



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



## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Thursday, October 27, 2022**

**KIPDA Burke Room**

**11520 Commonwealth Drive**

**Louisville, Kentucky 40299**

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

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

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

All TPC members will be provided a unique web-link to the Zoom (video conference) in advance of the meeting.

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](mailto:KIPDA.trans@kipda.org).

### **AGENDA**

1. *Call to Order, Welcome, Roll Call*
2. *September 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. *Kentucky Long-Range Statewide Transportation Plan* – KYTC's consultant will discuss the long-range transportation plan currently out for public review.
6. *Kentucky Congestion Mitigation & Air Quality Funds* – Staff will deliver the recommendations of projects for TPC consideration. **Action Requested**
7. *Metropolitan Planning Organization Dedicated Funding Program* – Staff will discuss cost increases and phase shift requests through the MPO Dedicated Funding Programs. **Action Requested**
8. *The Kentucky-Indiana Transportation Excellence Award* – The KITE Award returns for its eighth year this October. Staff will discuss nomination forms and deadlines to receive applications.

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9. *Administrative Modification 37 to the FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document.
10. *Update on Project Development and MPO Dedicated Call for Projects* – Staff will provide an update on the MPO dedicated call for projects and project development for the new Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).
11. *Safe Streets for All Grant Update* - Staff will provide the latest timeline for the Safe Streets for All Grant KIPDA applied for in September.
12. *Other Business*
13. *Adjourn*

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**MINUTES**  
**TRANSPORTATION POLICY COMMITTEE (TPC)**  
**September 22, 2022, 12:30 p.m.**  
**In-Person and via Video Conference**

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**Call to Order**

Recording Secretary Andy Rush 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**

**J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the minutes from the August meeting. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

Greg Burress, KIPDA staff, presented two public comments.

**Public Involvement Report**

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

**2022 Population and Household Data**

Matt Ruther of the Kentucky State Data Center presented the latest projections which are the first to incorporate data from the 2020 Decennial Census. There was discussion. No action was required.

**Federal Certification Review (FCR) Findings**

Bernadette Dupont, Federal Highway Administration – Kentucky, delivered the findings from the 2022 KIPDA FCR in June. No action was required.

**Project Management Guidebook (PMG) Update**

Nick Vail, KIPDA staff, presented changes to the PMG which included language for the recently completed Complete Streets Policy. **J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the changes to the PMG. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.**

**Congestion Analysis**

Joseph Garcia and Randy Simon, KIPDA staff, showcased a method of using data acquired from Streetlight to calculate and display the TTI on the region's interstate and arterial road network which will be incorporated into the scoring process for roadway projects. There was discussion. **Matt Meunier, City of Jeffersontown, made a motion to approve the method. J. Byron Chapman, Jefferson County League of Cities, seconded the motion and it carried with a unanimous vote.**

**Freight Network**

Valerie Mohr, KIPDA staff, presented updated data and roads to the existing freight network. There was discussion. **Michael King, Louisville Metro Government, made a motion to approve the**

updated data and roads. **Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

### **Crash Analysis**

Zach Herzog, KIPDA staff, showcased the newest additions and changes to the KIPDA crash analysis methodology. There was discussion. **J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the additions and changes. Tubby Purcell, City of Charlestown, seconded the motion and it carried with a unanimous vote.**

### **Safe Streets for All Grant Update**

Alex Posorske, KIPDA staff, presented the latest information and timetable for the Safe Streets for All grant. No action was required.

### **Administrative Modifications 35 and 36 to the FY 2020-2025 Transportation Improvement Program (TIP)**

Nick Vail, KIPDA staff, presented information on Administrative Modifications 35 and 36 to the short-range funding document. No action was required.

### **Update on Project Development and MPO Dedicated Call for Projects**

Nick Vail, KIPDA staff, provided an update on the MPO dedicated call for projects and project development for the new Metropolitan Transportation Plan (MTP) and TIP. No action was required.

### **Other Business**

Andy Rush, KIPDA staff, provided an update on the schedule for TTCC and TPC meetings through the rest of 2022. No action was required.

### **Adjournment**

The meeting was adjourned at 1:49 p.m.

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Andy Rush  
Recording Secretary

#### **Members Present:**

Keith Griffie	Bullitt County
Matt Meunier	City of Jeffersontown
*Erica Tait	Federal Highway Administration – Indiana
*Bernadette Dupont	Federal Highway Administration – Kentucky
Nick Creevy	Floyd County
*Matt Bullock	Kentucky Transportation Cabinet – District 5
J. Byron Chapman	Jefferson County League of Cities
Isidro Delgado	Kentucky Transportation Cabinet
Michael King	Louisville Metro Government
Carrie Butler (Vice Chair)	TARC
Kevin Baity	Town of Clarksville

#### **Members Absent:**

City of Charlestown  
City of Jeffersonville  
City of New Albany  
City of Shively  
City of St. Matthews  
Clark County  
\*Federal Aviation Administration – Memphis  
\*Federal Transit Administration – Region 4

## Agenda Item #2

Indiana Department of Transportation  
Indiana Department of Transportation – Seymour  
\*Louisville Metro Planning & Design  
Louisville Regional Airport Authority  
Oldham County  
U.S. Dept. of Housing & Urban Development

### **Others Present:**

John Callihan	AECOM
Brian Meade	AECOM
Diana Mitchen	Burgess & Niple
Matt Ruther	Kentucky State Data Center
Tom Hall	Kentucky Transportation Cabinet – District 5
Greg Burruss	KIPDA
Randall Embry	KIPDA
Joseph Garcia	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Amanda Deatherage	Louisville Metro Government
Dirk Gowin	Louisville Metro Government
Aida Copic	TARC
Elizabeth Farc	WSP USA
Jody Dahmer	
Sarah Fisher	
Evan Kerr	

\* Denotes Advisory Members



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## Agenda Item #4

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: October 19, 2022

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from Septmebr 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.

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# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS September 2022

Transportation Main Page	246
Transportation Improvement Program	138
Metropolitan Transportation Plan	62

## SOCIAL MEDIA ANALYTICS September 2022

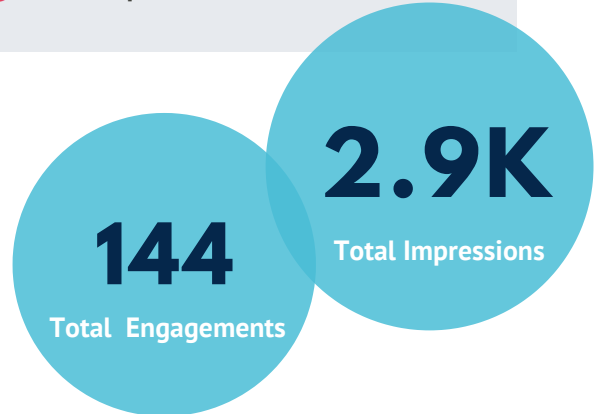
 8 Posts  
1,066 Impressions  
47 Engagements

 9 Tweets  
1,449 Impressions  
97 Engagements

 8 Posts  
471 Impressions

## PUBLIC OUTREACH EVENTS AND MEETINGS

- St. Matthews Chamber Business Expo
- Middletown Chamber of Commerce
- Louisville Health Advisory Board



## PUBLIC COMMENTS

"More public transportation"



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## Agenda Item #6

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 17, 2022

SUBJECT: Prioritization of Kentucky CMAQ Applications

As the Metropolitan Planning Organization (MPO) for the Louisville, KY-IN Metropolitan Planning Area (MPA), the Transportation Policy Committee (TPC) is responsible for prioritizing the Kentucky Congestion Mitigation and Air Quality (CMAQ) program applications submitted by sponsors in our region. The Kentucky Transportation Cabinet (KYTC) announced the CMAQ application cycle in August and prospective applicants were required to apply no later than September 30, 2022. The Louisville Metro Air Pollution Control District (LMAPCD) provided each sponsor with the estimated emission reduction calculations. KIPDA staff reviewed the applications along with the relevant emissions data to develop a recommended list for TPC consideration. Please find attached the project applications and recommended Kentucky CMAQ project prioritization listing.

**Action is requested to approve the Kentucky CMAQ project prioritization list.**

11 Applications  
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**1. Louisville Metro Lagrange Road Corridor Bicycle/Pedestrian Facility Improvements**

**Project Information:** This project previously received a lump sum of CMAQ for all project phases but it wasn't enough to cover construction, which is why this application is requesting just construction funds. The construction of complete streets components such as sidewalks, bike lanes, and a shared-use path will result in modal shift from single-occupancy vehicles to more sustainable methods of transportation. The turn lanes at KY 146 (New LaGrange Rd) @ Whipps Mill Rd and KY 146 (New LaGrange Rd) @ Willow Springs Drive will result in more efficient vehicle turning movements. These improvements will reduce transportation-related emissions and improve air quality.

**Funding Request:** \$973,000 (Federal) for the Construction phase

**2. Louisville Metro Electrification of Light-duty Fleet**

**Project Information:** Purchase fifty (50) battery electric vehicles (BEVs) to replace fifty (50) standard gasoline vehicles in Louisville Metro Government (LMG)'s light-duty fleet. The standard gasoline vehicles will be removed from service. Install twelve (12) level II charging stations to serve LMG's light-duty fleet. Ten (10) stations will also be available for public use. Two (2), located in secured areas, to be used by LMG's fleet and/or LMG employees' personal vehicles. All twelve (12) charging stations will have ten (10) ports installed at each site, for a total of 120 ports

**Funding Request:** \$1,329,200 (Federal) for Vehicles and Charging Stations

**3. TARC Battery Electric Buses**

**Project Information:** TARC is seeking funding to replace two (2) diesel buses that are past their useful life with two (2) new 40' extended range electric buses. With each diesel bus replaced with a battery-electric bus, TARC expects to save 11,000 gallons of diesel fuel per year. Additionally, 2009 diesel buses have an average fuel economy of 4.01 miles per gallon, while the new battery-electric buses will achieve an average fuel economy of 13.0 MPGe (equivalent).

**Funding Request:** \$1,754,137 (Federal) for Vehicles

**Recommended Prioritization Listing Based on Emission Reduction Calculations**

Project	VOC	CO	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>
1) Louisville Metro Electrification of Light-duty Fleet	0.125	4.038	0.048	0.004	0.004
2) Louisville Metro Lagrange Road Corridor Bicycle/Pedestrian Facility Improvements	0.07	2.41	0.26	0.15	0.02
3) TARC Battery Electric Buses	.0427	.3140	1.296	0.007	0.0066

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## Agenda Item #7

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 19, 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 project review meetings with Indiana and Kentucky project sponsors. A number of cost increases and phase shifts have been submitted. Staff will request TPC approval of the cost increases and phase shift requests. Staff is still working to process all of the changes.

The final attachment will be available for viewing on October 26<sup>th</sup> at this link:  
<https://kipdatransportation.org/mpodedicatedfunds/>.

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

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## Agenda Item #8

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: October 19, 2022

SUBJECT: The Kentucky-Indiana Transportation Excellence Award

The Kentucky-Indiana Transportation Excellence Award returns for its eighth year in October. The award was created to highlight the transportation project that “soars” above the rest. Last year’s award went to Louisville Metro for the Northeast Louisville Loop Middletown-Eastwood Trail Section 1.

Applicants have until November 1<sup>st</sup> to submit their project for consideration. Nominations can be found and downloaded at <https://www.kipda.org/committees-and-councils/transportation-policy-committee/> and can be submitted to [greg.burress@kipda.org](mailto:greg.burress@kipda.org).

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## Agenda Item #9

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 15, 2022

SUBJECT: Administrative Modification 37 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.

**Administrative Modification 37 is still being drafted but can be viewed here on October 26, 2022:**  
<https://kipdatransportation.org/adminmod37/>

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## Agenda Item #10

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 20, 2022

SUBJECT: Update on MPO Dedicated Call for Projects and Project Development for the New MTP and TIP

Staff will provide an update on the MPO dedicated call for projects and project development for the new Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

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## Agenda Item #11

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: October 20, 2022

SUBJECT: KIPDA Region Safe Streets and Roads for All application update

KIPDA staff submitted the region-wide application for a Safe Streets and Roads for All (SS4A) action plan planning grant in September and USDOT confirmed receipt of application with all required sections in October. Awards are expected to be announced in January. See below for a timeline of next steps, a list of participating jurisdictions, and a review of the SS4A grant opportunity.

**KIPDA staff is asking all participating jurisdictions to designate a representative for a November organizational meeting. An email with potential dates will be sent out on Monday, October 24.**

#### I. Timeline of next steps

- November 2022: Organizational meeting for participating jurisdictions with designated representatives.
  - This hybrid virtual/in person meeting will:
    - Review the grant guidelines and familiarize participants with what the SS4A planning process would likely look like and what elements the final product would include and what elements it likely would not/could not include.
    - Establish a decision-making process for the SS4A regional collaborative and set a schedule for the next meeting and future meetings (if the region is awarded an SS4A grant).
  - All participating jurisdictions are asked to designate a representative for the SS4A collaborative effort and for that representative to make all possible efforts to attend or log on for this meeting
- December 2022/January 2023: Follow up meeting to finalize RFP text and answer outstanding questions from the initial meeting
  - KIPDA would like to have an RFP ready to go so that if the regional effort is awarded a grant a consulting/engineering team can be lined up ASAP

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- This meeting date will be scheduled at or immediately after the SS4A organizational meeting in November
- Late January 2023: USDOT scheduled decision window
- February 2023 (if funding is awarded): KIPDA issues RFP for consulting/engineering team
- May 2023 (if funding is awarded): Approximate date for kickoff meeting for SS4A regional action plan planning process
- May 2024 (if funding is awarded): Approximate completion date of SS4A action plan (assumed project time 9-15 months)
- Summer/Fall 2024 (if funding is awarded): Consideration of regional or jurisdiction-specific applications for SS4A implementation funding

## 2. Participating jurisdictions

The following jurisdictions are active participants that have pledged to contribute to the local match. Louisville Metro will not be a formal co-applicant but will partner in the application and has pledged a contribution to the local match proportional to population.

- Indiana
  - Clark County
  - Floyd County
  - Charlestown
  - Clarksville
  - Jeffersonville
  -
- Kentucky
  - Bullitt County
  - Henry County
  - Oldham County
  - Shelby County
  - Spencer County
  - Trimble County
  - Jeffersontown
  - Mt Washington
  - Shepherdsville
  - St. Matthews

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### 3. Background/review of SS4A 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

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 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 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 KIPDA region is not eligible for an implementation grant, but KIPDA staff recommended 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.

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- **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.

For more information email KIPDA Transportation Planner Alex Posorske at [alex.posorske@kipda.org](mailto:alex.posorske@kipda.org).

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