more if the timing was better).
- Work on a network of dedicated cycling routes. To get cyclist on safe paths. So to encourage people to cycle to work and shopping.
- More focus on bicycle and pedestrian infrastructure.
- Concentrate on mobility for everyone regardless of age, race, income level, etc. Also, focus on moving people, not vehicles.
- I've made public comments before, but they are never discussed at meetings. How can the public fully participate if we are not heard?
- Be more aggressive in finding and securing funding for bike/ped projects and actively work w/ the new Mayor who will be coming in Jan. 1st to make sure he is aware of all you do and all the possibilities of your projects. Work to speed up timelines for projects, like the K&I Bridge for instance. Be bold!!!!!!!!!!!!!!
- More access to transit. More sidewalk/pedestrian and bicycle facilities.
- More public bus routes
- More safe bike routes
- Improve accessibility
- Invest in light rail

- While roadways are critical to transportation in the region more is needed to recognize the benefits of bicycle, pedestrian, and transit. Because they are not used significantly today does not exclude them from being used significantly in the future. More effort needs to be made today in order secure safe and reasonable bike, ped, and transit infrastructure is in place for those who want to use it today and tomorrow. The best way to ensure fewer people use alternate modes is not to include the appropriate infrastructure in transportation projects. Please continue to provide guidance and encouragement so that folks can become more aware and, when appropriate, move some of their trips from the roadway to the bus, sidewalk, or bike path. Imagine if only 10% of trips were transferred from single occupant vehicles to bike, ped, or transit. From my perspective the MPO has done a great job in advancing bike ped infrastructure and supporting transit and educating the planning partners and public about this critical step. In Kentucky, MPO partners such as the local and state agencies that build transportation projects and regulatory and permitting agencies that have an oversight role in their implementation need to work together to find ways to advance projects in a more efficient and time sensitive manner. Opportunities are being lost and costs are increasing while these agencies struggle to find a process that advances projects in a timely manner. Also, MPO partners need to be ready with the non-federal funds in order to ensure projects advance as scheduled. Lack of advancement robs other areas of opportunities to use limited resources and squashes the implementation of the long-range plan. If a project is not ready to move forward, then it should move out of the way so other projects can advance that are ready to move. KIPDA staff has made great strides in providing the format for projects to advance and the community to benefit. KIPDA has maximized its reach. Now planning partners and oversight committees need to do their part to make sure the efforts made by KIPDA staff are fully utilized. Can the KIPDA Committees launch an effort to investigate the issues that have become barriers to advancing projects and then take steps to address them? I think they would be very interested in finding ways to make sure their constituents are safe when they travel around the region and their quality of life improved. Lastly, the MPO staff has done a great job and the region has benefitted from their efforts.
- Strong traffic engineering that is realistic
- Could do more real improvements by looking ahead a little and hold off or minimize improvements in areas that are about to be reconstructed anyway. I.E. the cable barriers on I-265 now being removed and replaced, and the current construction of high mast lighting at Bardstown Rd, which is the next section to be worked on after the I-MOVE project.
- Explore greater use of mass transit by bus and rail. Continue to widen roads to allow for safe bike travel. Continue to broaden the network of pedestrian walkways. Raise awareness about the impact of single passenger car travel.
- Improve Mass Transit / Bus routes, and require that TARC include service to surrounding counties, at least those adjacent Jefferson County.
- More focus on active transportation - biking/pedestrian access
- Roads degrade based on miles driven and vehicle weight. Road taxes should be based on those two items to be fair.
- Shift emphasis away from private cars and toward active and/or public transportation. Spend as much on those methods as on car lanes. Encourage density along transit lines. Toll all bridges equally. Embrace traffic calming and protected intersections as standard.
- Rapid transit, NO subway to dangerous, trains, routing to all parts of city. Handicapped services need to be totally redone.

- Continue to provide more basic information about the transportation planning process in more forums. Most individuals don't pay attention until it is relevant to them and often that is too late to feel like they've had a say in the process. Perhaps work with council members/small cities/neighborhood associations/etc. to find ways to bring process information to their audiences before there is a specific project being decided on. How can they participate before the project is in place, how can they most effectively advocate in the process (which may not even be at KIPDA, perhaps it is engaging with sponsoring organizations earlier)? Also, KIPDA has excellent information resources and smaller forums may be a good way to showcase and explain those to residents. Keep up the good efforts to reach further and create more accessible data!
- Create better and more efficient traffic flow. This means a) utilizing traffic circles, b) alternate left-turn procedures (for example, "Michigan left-turns" which utilize traffic islands/boulevards), c) allowing left-turns when traffic clears as opposed to the red-light left-turn prohibitions, utilizing left-turn signals at the end of the light cycle, only as needed, if tripped by vehicles in the left turn lane, as opposed to the beginning, thereby permitting the left turn lane to clear if there is no oncoming traffic d) STOP putting up lengthy traffic lights every time a new development is built. The biggest problem around this area is that there are far too many lights and they are not timed to permit an efficient and smooth flow of traffic. Try driving down Shelbyville Rd through Middletown and now east of Middletown past the Gene Snyder Freeway to Beckley Station Rd. One light after another creates massive traffic back-ups. Nobody gets anywhere. Tempers flare. Unnecessary burning of fuel as cars sit and idle, waiting for lights to turn and traffic to clear (talk about environmental issues). Now, they have added additional lights at the Old Henry/Gene Snyder/Bush Farm Rd areas....causing -you guessed it-traffic back-ups which were virtually non-existent just a few years ago. I understand neighborhood development, but do not allow if the infrastructure cannot handle the additional traffic.
- The MPO should not solicit the public and stakeholders for input and then pick and choose which of those comments to accept and which to ignore.
- Access. Equity. Social Equality. Equitable transportation policies, planning, and infrastructure depend upon input from equitable data. Delivering environmental justice is based on a truly representative data sample of the persons most impacted by the changes or those that have been most affected from previous bad planning practices and impacts felt from former design and planning inequalities and inequity. Working with minority developers, engaging minority planning and design firms, and listening to other minority stakeholders can assist in bringing about a more equitable, social and resilient planning and development process. Access to quality transportation impacts affordable housing decisions, education choices and quality of life decisions, such as locating near a transit-oriented development or close to or within a community of opportunity that provides access to shopping and other retail opportunities. Also getting closer to the local neighborhood planning process and grassroots planning processes can be very valuable in learning neighborhoods and the impact of the MPO.
- Turn the state and city one ways into two way streets in Black neighborhoods. Currently many only are converted on neighborhood boundary lines like Shelby, Oak, Breckinridge.
<https://www.beargrassthunder.com/awkward-maps> Fund sheltered shaded stops for elderly and parents Look at ways to create "mobility hubs" with bikes, scooters buses shade and SEATING all in one intersection area Fund "parklets" for scooters to keep them off the sidewalk for disabled people
- Better public transit, dedicated bike lanes, BRING BACK THE 4th STREET CIRCULATOR!, light rail, better bus stops with seating instead of just a metal pole
- Improve public transit. Sensible development with regard to existing traffic flow issues and population density.

- Transportation needs must be more fully integrated and considered in the planning and zoning process. Recent/significant impact of increased apartment developments have created havoc related to the roads and traffic.
- Two way streets. Better demarcation of transit stops that are essentially used as parking spaces by the auto addicted public. Reduce or remove diesel semis from residential urban neighborhoods
- Improve public transportation - make it more consistent and increase the number of electric bus routes. Improve sidewalks by making sure they're clear of cars, utility poles so that people can use them with strollers or wheelchairs - allowing cars to park on sidewalks means babies in strollers and those using wheelchairs are forced into the street.
- Make the best use of the infrastructure we already have. Don't listen only the loud minority, instead focus on improving the efficient movement of freight, which supports most of the jobs in Louisville and our tax base.
- TARC should reapply for a subway grant from FTA. It has been over 20 years since they last applied.
- TWO WAY STREETS IN THE WEST END, MOVE BUS STOPS, AMTRAK, STREET CARS, TAX FUNDED TARC RIDES
- More focus on non-SOV modes. Not all of us drive, and safe and efficient means of transportation should be a priority and available for all users.
- Better planning
- More public meetings.
- Expand infrastructure so the community can ride two wheels and walk more
- Carpool
- Reduce speed limits
- Plant trees along roadways and sidewalks
- Open bridge access to all, not only motorists
- Improve TARC-more access, more routes, more express routes, more routes in Southern Indiana, run on time, create an app for passengers to navigate routes/transfers. Incentivize carpooling, electric vehicles, and biking. Get rid of 55mph on interstates and intrastates (i.e. Watterson Expressway). Eliminate tolls.
- More public transit options.
- There's no simple answer here, but if I had to boil it down, I'd say treat transit as a public health issue and an issue where inequality requires measures of redress.
- Slower speed limits that are enforced. More focus on getting people to walk, ride bikes, and use public transportation. Better crosswalks for pedestrians. Better planning to include pedestrians, cyclists, and cars. More education on why car drivers need to share the roads.
- Light rail
- Less money for big roads and motor vehicle corridors. Finance bike off-road corridors.
- Open K & I
- Complete Louisville Loop and include inner tract to Iroquois Park along
- Hancock to U of L and Southern Pkwy
- Set up bike hubs
- Light rail from airport to downtown
- Manage growth. Provide greater disincentives to development of green space. Provide greater incentives to the reutilization of existing commercial/industrial property. Incentivize dense growth around transit corridors.

- Multi-modal projects such as bicycle and pedestrian infrastructure repeatedly get pushed back for years or even a decade at a time. The Louisville/Kentuckiana is so far behind on this and it is very apparent. Young professionals turn away moving here for reasons like this. Multi-modal transportation improvement projects need to be a higher priority.
- I would prefer to do away with the one way streets in our neighborhood.
- They are conducive to speeding. Also, people are confused which way to go, or if drivers are coming in two directions on the rare two-way streets. People pull out after looking in only one direction. I believe our neighborhood would be better with all two-way streets. Additionally, I would like to see the stoplight outside my house (Oak and Clay) changed to a 4-way stop sign. People speed to make it through the green light. Also, having vehicles idle outside my house is unhealthy.
- We need more equity in the infrastructure process. Black neighborhoods are seen as cut throughs or speed corridors for suburban commuters with no thought given to residents
- Planning - need more plans for building roads PRIOR to development. Right now, all development is off Dixie, Preston, Bardstown and Shelbyville Roads. Also, invest in existing infrastructure like paving, signals...
- not sure
- More protected bike lanes
- actually consider the desires of the public to make transit and alternative transportation other than automobile accommodation more widely available.
- designated bike lanes, not lane sharing get the 265/shelbyville road traffic pattern fixed so the entirety of Shelbyville road isn't blocked up every afternoon in Middletown stop using the lane paint that you can't see when it gets wet - it's been fixed in many downtown lanes
- A more robust and reliable transit network with frequent service and more useful for non-peak hour uses. A network of protected bike/multimodal lanes throughout the urban core. Streetscape improvements for improved pedestrian accessibility, ADA compliance, and comfort. Consider how to minimize impacts of highways in urban core by reconfiguring or eliminating certain ramps. Traffic calming on busy neighborhood streets. One way to two way street conversions.
- There needs to be a much better and more extensive network of bicycle and multi-use paths. This would reduce automobile traffic (and thus air pollution and greenhouse gas emissions) and promote healthy activity (and thus longer lives and more productivity).
- Better infrastructure and more dedicated bike lanes/paths for bicycles and e-bikes. And better maintenance on existing bike routes
- Provide better access to Kentucky Kingdom, movie theaters, outdoor concerts and the arts, bowling and other entertainment for people without cars. If you can do things for Derby, Thunder, other special events you can do it for other forms of entertainment. Our working class family, young adults and Seniors should be able to have more access and fun. Also provide more future opportunities for access for transportation to middle size employers who have job openings, but the commute is so long and/or stops 1/2 to 2 miles from employers that people don't even apply for the jobs. Like express buses to Malls, etc.
- Light rail between high transportation hubs, on high used corridors focus more on active transportation, specifically in disadvantaged communities. So much money is being spent on widening and building roads in the suburbs that could be better spent for good in disadvantaged communities in the city and rural areas.
- Stop prioritizing highway projects and get control of our surface streets that are overbuilt and lack any reasonable transit, bike and pedestrian facilities.

- More East West routes in the southern end of Jefferson County. More options for traveling county to county and southern Indiana. Expanding the paratransit system to allow better job and housing opportunities. increase pay for both fixed route and paratransit drivers. More extensive disability training for paratransit drivers and call takers.
- more public transportation options, more "road diets", protected bike paths and/or larger sidewalks for wheelchair users, walkers, bicyclists.
- Developing a healthy transit system and invest in roads and paths designed to facilitate and protect non automotive forms of transportation should be the highest priorities. Often our surface streets and highways are prioritized with the goal of speeding car traffic through areas of suburbs to city centers and it is a fatal and wrongheaded approach. Increased public costs to infrastructure accidents, pedestrian and cyclist injury and fatality and increased air pollution and damage to ecosystem are the results of these car centered approaches.
- Have in person meeting, zoom and surveys at community events. Do mailers and strong social media push. Submit to community e-news and local media outlets.
- Stop building roads. Stop making roads bigger. Build walkable and bike-friendly infrastructure everywhere. It would take just a few months and cost less than adding another unnecessary lane on 71. Get public transit going hard. Doesn't matter if it's rail or bus. Just invest heavily. Quit catering to people that live 30 minutes outside the city and can't imagine anything but roads and cars and parking lots.
- light rail, more bus service, paved roads without pot holes.
- More high quality bike lanes; improved transit quality, safety, number of routes, and cost (free TARC rides); improve stroads to allow easier and safer pedestrian crossing (Main Street, market street, Roy Wilkins, eastern parkway, bardstown road, shelbyville road, Dixie highway) - literally just do anything to actually improve transportation in Louisville
- Adding more public transit options for people and more safe areas for people to use active transport such as biking or walking.
- More sidewalks and bike lanes to encourage use and ensure people realize that connectivity via walking/cycling is possible. More robust public transportation options and more concerted, widespread effort to change the narrative around public transportation. More media and education surrounding electric vehicles and available rebates
- Strategic traffic patterns when it comes to signals. Far too often I'm caught in stop and go traffic down major roads because the lights are not synchronized.
- Restore TARC. Origin would be a magnificent place to encourage bicycling if only we could mitigate the number of distracted and oblivious motorists.
- More access for all neighborhoods east to west . More types of public transit other than TARC , rideshare and private pay. More low cost transit . More senior citizen friendly transit in outer counties. Put people who actually depend on public transit at the table and people who actually have to think about the cost of things at the table to make decisions, and not just as a formality but to give them a opportunity to engage and advise.
- MORE FREQUENT TARC ROUTES!! Frequency dear god please. 15 mins minimum. Ideally 10 min wait or less at peak. Also more efficient routes.
- Invest in infrastructure that is not car-centric. Make walking places safer and easier. Prioritize light rail.
- Find a solution to the traffic on major roads (Hurstbourne, Shelbyville). Add more bus rapid transit for different areas in Louisville.

- The city of Louisville has public transportation (TARC) but TARC is not always the best option, as routes can take a great deal of time and connections. Riders worry about missing work or appointments. Safety is also a concern, heightened by the pandemic. Louisville is really made for cars, but cars are expensive to buy and maintain. Carpooling is great, but it is understandable if people do not want to use a city-wide rideshare system due to concern over not knowing who they would be riding with. Solutions to these issues include: increased wages to be able to afford cars, expanded bus routes so that people have less crowded and less lengthy commutes, and programs that provide assistance with car repairs and car payments.
- More reliable, affordable, and far reaching bus routes. Two way streets, more protected bike lanes, repurpose existing train tracks for local tram/trolley service. Trains connecting places within and beyond KY!
- Repaving roads and repairing potholes. More side walks and bike lanes; more access to different transportation like more TARC stops. Especially in the Hillview/Okolona area.
- Updating, improving area road transportation should be done in an anticipatory NOT a reactive means. Ex. the mess of 71 in Oldham Co.; it was known for years literally that it could not handle the traffic and now that it's finally attempting to be corrected, it will be obsolete by the time it is completed. The number of wrecks & people that die daily on this stretch of road is horrific.
- Spend money on maintenance. Time your signals. High speed rail to downtown.
- More ways to get around accidents. Cracking down on excessive speeding & wreckless drivers.
- Less large trucks destroying the road. Improve rail to ease stress on infrastructure.
- Maximize community involvement and make less car-centric infrastructure a higher priority. Don't just look at current transportation metrics, but make efforts to understand why people travel the way they do. I don't want to drive for the majority of trips I make. I could easily bike or bus to work, but I'm likely to be late if I choose TARC and likely to be injured by a car if I choose to bike.
- Spend way, way less on expressways and road widening for car lanes, and a whole lot more on community level projects that give people safe and accessible mobility options other than having to drive everywhere. Nobody is attracted to a region (either to live or to visit) because they have wide arterials and busy expressways. They come for walkable streets, pedestrian plazas, cycling infrastructure, and vibrant people-filled spaces (not car-filled spaces)
- Deprioritize cars. Make walkable communities. Prioritize safe, efficient, and FREE public transport.
- Dedicated bus and bike lanes. Prioritizing pedestrians. Included with that is improving zoning to allow more multi-family homes to be built near businesses. We also really need train/tram lines.
- We need transit linking all shotgun neighborhoods and two way state highways to make sure our neighborhoods are connected instead of two way in rich white areas and one way in poor Black areas. (BRECKINRIDGE KENTUCKY OAK ST, DUMESNIL, SHELBY LOGAN, PRESTON, WOODBINE)
- more bike lanes and prioritize public transit
- MORE AFFORDABLE AND ACCESSIBLE PUBLIC TRANSPORT, NOT MORE SINGLE PERSON VEHICLES!! Community, not individual based solutions. More (and safer) bike lanes, bus routes, and sidewalks to reduce the frequency of injury and deaths.
- Eliminating vehicle throughput as a measure of success and making safety and usability by people outside private cars the top priority. An enormous investment in TARC would also help.
- Better non-car transportation routes: safe pedestrian and bike paths, reliable and sufficient public transit.

- We must expand public transportation options and make the city more accessible to pedestrians and bikers. Road diets, traffic calming measures, bus rapid transit with dedicated lanes and shelters, rail service between the airport and downtown/convention center, and finally regional rail options (Lexington/Frankfort, Cincinnati, Indianapolis)
- Prioritizing pedestrians and bicycles before cars!!!!
- The number one cause of accidental child death in America is motor
- vehicles not to mention how horrible they and the infrastructure they require is for the climate crisis and our communities. Make streets for people, not for cars. Lower speed limits, and encourage through traffic to go around the city not through it. Also give people who hit bicycles or pedestrians harsher penalties.
- Organize with other MPOs to lobby for more federal funding towards robust and frequent transit and safe, protected multimodal networks. Lobby against highway expansion
- Quicker road construction/lessened road closures. Rail system possibly (pipedream)
- Fixing roads in a timely manner (pot holes, large bumps and crevices etc) not having too many barriers blocking lanes during peak hours or during day time. Having lights in needed areas, 4 way stops etc and stop signs where needed.
- Better public transit options that are funded. Safer roadways through road diets and other traffic calming tools. More pedestrian and bike friendly options.
- Close parts of Bardstown rd in Lville to cars, for pedestrian and bicycle safety. Physical barriers between cars and bikes when they have to share. Speed bumps on streets with "sharrow". Create roundabouts really especially around confusing 5 way intersections. Have more streets "dead end" and not go through to cars but have enough space for bikes and peds to still get through. Build a High speed train!
- I want some kind of local rail as well as interstate rail.



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



Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee

FROM: Elizabeth Farc

DATE: August 18, 2022

SUBJECT: Complete Streets Policy

The TTCC Complete Streets Policy Working Group and staff will present a draft Complete Streets Policy for consideration by the TPC.

The Complete Streets Policy (CSP) aims to ensure the region's transportation system is designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can travel safely. The CSP applies primarily to projects funded with MPO-dedicated funds, which are awarded by the TPC. All other projects are encouraged to also follow the policy. Exemptions to the CSP are allowed, with TPC approval.

The draft Complete Streets Policy is available to review [here](#).*

*Note: The TTCC recommended the draft CSP be sent to TPC for consideration for approval with any edits or changes made by the working group in subsequent meetings prior to TPC. The draft linked in this memo represents the draft prior to the working group meeting. The Working Group will meet on Monday, August 22. Any changes to the draft will be posted as soon as possible for the TPC and the public to review prior to the TPC meeting on August 25.

Action is requested from TPC to approve the Complete Streets Policy.

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Agenda Item #7

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Alex Posorske

DATE: August 18, 2022

SUBJECT: Safe Streets for All Federal Grant Opportunity

Safe Streets for All (SS4A) is a new competitive grant program established by the Bipartisan Infrastructure Law (BIL) – the recently passed federal infrastructure bill. SS4A grants are intended to improve roadway safety and support efforts to significantly reduce or eliminate transportation-related fatalities and serious injuries involving all roadway users – drivers; pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; and commercial vehicle operators

SS4A grant applications must be submitted by September 15, 2022. Awarded grants will be divided into two primary areas – action plan grants and implementation grants.

- Action plan grants will support a locality or region's efforts to develop, complete, or supplement a comprehensive safety action plan that establishes a well-defined strategy to prevent roadway fatalities and serious injuries. There is an expected minimum of \$200,000 for all awarded action plan grants and an expected maximum of \$1,000,000 for an action plan grant awarded to a local government and an expected maximum of \$5,000,000 for an action plan grant awarded to an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.). USDOT encourages action plan grant recipients to apply for implementation grants in the later years of the program.
- Implementation grants support the implementation of projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies may be infrastructure, behavioral, and/or operational activities. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the





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eligibility requirements. Implementation grant awards are expected to range from \$5,000,000 to \$30,000,000 (for a local government) or \$50,000,000 (for an MPO or joint regional application).

The United States Department of Transportation (USDOT) is encouraging regional or joint applications, so KIPDA staff recommends consideration of a region-wide action plan grant application for the following reasons:

- **The region will be eligible for more SS4A funding in the next five years.** Completing an action plan now will put the region in a strong position to win funding for implementation of projects in a relatively short time horizon. With \$5 billion available over five years, this could be an important opportunity to leverage federal funding to implement comprehensive safety improvements throughout the regional transportation network.
- **The region will be better positioned for additional federal funding.** Safety is increasingly one of the top priorities of USDOT. A regional transportation safety action plan will likely not only position the region for future SS4A grants but will position the region to be more competitive for a range of additional funding opportunities.
- **SS4A is an important opportunity to advance safety throughout the region.** Travel doesn't stop at the jurisdictional line, it's regional in nature. But the region does not have a comprehensive region-wide priority list of projects to ensure the safest transportation network possible for residents on both sides of the Ohio. SS4A is a great opportunity to do that and set in motion a generational round of safety improvements.

As of August 18, 2022 14 jurisdictions have committed to be co-applicants and Louisville Metro will be a contributing partner.

Next steps for grant process:

- August 26: Comments due on draft grant narrative
- September 15: Application due
- September/October: Organizational meeting for participating jurisdictions with designated representatives
- January 2023: Award notification

For more information email KIPDA Transportation Planner Alex Posorske at alex.posorske@kipda.org.

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Agenda Item #9

MEMORANDUM

TO: Transportation Policy Committee

FROM: Jeremeih Shaw

DATE: August 18, 2022

SUBJECT: PM3 CMAQ Performance Plan

To fulfill the Congestion Mitigation & Air Quality Improvement (CMAQ) Program, FHWA finalized three performance measures, collectively referred to as PM 3. Two measures are related to traffic congestion and one measure is related to on-road mobile source emissions. More specifically, the three measures that FHWA prescribes are:

- Annual Hours of Peak Hour Excessive Delay per Capita (PHED)
- Percent of Non-Single Occupancy Vehicle (non-SOV) Travel
- On-Road Mobile Source Emissions

In addition to the reporting required by the PM3 regulation, Title 23 U.S.C. 149(l) requires MPOs serving a Transportation Management Area (TMA) with a population over one million for which the boundaries of that TMA overlap a nonattainment or maintenance area for at least one of the transportation-related criteria pollutants to prepare and submit a CMAQ Performance Plan. The CMAQ Performance Plan examines the applicable performance measures and baselines/targets for each of those measures. A TTCC Recommendation made during the August 10, 2022 TTCC Meeting will be presented.

Action is requested.





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**CMAQ Performance Measures: PM3
Louisville/Jefferson Co KY-IN MPO
Second Performance Period 2022-2026**

PM 3: CMAQ Performance Measures 2022-2026				
PHED (Annual hours/person)		Baseline	2-yr Target	4-yr Target
		8.4	10	10
% Non-SOV (% of travel mode)		19.5	18.5	19.0
On-Road Mobile Source Emissions (kg/day)	VOC	38.555	22.329	44.658
	NOx	101.689	60.144	120.289

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CMAQ Performance Plan

July 25, 2022

DRAFT

**Kentuckiana Regional Planning and Development Agency
Louisville/Jefferson County, KY-IN**

The KIPDA CMAQ Performance Plan is prepared as part of the Kentucky Transportation Cabinet, and Indiana Department of Transportation statewide CMAQ Performance reports for the Second Performance Period in accordance with the requirements of 23 CFR 490.107(c) and 23 USC 149(l) by KIPDA staff in collaboration with the respective State DOTs, FHWA, and other stakeholders. Specifically, the report addresses the Baselines and Targets for the performance measures promulgated through the PM3 regulation Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measures to Assess the CMAQ Program – On-road Mobile Source Emissions).

Table I shows the baseline, two-year, and four-year target peak hours of excessive delay (PHED) per person, per year for the Louisville urbanized area. The data for this metric was obtained from the NPMRDS data platform. In setting PHED targets, regional ongoing and future construction projects were considered and are reflected in the selected targets. INDOT, KYTC, & FHWA were consulted and their input was also considered in the target setting process. Through agency consultation, data analysis, and accounting for unknown factors, we arrived at the metrics shown in the below table. Figure I shows a plot of the baseline and target values.

Table I – Traffic Congestion Measures: Peak Hour Excessive Delay (PHED)

Measure	Metric (annual hours per person)
2021 Baseline PHED	8.4
2024 2-Year PHED Target	<10.0
2026 4-Year PHED Target	< 10.0

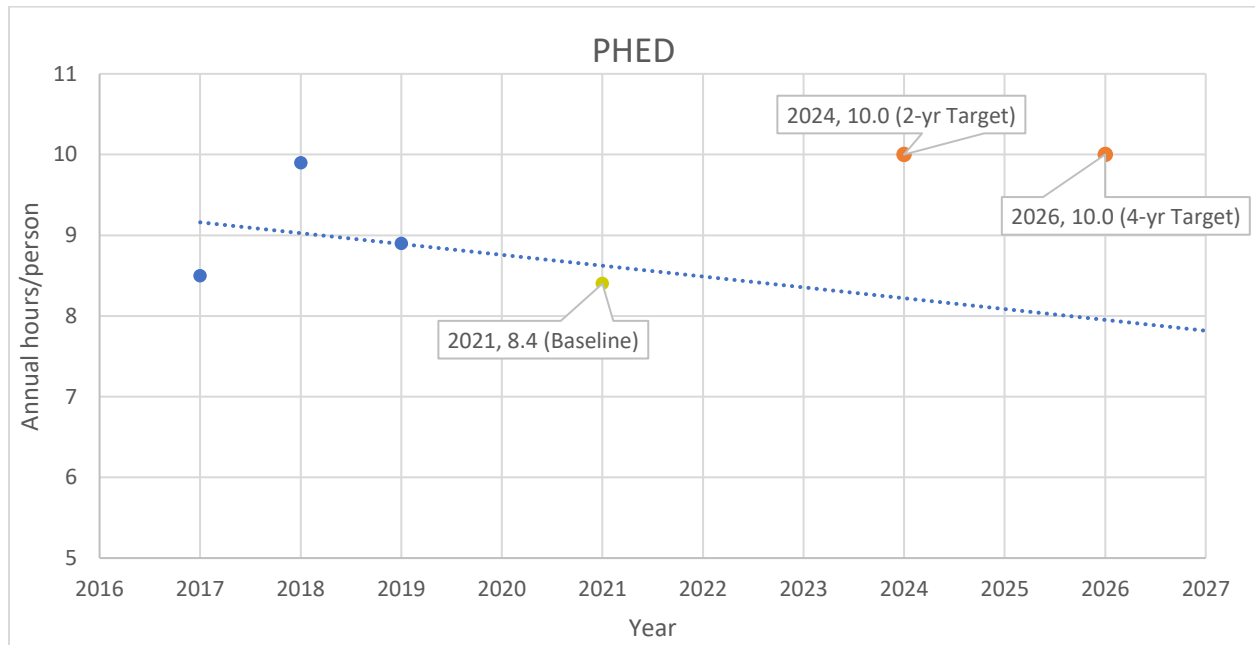


Figure 1. Plot of Baseline and Target PHED values

Table 2 presents actual PHED per person, per year for the Louisville urbanized area for 2020 and 2021. In both years, PHED was at or below the four-year target of 8.4. The data for this metric was derived from the NPMRDS RITIS data platform.

Table 2 – Traffic Congestion Measures: Actual Peak Hour Excessive Delay (PHED) Statistics

Year	Metric (annual hours per person)
2020	5.5
2021	8.4

Table 3 shows the baseline, two-year, and four-year targets for non-single occupancy vehicle travel (Non-SOV) in the Louisville urbanized area. The data for this metric was obtained from the American Community Survey Economic Characteristics table. The targets were set based on consultation with IN/KY State DOT and FHWA partners. As shown, the 2- & 4-year targets were set slightly lower than the baseline due to the uncertainty in telework and the overall commuting habits.

Table 3 – Traffic Congestion Measures: Non-Single Occupancy Vehicle (Non-SOV) Travel

Measure	Metric (% of total travel modes)
2020 Baseline (5-yr estimate)	19.5%
2024 2-Year Target	≥ 18.5%
2026 4-Year Target	≥ 19.0%

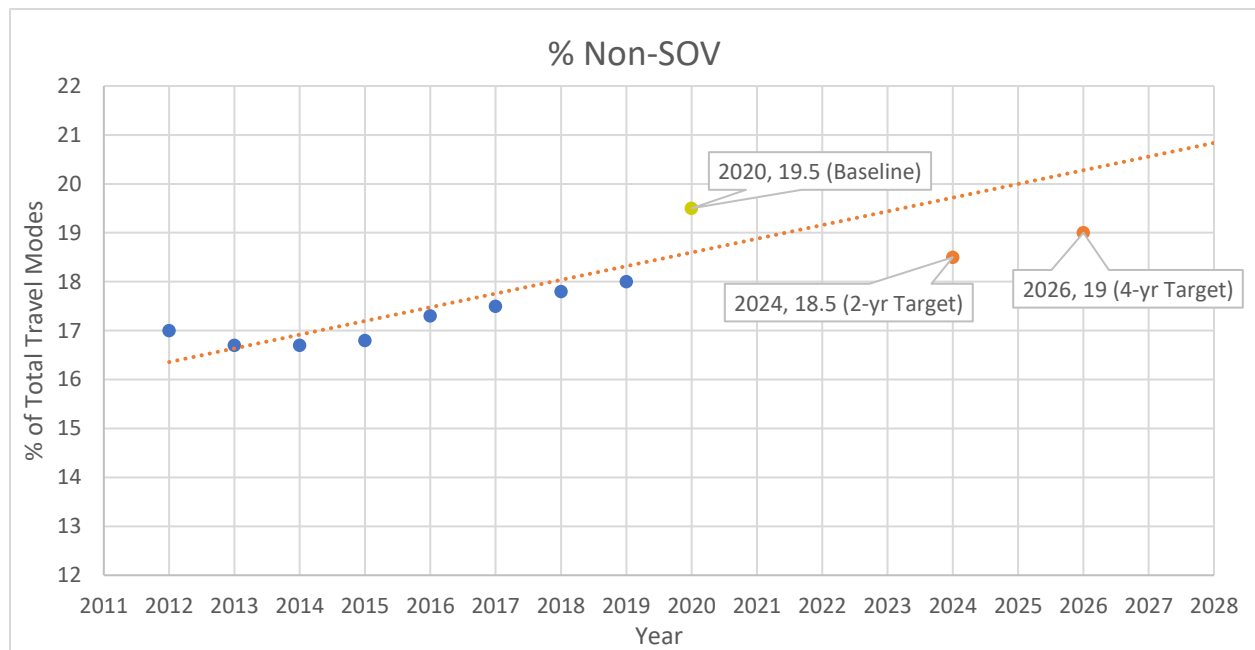


Fig 2. Plot of % Non-SOV baseline and target values

Table 4 presents Percent Non-SOV for travel in the Louisville urbanized area for 2019 and 2020 (5-yr estimates). Non-SOV travel in those 5-year estimates could possibly be viewed as the upper and lower bounds for the two-year and four-year targets. In comparison to the 2020 baseline (5-yr estimate), 2019 was 1.5% below the Non-SOV travel metric. The data for this metric was derived from the American Community Survey Economic Characteristics table.

Table 4 – Traffic Congestion Measures: Actual Non-Single Occupancy Vehicle (Non-SOV) Travel Statistics

Year	Metric (% of total travel modes)
2019	18.0%
2020	19.5%

Table 5 shows the on-road baseline, two-year, and four-year quantitative emissions targets for Volatile Organic Compounds (VOC) and Nitrous Oxide (NO_x). The baseline data was derived from the CMAQ Public Access System and aggregated, by state and pollutant type for the years 2018-2021. The data for the two and four-year targets was derived from CMAQ-eligible projects in the FHWA CMAQ Public Access for the years 2014-2021.

Table 5 – On-Road Mobile Source Emissions

Measure	State	VOC (kg/day)	NO _x (kg/day)
2018-2021 Baseline	Indiana	1.061	11.007
	Kentucky	37.494	90.682
Measure	MPO	VOC (kg/day)	NO _x (kg/day)
2024 2-Year Target	KIPDA	22.329	60.144
2026 4-Year Target	KIPDA	44.658	120.289

Table 6 presents the quantitative on-road emissions statistics for VOC and NO_x in fiscal years 2019 & 2020. Overall, 6 CMAQ-funded projects have contributed or will contribute (depending on the project phase) to daily emissions savings in the KIPDA region of 38.55kg/day of VOC and 101.68kg/day of NO_x. This data was derived from the FHWA CMAQ Public Access System and encompasses all CMAQ-funded projects within the KIPDA region with on-road mobile source emissions savings that were obligated between 2018 and 2021. There are currently no new

(only subsequent projects exist), future projects with obligated CMAQ funding that can be used for the purpose creating CMAQ Performance Plan metrics (these projects would normally be used to help set targets), but this will be reassessed in the Mid-performance Period and any projects introduced through a call-for-projects can be added at that time. As previously noted, the targets were set based on the available past data from 2014-2021.

Table 6 – Funded On-Road Mobile Source Emissions Projects/Statistics

YEAR	STATE	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	NOx (kg/day)	PHED Benefit	Non-SOV Benefit
2020	IN	IN20200015	ITS - CCTV/DMS on I-65 from 2.1 miles S of SR-160 to Clark/Scott County Line	ITS, Freeway Management Systems	0.521	1.567	Reduces congestion & delay	N/A
2019	IN	IN20190003	Cross River Connector Project	Operating Assistance and Fuel, New Service, Bus	0.54	9.44	Removes multiple vehicles from network	Encourages transit ridership
2019	KY	KY20190002	KY 53/I71	Congestion Reduction, Left-Turn / Managed Lanes	2.275	13.787	Reduces congestion & delay	N/A
2019	KY	KY20190004	TARC Outer Loop Circulator	Operating Assistance and Fuel, New Service, Bus, Operating Assistance	0.13	2.35	Removes multiple vehicles from network	Encourages transit ridership
2019	KY	KY20190005	Metro-Connection 21	ITS, Signalization Upgrades; connect traffic signals to ATMS.	33.79	73.3	Reduces congestion & delay	N/A
2019	KY	KY20190014	Louisville Loop Shelbyville Rd MET	Facilities, Other--Description, shared use path	1.299	1.245	Encourages alternate modes	N/A
				Totals	38.555	101.689		



Area Agency on Aging and Independent Living
Area Development District
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Agenda Item #10

MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: August 18, 2022

SUBJECT: Administrative Modification 34 to the FY 2020-2025 Transportation Improvement Program (TIP)

KIPDA has been informed of administrative modifications to be made to the FY 2020-2025 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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Agenda Item #11

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Greg Burress

DATE: August 18, 2022

SUBJECT: Indiana Metropolitan Planning Organization Conference

The deadline to register for the 2022 Indiana MPO Conference in Jeffersonville, Indiana October 4th-6th is fast approaching. The deadline has been extended until September 9th. Join us as we listen in on the latest transportation developments and tour the Kentuckiana area with one of our mobile workshops. This is an opportunity to meet and greet with colleagues from across the bi-state area. Register and learn more at <https://kipdatransportation.org/indiana-mpo-conference-2022/>.

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