



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



TRANSPORTATION POLICY COMMITTEE

9:30 a.m., Tuesday, November 22, 2022

John Black Community Center

1551 North Highway 393

LaGrange, Kentucky 40031

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. *October 2022 TPC Meeting Minutes* – Review and approval (see enclosed). **Action Requested**
3. *Kentucky Transportation Cabinet* – Secretary Jim Gray will deliver an address on the Kentucky Transportation Cabinet's latest projects and provide updates on KYTC's recent efforts.
4. *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 4.
5. *Public Involvement Report* – Staff will report on activities undertaken to engage the public, comments received, and future public involvement opportunities (see enclosed).
6. *Planning Assumptions* – Staff will present the variety of planning assumptions KIPDA utilizes as part of the ongoing update to the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan. **Action Requested**
7. *Metropolitan Planning Organization Performance Measures Update* – Staff will discuss the performance measures and baseline targets for the ongoing update to *Connecting Kentuckiana 2050* Metropolitan Transportation Plan 2050. **Action Requested**

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8. *Metropolitan Planning Organization Dedicated Funding Programs* – Staff will discuss cost increase applications which were submitted. **Action Requested**
9. *Active Transportation Plan* – Staff will discuss the timeline for KIPDA's Active Transportation Plan.
10. *Public Participation Annual Report* – Staff will highlight the outreach data, strategies, and events from the past year.
11. *Safe Streets for All Grant Update* – Staff will present the latest information and timetable for the Safe Streets for All Grant.
12. *Administrative Modifications 39 to the FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclose).
13. *Planning MOA Update* – Staff will provide an update on a new Memorandum of Agreement (MOA) between KIPDA, INDOT, KYTC, and TARC.
14. *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).
15. *Kentucky-Indiana Transportation Excellence Award* – Staff will present the 2022 KITE Award to this year's recipient.
16. *Other Business*
17. *Adjourn*



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

Call to Order

Vice-Chair Carrie Butler called the meeting to order at 12:30 p.m. After roll call, it was determined that there was a quorum present.

Review and Approval of Minutes

Keith Griffie, Bullitt County, made a motion to approve the minutes from the September meeting. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

Public Comment Period

Greg Burruss, KIPDA staff, presented two public comments.

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.

Kentucky Long-Range Statewide Transportation Plan

Karen Mohammadi of Michael Baker Intl. discussed the KYTC long-range transportation plan currently out for public review. There was discussion. No action was required.

Kentucky Congestion Mitigation & Air Quality (CMAQ) Funds

Nick Vail, KIPDA staff, delivered the recommendations of projects for consideration. There was discussion. **Dirk Gowin, Louisville Metro Government, made a motion to approve the alternate option recommendation. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

Metropolitan Planning Organization Dedicated Funding Program

Nick Vail, KIPDA staff, discussed cost increases and phase shift requests through the MPO Dedicated Funding program. There was discussion. **Keith Griffie, Bullitt County, made a motion to approve the cost increases and phase shift requests. Tubby Purcell, City of Charlestown, seconded the motion and it carried with a unanimous vote.**

Kentucky-Indiana Transportation Excellence (KITE) Award

Greg Burruss, KIPDA staff, discussed the nomination form and deadline for this year's KITE award. No action was required.

Administrative Modification 37 to the FY 2020-2025 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented information on Administrative Modification 37 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.

Safe Streets for All Grant Update

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

Other Business

Nick Vail, KIPDA staff, announced upcoming grant opportunities. No action was required.

Andy Rush, KIPDA staff, reported on the Indiana MPO Conference hosted by KIPDA on October 4-6. He introduced new staff Transportation Planner Chris Nicolas to the committee. He also provided updates on the date and time of the November TPC meeting. No action was required.

Adjournment

The meeting was adjourned at 1:42 p.m.

Andy Rush
Recording Secretary

Members Present:

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

Members Absent:

City of Jeffersonville
City of New Albany
City of Shively
Clark County
*Federal Aviation Administration – Memphis
*Federal Transit Administration – Region 4
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
Tom Hall	Kentucky Transportation Cabinet – District 5
Greg Burruss	KIPDA
Randall Embry	KIPDA
Joseph Garcia	KIPDA

Agenda Item #2

Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Andy Rush	KIPDA
Jeremeih Shaw	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Shawn Dikes	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Aida Copic	TARC
Elizabeth Farc	WSP Inc.
Jody Dahmer	
Sarah Fisher	
Evan Kerr	

* Denotes Advisory Members



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Agenda Item #5

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: November 15, 2022

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from October 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 October 2022

Transportation Main Page	297
Transportation Improvement Program	148
Metropolitan Transportation Plan	70

PUBLIC OUTREACH EVENTS AND MEETINGS

Participating Sponsor for Louisville Earth Walk
Sustainability Day at University of Louisville
Papa John's Health Fair

PUBLIC COMMENTS

"I like to ride my bike around campus but need it to be safer for bikes surrounding campus."

"Maps in bus stations."

"Put Bus Route in Hillview and Bluelick."

SOCIAL MEDIA ANALYTICS October 2022



14 Posts
2,071 Impressions
211 Engagements



16 Tweets
2,372 Impressions
208 Engagements



12 Posts
760 Impressions

419

Total Engagements

5.2K

Total Impressions

I'd love to ride my bike to work or to downtown functions (on the weekend) but I'm not sure if there are safe routes to do so. Are there up-to-date maps available? Are there plans to create safe, connected paths?



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Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: November 15, 2022

SUBJECT: KIPDA MTP Update Planning Assumptions

KIPDA utilizes a wide variety of planning assumptions in its regional transportation planning process. The following pages contain the proposed updated listing of those assumptions as part of the update to the Metropolitan Transportation Plan (MTP), Connecting Kentuckiana 2050.



Connecting Kentuckiana 2050 Planning Assumptions (updated: November 2022)

Background Information:

KIPDA utilizes a wide variety of planning assumptions in its regional transportation planning process. Many of these planning assumptions are used to support the regional air quality conformity determination and are described in this document. They are split into five groups:

1. **Socioeconomic Data:** These assumptions describe how estimates of regional population, household, and employment growth are used as inputs to KIPDA's Regional Travel Demand Model.
2. **Regional Travel Demand Model:** These assumptions address important components of the 5-county regional travel demand model.
3. **General MPO Planning:** These assumptions reflect KIPDA's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP), and their relationship to the air quality conformity process.
4. **Tolling/Transit:** These assumptions reflect the consideration of tolling and public transit in KIPDA's Regional Travel Demand Model.
5. **Emissions Modeling:** Traffic-related outputs from KIPDA's Regional Travel Demand Model are utilized as inputs to the regional emissions modeling used to demonstrate air quality conformity. Key assumptions used in this process are included in this group.

Socioeconomic Data:

<i>Assumption</i>	<i>Source</i>	<i>Background Information</i>
Year 2050 ²⁰⁴⁰ socioeconomic forecasts are consistent with the land use, zoning, and economic development plans, policies, and assumptions of the municipalities within the KIPDA (KY-IN) MPA.	<ul style="list-style-type: none"> • Comprehensive, Comprehensive land use, and economic development plans and databases in Bullitt, Jefferson, Oldham, Shelby, Clark, Floyd, and Harrison counties • Land use, economic, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, Floyd, and Harrison counties • Woods & Poole • Kentucky State Data Center 	Forecasts were developed cooperatively and reviewed by various local land use planning and zoning agencies, economic development agencies, other municipal entities (as applicable), KIPDA TTCC, and KIPDA TPC.
The Single Family Household structure type includes dwellings classified by the 2010 CTPP as single unit-detached. All other dwellings are considered to be Multi-Family Households.	<ul style="list-style-type: none"> • 2010-CTPP • ACS • KIPDA staff 	Single family units include dwellings that exhibit the travel characteristics of single-family detached units. Multi-family units include higher density dwellings, such as apartments.
Household structure type proportion forecasts reflect available data, including historic trends.	<ul style="list-style-type: none"> • Land use, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, 	Household structure type proportions are based on local forecast data, if available; otherwise, proportions reflect data from the most recent available year or 2010 CTPP.

	and Floyd, and Harrison counties <ul style="list-style-type: none"> • 2010-CTPP • ACS • Woods & Poole 	
<i>Assumption</i>	<i>Source</i>	<i>Background Information</i>
Population includes persons who live in households only. Persons living in group quarters are not included.	<ul style="list-style-type: none"> • 2010-CTPP • ACS • KIPDA staff 	Population definition reflects available information in the 2010 CTPP and , 2011-2016 ACS Estimates, and 2016-2020 ACS Estimates . Population is used to calculate average TAZ household size only.
Group quarters populations remain constant throughout the forecast period.	<ul style="list-style-type: none"> • Land use, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, and Floyd counties • 2010-CTPP • ACS 	Group quarters populations are based on local forecast data, if available; otherwise, the proportions reflect data from the most recent available year or 2010 CTPP.
Employment Type (Retail, Service, Basic) proportions remain constant in each TAZ in future years.	<ul style="list-style-type: none"> • KIPDA Staff • NAICS • InfoUSA Data Axle 	
Regional average household size is expected to decrease throughout the forecast period.	<ul style="list-style-type: none"> • Historical Census household size data • KYSDC population and household projections • Woods & Poole • KIPDA staff 	Historical Census data and KYSDC and Woods & Poole forecasts demonstrate a trend of decreasing average household size.
Regional average household vehicle availability is expected to increase, at a decreasing rate, throughout the forecast period.	<ul style="list-style-type: none"> • Historical Census vehicle availability data • 2010-CTPP • KIPDA staff 	Historical Census data demonstrates a trend of increasing average household vehicle availability (although at a decreasing rate).

Regional Travel Demand Model:

<i>Assumption</i>	<i>Source</i>	<i>Background Information</i>
Trip generation rates are held constant over time.	<ul style="list-style-type: none"> • 2000 KIPDA Household Travel Survey • National travel surveys • KIPDA staff 	Data collected during 2000 from sampled households. A review of national surveys was performed to look into recent trends. More recently, data from Streetlight Data was used to adjust the trip generation rates. Trip generation rates were finalized during model calibration. There was no basis for quantifying changes (over time) in trip generation rates.
Friction factors are held constant over time.	<ul style="list-style-type: none"> • 2000 KIPDA Household Travel Survey • National travel surveys • KIPDA staff 	Local data was collected during 2000 from sampled households. Factors were adjusted using trends from recent national travel survey data. There is no basis for quantifying changes (over time) in friction factors. Friction factors are finalized during model calibration.
K-factors are held constant over time.	<ul style="list-style-type: none"> • KIPDA staff 	Data from Streetlight Data was used to adjust support the recent estimates of the K-factors. There is no basis for quantifying changes (over time) in K-factors. K-factors are finalized during model calibration.
Auto occupancy factors (persons/ vehicle) for trips within the modeling domain were based on the 2000 KIPDA Household Travel Survey.	<ul style="list-style-type: none"> • 2000 KIPDA Household Travel Survey 	Data collected during 2000 from sampled households.
Approximately 10% of average daily traffic occurs in the peak hour, therefore daily capacity is estimated to be 10 times the hourly capacity.	<ul style="list-style-type: none"> • NCHRP Report 716 	Used to estimate daily capacity values for all model roadway segments. The daily capacities were reviewed during the recent model calibration.

<p>Trips with origins and destinations in the same state do not cross the Ohio River.</p>	<ul style="list-style-type: none"> • TARC Travel Forecasting Study • Louisville Ohio River Bridge Study 	<p>These studies provide empirical data substantiating the assumption.</p>
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General MPO Planning:

<i>Assumption</i>		<i>Background Information</i>
The TIP is considered to be a subset of the MTP	<ul style="list-style-type: none">• KIPDA TIP Documentation• KIPDA MTP Documentation	All projects in the TIP are also in the MTP.
Air Quality Conformity is demonstrated on the entire MTP	<ul style="list-style-type: none">• KIPDA MTP Documentation	Conformity of the TIP is determined with the conformity determination of the MTP

Tolling/Transit:

<i>Assumption</i>	<i>Source</i>	<i>Background Information</i>
Transit fares will increase at the same rate as with inflation	<ul style="list-style-type: none">• KIPDA Staff	
Trips using transit will remain constant	<ul style="list-style-type: none">• KIPDA Staff	
Tolls will be limited to the Lewis & Clark (KY 841/IN 265), Lincoln (I-65 Northbound), and Kennedy (I-65 Southbound) Bridges	<ul style="list-style-type: none">• KIPDA Staff	There are currently no projects in the KIPDA MTP that presume tolling as a strategy to finance construction.
Tolls will increase at the same rate as with inflation	<ul style="list-style-type: none">• KIPDA Staff• RiverLink• Louisville-Southern Indiana Ohio River Bridges Traffic & Revenue Study	Tolls are included in the KIPDA Model in the form of time penalties. Time penalties are kept constant across the present- and future-year model scenarios.

Emissions Modeling:

<i>Assumption</i>	<i>Source</i>	<i>Background Information</i>
The most recent EPA-approved emissions model will be used to perform regional emissions analyses.	<ul style="list-style-type: none">• LMAPCD• EPA	MOVES 2014a (MOVES3) is the current emissions model. As new models are developed and approved by EPA, those models will be used.
The most recent vehicle fleet mix information, as provided by Kentucky and Indiana, will be used.	<ul style="list-style-type: none">• KYTC• Indiana Bureau of Motor Vehicles	Fleet mix information is updated on a regular basis in each state.

Key to Abbreviations:

ACS	American Community Survey
CTPP	Census Transportation Planning Products—
EPA	United States Environmental Protection Agency
KYSDC	Kentucky State Data Center at University of Louisville, Louisville, KY
LMAPCD	Louisville Metro Air Pollution Control District
MTP	Metropolitan Transportation Plan
NAICS	North American Industry Classification System
NCHRP	National Cooperative Highway Research Program
TARC	Transit Authority of River City
TIP	Transportation Improvement Program
TTCC	Transportation Technical Coordinating Committee
TPC	Transportation Policy Committee



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Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee

FROM: Spencer Williams

DATE: November 15, 2022

SUBJECT: Baseline and Target Setting for Performance Measures for the Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update

Establishing baselines and targets for the performance measures for the updated Metropolitan Transportation Plan (MTP), Connecting Kentuckiana 2050, will allow the MPO to track progress on the goals and objectives of the plan. The draft baselines and targets are updated from those in the current MTP and encompass both federal, state, and local goals for the region.

Staff established these baselines and targets based on either federally mandated or MPO developed methods. The baselines provide a snapshot of the status of our region regarding each performance measure and help us determine if current and future programmed projects are on track to achieve federally mandated, or MPO developed targets. The federal performance measures are highlighted in blue. The two performance measures that KIPDA staff recommend be removed are highlighted in red.

Draft versions of each baseline and target can be viewed at the link below:

<https://kipdatransportation.org/performance-measures2050/>

Action is requested to adopt the Connecting Kentuckiana 2050 Performance Measures - Baselines & Targets, and remove two of the Connecting Kentuckiana 2050 Performance Measures: borderline pavement condition on interstate and non-interstate National Highway System.

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Connecting Kentuckiana 2050: Performance Measures Baselines and Targets

The baselines and targets for the performance measures, as part of the Metropolitan Transportation Plan (MTP) update, are how our progress is determined regarding our goals and objectives in the region. Performance measures, via the baselines and targets, help establish where the tracking of our progress begins, and give us the target to measure how well projects contribute to the goals.

Performance measures with the draft baselines and targets are listed under the goals and objectives. Objectives and associated federal performance measures are highlighted in blue. Performance measures that staff recommend be removed are highlighted in red.

*Performance measure is associated with more than one objective

1) Safety

Goal 1: Increase safety for all users of the transportation system.

Objective A: Stabilize and decrease serious injury crashes and fatalities.

Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of serious injuries		705.3	644.3	KY state police, ARIES (Indiana)	FHWA
Serious injury rate (per 100 million VMT)		6.25	5.82	KY state police, ARIES	FHWA
Number of fatalities		140.6	149.4	KY state police, ARIES	FHWA
Fatality rate (per 100 million VMT)		1.25	1.36	KY state police, ARIES	FHWA

Objective B: Reduce bicycle and pedestrian related crashes.

Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of non-motorized fatalities and serious injuries		117.7	117.5	KY state police, ARIES	FHWA

Objective C: Increase safety on fixed route transit and paratransit.

Measure	Description	Baseline	Target (2023)	Data	Source
Number of fixed route fatalities	Total	N/A	0	TARC PTASP	FTA
Number of paratransit fatalities	Total	N/A	0	TARC PTASP	FTA
Fixed route fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.0036	TARC PTASP	FTA
Paratransit fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.016	TARC PTASP	FTA
Fixed route injuries	Total	N/A	55	TARC PTASP	FTA
Paratransit injuries	Total	N/A	10	TARC PTASP	FTA
Fixed route injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.77	TARC PTASP	FTA
Paratransit injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.18	TARC PTASP	FTA
Number of fixed route safety events	Total	N/A	35	TARC PTASP	FTA
Number of paratransit safety events	Total	N/A	5	TARC PTASP	FTA
Fixed route safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.47	TARC PTASP	FTA
Paratransit safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.13	TARC PTASP	FTA

Objective D: Increase transportation safety through Intelligent Transportation System solutions.

Measure	Description	Baseline	Target	Data	Source
n/a					

2) Sustainability

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

Objective A: Support improved modal connectivity in pedestrian, bicycle, and transit projects that contribute to cleaner air.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Number of miles of gaps in the pedestrian network.	Total mileage of gaps between pedestrian facilities	228	194	114	KIPDA Pedestrian Facility Gap Analysis	MPO
Number of miles of gaps in the bicycle network.	Total mileage of gaps between dedicated bicycle facilities	56	48	28	KIPDA Bicycle Facility Gap Analysis	MPO
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.*	422	485	633	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1 mile of a transit route.	54	62	81	KIPDA bicycle facilities, TARC routes	MPO
Objective B: Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
		n/a				
Objective C: Promote environmental sustainability and protect historic, natural, and cultural resources.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
		n/a				
Objective D: Reduce disruption to travel by limiting encroachment into environmentally sensitive areas negatively impacted by weather events and climate change.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
		n/a				
Objective E: Improve air quality by reducing carbon-based vehicle miles traveled.						
Measure	Description	Baseline	2 Year Target	4 Year Target	Data	Source
Total emissions reductions (CMAQ)	Total emissions reductions of Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx)	VOC-38,555 NOx-101,689	VOC-22,329 NOx-60,144	VOC-44,658 NOx-120,289	CMAQ Performance Plan	FHWA
Percent of non-SOV travel in urbanized area (CMAQ)	percent of non-Single Occupancy Vehicle (non-SOV) travel within urbanized area	19.5	18.5	19.0	CMAQ Performance Plan	FHWA
Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)	annual peak hour excessive delay per capita within urbanized area	8.4	10.0	10.0	CMAQ Performance Plan	FHWA
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix.	Total electric, hybrid, and plug in hybrid vehicles compared to total fleet size (passenger cars & trucks)	1.45%	1.50%	40%	U.S. Census, KYTC vehicle data integrated by APCD for MOVES inputs, and Interational Energy Agency data on vehicle populations	MPO

3) Equity

Goal 3: Foster an accessible and equitable transportation system.

Objective A: Reduce auto-dependent access and increase transportation options to employment, education, and healthcare.						
Measure	Description	Baseline (2020)	4 Year Target	2050 Target	Data	Source
Percent of commutes by transit	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by walking	Percent of commute trips made by walking, calculated for all counties in MPO region.	1.55%	1.71%	2.17%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by biking	Percent of commute trips made by bike, calculated for all counties in MPO region.	0.22%	0.24%	0.31%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Objective B: Minimize disproportionate burdens and ensure equitable benefits from transportation investments in areas with high minority and low-income population.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
EJ population within ¼ mile of a transit route	EJ population determined by maximum count from either minority or low-income.	194,663	214,130	272,529	KIPDA Environmental Justice Areas, TARC routes	MPO
EJ population within ¼ mile of a bicycle lane	EJ population determined by maximum count from either minority or low-income.	48,385	53,224	67,740	KIPDA Environmental Justice Areas, TARC routes	MPO
Objective C: Implement innovative outreach strategies to marginalized communities.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
		n/a				
Objective D: Support commute programs such as telework, staggered work hours, carpool, vanpool, and transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Percent of commutes by telework	Percent of commute trips made by teleworking, calculated for all counties in MPO region.	6.75%	7.43%	9.45%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by carpool/vanpool	Percent of commute trips made by carpool/vanpool, calculated for all counties in MPO region.	8.07%	8.88%	11.30%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by transit*	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO

4) Economic

Goal: Leverage transportation investments to support regional and local economic growth.

Objective A: Support access to work by maintaining or improving reasonable travel time on the region's transportation infrastructure.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA
Objective B: Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Average headway of transit routes traveling from EJ areas to employment clusters.	Average time between scheduled fixed-route buses	35.8 minutes	-10% (32.2)	-20% (28.6)	TARC General Transit Feed Specification, KIPDA Environmental Justice Areas, KIPDA employment clusters	MPO
Objective C: Enhance multi-modal access to major employment centers and areas with anticipated employment growth.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Jobs within a ¼ mile walk (sidewalk present).	Number of employees (jobs) within 1/4 mile of a sidewalk or multi-use path.	565,246	607,639	904,394	Data Axle 2019 employment, KIPDA pedestrian facilities 2021	MPO
Jobs within a 1-mile bike ride (dedicated bike facility).	Number of employees (jobs) within 1 mile of a bike lane or multi-use path.	460,775	495,333	737,240	Data Axle 2019 employment, KIPDA bicycle facilities 2021	MPO
Objective D: Strengthen coordination between transportation and land use planning.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
		n/a				

5) Roadway System

Goal: Create a modern, innovative, and efficient roadway system.

Objective A: Maintain or improve travel time on freeway and interstate roadways.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA
Objective B: Maintain or improve travel time on arterial roadways.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA
Objective C: Stabilize and decrease vehicle miles traveled.						
Measure	Description	Baseline (2019, VMT per capita)	4 Year Target	2050 Target	Data	Source
Annual regional vehicle miles traveled.	Annual regional VMT per capita estimated from annual county-level daily vehicle miles traveled in 2019 divided by 2019 regional population.	10,364.03	10,156.75	9,327.63	INDOT, KYTC	MPO
Objective D: Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technology.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of electric vehicle charging stations.	Public electric vehicle chargers as of June 2022.	98	172	980	https://afdc.energy.gov/data/download	MPO
Objective E: Explore innovative management and operation strategies.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
		n/a				

6) Transit

GOAL: Expand public transit and non-single occupant vehicle travel throughout the region.

Objective A: Improve access to transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Annual TARC fixed-route ridership (number of boardings).	Measure the change in the number of annual boardings on TARC buses	5,018,004	10,283,174	15,000,000	TARC FY 2022 Ridership Summary	MPO
Population served in transit service area (1/4 mile of a route).	Measure the change in the number of commuters using transit.	315,679	347,247	441,951	American Community Survey, 5-Year Estimates, 2020 Table B01003	MPO
Objective B: Prioritize transit service to employment, schools, and other activity centers.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of schools served by transit (1/4 mile of a route).	Identify the number of schools, colleges, and universities within 1/4 mile of a transit route	300	3% Increase or 309 schools, colleges, or universities	10% Increase or 330 schools, colleges, or universities	KIPDA school inventory, and GIS analysis	MPO
Number of employees served in transit service area (1/4 mile of a route).	Identify the number of jobs located within a 1/4 mile of a transit route.	481,516	529,668	674,122	Data Axle 2019 employment, TARC 2021 bus routes	MPO
Objective C: Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.						
Measure	Description	Baseline (FY2022)	4 Year Target	2050 Target	Data	Source
Number of rideshare trips.	Measure the change in the number of vanpool, carpool, transit, walking, biking, and telework trips logged through the Every Commute Counts program.	45,083	93,484	186,968	Every Commute Counts Program	MPO

7) Active Transportation

Goal: Expand active transportation options with connected pedestrian and bicycle infrastructure.

Objective A: Increase access to pedestrian facilities and continuity of the system.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities (sidewalks and shared-use paths)	Number of miles of sidewalks or multi-use paths on collectors and above.	895.99	985.59	1254.39	KIPDA pedestrian facilities	MPO
Objective B: Increase access to and utilization of bicycle facilities.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Increase number of miles of bicycle facilities	Number of miles of bike lanes on collectors and above.	91.56	100.72	128.19	KIPDA bicycle facilities	MPO
Objective C: Increase or improve existing bicycle and pedestrian access to transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.	422	464	591	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1/4 mile of a transit route.	54	59	76	KIPDA bicycle facilities, TARC routes	MPO
Objective D: Support innovative active transportation and shared micromobility strategies.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

8) Freight

Goal: Support the reliable movement of freight.

Objective A: Reduce delay and improve reliability for trucks traveling on interstates, freeways, and arterials.

Measure	Description	Baseline (2021)	2 Year Target	4 Year Target	Data	Source
Truck Travel Time Reliability (TTTR) on the Interstates	23 CFR Part 490 Subpart F; MPO	1.51	-	1.51	NPMRDS	FHWA

Objective B: Improve truck access to freight destinations.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

Objective C: Safely integrate freight mobility with other transportation modes.

Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
		n/a				

9) Resiliency

Goal: Implement resilient infrastructure.

Objective A: Improve pavement condition.

Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of pavements in Good condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 73.2% KY 68.1%	IN 60.0% KY N/A	IN 62.0% KY 50.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Poor condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.1%	IN 1.0% KY N/A	IN 1.5% KY 3.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Borderline condition on Interstates						MPO
Percent of pavements in Good condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 61.0% KY 48.9%	KY 50.0% IN 35.0%	IN 48.0% KY 35.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements Poor condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.4%	IN 1.5% KY 6.0%	IN 1.5% KY 6.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Borderline condition on non-Interstate NHS						MPO

Objective B: Improve bridge condition.

Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of deck area in Good condition on bridges carrying the NHS	23 CFR Part 490 Subpart D Bridge Condition; MPO	33.0%	-	36.3%	National Bridge Inventory	FHWA
Percent of deck area in Poor condition on bridges carrying the NHS	23 CFR Part 490 Subpart D Bridge Condition; MPO	9.4%	-	8.5%	National Bridge Inventory	FHWA
Measure	Description	Baseline (2021)	4-Year Target	2050 Target	Data	Source
Percent of bridges on functionally classified roads Collector and above that are in Good condition	MPO developed measure	21.3%	23.4%	32.0%	National Bridge Inventory	MPO
Percent of bridges on functionally classified roads Collector and above that are in Poor condition	MPO developed measure	6.7%	6.0%	3.4%	National Bridge Inventory	MPO

Objective C: Reduce the percent of transit fleet exceeding the useful life benchmark and maintain the condition of transit facilities

Measure	Description	Baseline (2021)	Target	Data / Sources	Source
Percent of non-revenue vehicles exceeding Useful Life Benchmark (ULB)	percent of non-revenue vehicles exceeding Useful Life Benchmark (ULB)	Trucks and Other Rubber Tire Vehicles: 72.22% Non-revenue service vehicle fleet (equipment/Automobile): 72.77%	Trucks and Other Rubber Tire Vehicles: ≤ 45% exceed ULB of 10 years Non-revenue service vehicle fleet (equipment/Automobile): ≤ 10% exceed 8 years	FY23 TARC TAM Plan	FTA
Percent of revenue vehicles exceeding ULB	percent of revenue vehicles exceeding Useful Life Benchmark (ULB)	Buses: 13.33% Cutaway Buses: 35.71% Vans: 100%	Buses: ≤ 10% exceed ULB of 15 years Cutaway Buses: ≤ 0% exceed ULB of 10 years Vans: ≤ 0% exceed ULB of 8 years	FY23 TARC TAM Plan	FTA

Objective D: Increase system reliability on fixed route transit and paratransit.

Measure	Description	Baseline (2021)	Target	Data	Source
Fixed route system reliability	Mean distance between major mechanical failures by mode	N/A	5,478 miles	TARC PTASP	FTA
Paratransit system reliability	Mean distance between major mechanical failures by mode	N/A	70,781 miles	TARC PTASP	FTA

Objective E: Prioritize resiliency strategies to extend the life span and functionality of the transportation system.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
		n/a				

Objective F: Add redundant infrastructure to increase system resiliency.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
		n/a				

Objective G: Integrate climate change considerations into asset management.

Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
		n/a				



Area Agency on Aging and Independent Living
Area Development District
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Agenda Item #8

MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: November 14, 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.

Two cost increase applications were recently submitted by the University of Louisville, and funds are available to cover the requests.

Phase	Sponsor	Project Name	KIPDA ID	State ID	Funds Requested
D	U of L	2nd Street / 3rd Street / Museum Drive Intersection	2982	5-581.00	\$225,000
C	U of L	2nd Street / 3rd Street / Museum Drive Intersection	2982	5-581.00	\$1,310,000
Total					\$1,535,000

Action is requested to approve the cost increase requests.





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Agenda Item #9

MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: November 15, 2022

SUBJECT: KIPDA Region Active Transportation Plan

With the KIPDA MPO Complete Streets policy formalized, staff will be moving into the second phase of regional complete streets efforts, the regional Active Transportation Plan (ATP).

As envisioned by staff and the original Complete Streets working group, the ATP is intended to serve as a resource to local governments and agencies in the KIPDA region that can identify strengths and gaps in existing bicycle and pedestrian networks, provide best practice resources for local agencies, and assist in the prioritization of future bicycle and pedestrian projects. Similar plans are already in existence or being developed in many of our peer regions and are increasingly seen as an important best practice by the US Department of Transportation (USDOT).

To ensure that the ATP best serves the needs of KIPDA region jurisdictions, staff would like to convene an ATP working group to guide the development of this plan in 2023. It is anticipated that the working group would meet at least twice, with a Q1 2023 meeting to brief everyone on the planning process and gather input about specific needs and a follow up meeting later in the year to review and comment on the draft plan before it is finalized. For working group members who would like to be more engaged, there will be additional opportunities for feedback and direction as well.





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Agenda Item #10

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: November 15, 2022

SUBJECT: Public Involvement Annual Report

The activities, data, and strategies from January 2022 to present will be discussed. Overall, engagement has increased in social media over the past year. Targeted events throughout the KIPDA region, including Environmental Justice areas, will be highlighted, and discussed how they help increase awareness and close the digital divide. Public comments and their overall theme will be presented for the committee's consideration as KIPDA moves forward in outreach and education.

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Agenda Item #11

MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: November 15, 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.

1. Timeline of Next Steps

- 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
 - 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





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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

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

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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.
- **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.

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Agenda Item #12

MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: November 15, 2022

SUBJECT: Administrative Modification 39 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 #13

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: November 15, 2022

SUBJECT: Planning Memorandum of Agreement (MOA) Update

One of the Corrective Actions from the recent Federal Certification Review was to update the existing Memorandum of Agreement (MOA) between KIPDA, INDOT, KYTC, and TARC. This document defines each agency's role in the various aspects of the metropolitan transportation planning activities in this region. The existing MOA was established in 2015.

The Corrective Action from the [2022 Federal Certification Review](#) reads as follows:

"KIPDA shall coordinate with TARC, INDOT, and KYTC to update the Planning Agreement to include the most recent regulation and regulatory requirements."

A draft of the updated Planning MOA will be circulated among the partnering agencies in the coming weeks. The number of changes from the 2015 MOA are expected to be minimal and will be focused on removing the outdated Federal transportation legislation.





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Agenda Item #14

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: November 14, 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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