



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



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, November 9, 2022

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

Please review the following notes:

- TTCC members and the public may attend the meeting at 11520 Commonwealth Drive, Louisville KY.
- TTCC members and the public may participate, observe, and comment online.
- All TTCC members will be provided a unique web-link to the Zoom (video conference) in advance of the meeting should they wish to participate online.
- All TTCC voting members 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 link to the video meeting at: <https://www.kipda.org/committees-and-councils/transportation-technical-coordinating-committee/meeting-information/>
- There will be a public comment period at the beginning of the TTCC meeting. The public may also submit comments in advance of the meeting by emailing: KIPDA.trans@kipda.org.

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *September 2022 TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested.**
3. *Transportation Policy Committee Report* – Staff will review the activities of the September and October 2022 TPC Meetings.
4. *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item #4.
5. *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**
6. *Active Transportation Plan* – Staff will ask for the formation of a working group and discuss the timeline for KIPDA's Active Transportation Plan. **Action Requested**
7. *New TTCC Officers* – Staff will request the formation of a working group to nominate the 2023 TTCC Chair and Vice-Chair. **Action Requested**

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8. *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**
9. *GIS HUB Website* – Staff will showcase the new GIS Data Hub site where the online mapping applications and data will now be available to view, interact with, and even download.
10. *Safe Streets Update* – Staff will present the latest information and timetable for the Safe Streets for All grant.
11. *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).
12. *Kentucky-Indiana Transportation Excellence Award* – Nominations are in for the 8th annual KITE Award. The winner will be announced at the November Transportation Policy Committee meeting.
13. *Other Business*
14. *Adjourn*

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MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Wednesday, September 9, 2022
In-Person and Via Video Conference

Call to Order

Chair Keith Griffee called the meeting to order at 1:01 p.m. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of Minutes

Matt Meunier, City of Jeffersontown, made a motion to approve the minutes for the August TTCC meeting. Arthur Jones, City of Shepherdsville, seconded the motion and it carried with a unanimous vote.

Transportation Policy Committee (TPC) Report

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

Public Comment Period

There were no public comments.

Project Management Guidebook (PMG) Update

Nick Vail, KIPDA staff, presented changes to the PMG which included language for the recently completed Complete Streets Policy. **Curtis Hockenbury, City of Shepherdsville, made a motion to recommend TPC approval of the changes to the PMG. Michelle King, Louisville Metro Air Pollution Control District, 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. **Aida Copic, TARC, made a motion to recommend TPC approval of the method. Jim Silliman, Oldham County, seconded the motion and it carried with a unanimous vote.**

Freight Network

Valerie Mohr, KIPDA staff, showcased the newest additions and changes to the KIPDA Freight Network. There was discussion. **Michelle King, Louisville Metro Air Pollution Control District, made a motion to recommend TPC approval of the additions and changes to the Freight Network. Isidro Delgado, Kentucky Transportation Cabinet (KYTC), seconded the motion and it carried with a unanimous vote.**

Crash Analysis

Zach Herzog, KIPDA staff, presented a new analytical tool created by ESRI and FHWA to calculate crash rate data for road segments and intersections in the region. There was discussion. **Jim Silliman, Oldham County, made a motion to recommend TPC approval of the crash analysis tool. Jim Urban, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

Safe Streets for All Update

Alex Posorske, KIPDA staff, presented the latest information and timetable for the Safe Streets for All grant. 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 Transportation Improvement Program (TIP). No action was required.

2022 Indiana Metropolitan Planning Organization (MPO) Conference

Greg Burress, KIPDA staff, provided an update on the upcoming Indiana MPO Conference hosted by KIPDA. No action was required.

Other Business

Nick Vail, KIPDA staff, updated the committee on competitive grant opportunities. No action was required.

Adjournment

The meeting was adjourned at 2:15 p.m.

Andy Rush
Recording Secretary

Members Present:

Keith Griffie (Chair)	Bullitt County
Matt Meunier	City of Jeffersontown
Curtis Hockenbury	City of Shepherdsville
Kenan Stratman	City of St. Matthews
Brian Dixon	Clark County
*Erica Tait	Federal Highway Administration – Indiana
*Noura Akkad	Federal Highway Administration – Kentucky
Robin Bolte	Indiana Department of Transportation – Seymour District
Isidro Delgado	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Andy Rush	KIPDA
Michelle King	Louisville Metro Air Pollution Control District
Michael King	Louisville Metro Economic Development
Amanda Deatherage	Louisville Metro Public Works & Assets
Jim Silliman	Oldham County
Jim Urban	Oldham County Planning Commission
Aida Copic	TARC
Alli Woosley	TARC Accessibility Advisory Council
*Bruce Bohne	TRIMARC
Barry Armstrong	City of Mt. Washington
Larry Summers	City of New Albany
Nick Creevy	Floyd County
Joe Reverman	Louisville Metro Planning & Design Services
Miguel Zamora	Louisville Riverport Authority
Claire Johnson	Town of Clarksville

Members Absent:

*AARP – Kentucky
*Bullitt County Chamber of Commerce
City of Charlestown
City of Jeffersonville
Clark County Air Board
*Clark County Fire Chiefs Association
Clark County Planning Commission
*Federal Aviation Administration – Memphis
*Federal Transit Administration – Region 4
*Greater Louisville Inc.
Indiana Department of Environmental Management
Indiana Department of Transportation – Public Transportation

Indiana Department of Transportation – Urban & MPO Section
*Indiana Motor Truck Association
Kentucky Division for Air Quality
Kentucky Transportation Cabinet – Office of Transportation Delivery
*Kentucky Trucking Association
Louisville Regional Airport Authority
*Louisville Water Company
*Louisville/Jefferson County Metro Sewer District
*Oldham Chamber & Economic Development
*One Southern Indiana
Ports of Indiana – Jeffersonville
*River Hills Economic Development District
*Southern Indiana Transit Advisory Group
*University of Louisville

Other Attendees

John Callihan	AECOM
Brian Meade	AECOM
Diana Mitchen	Burgess & Niple
Arthur Jones	City of Shepherdsville
Travis Thompson	HDR Inc.
Karlei Metcalf	Indiana Department of Transportation – Seymour District
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
Randall Embry	KIPDA
Joseph Garcia	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Jeremeih Shaw	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Craig Butler	Louisville Metro Air Pollution Control District
Bradley Coomes	Louisville Metro Air Pollution Control District
Byron Gary	Louisville Metro Air Pollution Control District
Jody Dahmer	
Brian Eaton	
Donna Hardin	
Springer	

* Denotes Advisory Members



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Agenda Item #5

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Spencer Williams

DATE: November 2, 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 listed in blue.

Draft versions of each baseline and target can be viewed at the link below:
<https://kipdatransportation.org/performance-measures2050/>

Please note that baselines and targets in this draft are subject to change, and a few will be updated before the meeting.

Action is requested to adopt the CK 2050 Performance Measures Baselines and Targets.

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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 listed in blue. Baselines and targets that are subject to change are highlighted in yellow.

*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	Notes	
Number of serious injuries		705.3	644.3	KY state police, ARIES (Indiana)	FHWA	2022 crash data will be released in mid January 2023. These baselines and targets will be updated accordingly.	
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	Notes	
Number of non-motorized fatalities and serious injuries		117.7	117.5	KY state police, ARIES	FHWA	2022 crash data will be released in mid January 2023. These baselines and targets will be updated accordingly.	
Objective C: Increase safety on fixed route transit and paratransit.							
Measure	Description	Baseline (2016-2020)	Target	Data	Source	Notes	
Number of fixed route fatalities	Total	1	0	TARC PTASP	FTA	Obtain baselines from TARC's PTASP.	
Number of paratransit fatalities	Total	2	0	TARC PTASP	FTA		
Fixed route fatality rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.0036	TARC PTASP	FTA		
Paratransit fatality rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.016	TARC PTASP	FTA		
Fixed route injuries	Total	TBD	55	TARC PTASP	FTA		
Paratransit injuries	Total	TBD	10	TARC PTASP	FTA		
Fixed route injury rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.77	TARC PTASP	FTA		
Paratransit injury rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.18	TARC PTASP	FTA		
Number of fixed route safety events	Total	TBD	35	TARC PTASP	FTA		
Number of paratransit safety events	Total	TBD	5	TARC PTASP	FTA		
Fixed route safety event rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.47	TARC PTASP	FTA		
Paratransit safety event rate	Rate per 100,000 vehicle route miles (VRM)	TBD	0.13	TARC PTASP	FTA		
Objective D: Increase transportation safety through Intelligent Transportation System solutions.							
Measure	Description	Baseline	Target	Data	Source		Notes
		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	Notes
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	2050 target is a reduction of gaps by half, the 4 year target is a 15% reduction from baseline.
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)		TBD	TBD	TBD		FHWA	Do we want to look at NOx or VOC?
Percent of non-SOV travel in urbanized area (CMAQ)		19.5	18.5	19.0		FHWA	
Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)		8.4	10.0	10.0		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	Notes
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 1/4 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 pop rate is 0.61665
EJ population within 1/4 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	79702 0.60708
Objective C: Implement innovative outreach strategies to marginalized communities.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	
		n/a					
Objective D: Implement innovative outreach strategies to marginalized communities.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	
		n/a					

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	Notes
Level of travel time reliability on interstates.*	KIPDA endorses KYTC and INDOT targets	KY - 91.3% IN - 99.6%	KY - 93.0% IN - 90.5%	KY - 93.0% IN - 92.8%	NPMRDS	FHWA	Look at RITIS in the future
Level of travel time reliability on non-interstate National Highway System (NHS).*	KIPDA endorses KYTC and INDOT targets	KY - 86.5% IN - 92.1%	n/a	KY - 82.5% IN - 89.8%	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	Notes
Average headway of transit routes traveling from EJ areas to employment clusters.		TBD	-10%	-20%	TARC General Transit Feed Specification, KIPDA Environmental Justice Areas, KIPDA employment clusters	MPO	Joseph Garcia and Alex Posorske will have this by the end of the week.
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	Notes
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	75% 80% 89% Swap for percentage of employees instead of number of employees.
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	61% 65% 73%
Objective D: Strengthen coordination between transportation and land use planning.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	Notes
		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)	4 Year Target	2050 Target	Data	Source	Notes
Level of travel time reliability on interstates.*	KIPDA endorses KYTC and INDOT targets	KIPDA supports the statewide targets set forth by KYTC and INDOT				FHWA	RITIS
Objective B: Maintain or improve travel time on arterial roadways.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	Notes
Level of travel time reliability on non-interstate National Highway System (NHS).*	KIPDA endorses KYTC and INDOT targets	KIPDA supports the statewide targets set forth by KYTC and INDOT				FHWA	RITIS
Objective C: Stabilize and decrease vehicle miles traveled.							
Measure	Description	Baseline (2019, in thousands)	4 Year Target	2050 Target	Data	Source	Notes
Annual regional vehicle miles traveled.	Annual regional VMT estimated from annual county-level daily vehicle miles traveled in 2019.	11,476,964	-2%		INDOT, KYTC	MPO	change to per capita
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	Notes
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	Notes
		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	Notes
Annual TARC fixed-route ridership (number of boardings).	Measure the change in the number of annual boardings on TARC buses	3,676,577	TBD	TBD	TARC FY 2021 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	TBD	TBD	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	Notes
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		MPO	Potentially change this one to a percentage to be consistent with 4-economic-objective C
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	TBD	TBD	Data Axle 2019 employment, TARC 2021 bus routes	MPO	
Objective C: Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.							
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source	Notes
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.	23,000	47,693	4,549,713		MPO	20% increase annually

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	Notes
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	985.5886458	1254.385549		MPO	Increase of 10% and 40%; complete streets
Objective B: Increase access to and utilization of bicycle facilities.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	Notes
Increase number of miles of bicycle facilities	Number of miles of bike lanes on collectors and above.	91.56	100.7210182	128.1903868		MPO	
Objective C: Increase or improve existing bicycle and pedestrian access to transit.							
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source	Notes
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	federal highways does not accept Sharrows anymore.
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	Notes
		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	Notes
Truck Travel Time Reliability (TTR) on the Interstates	KIPDA endorses KYTC and INDOT targets	KY - 1.35 IN - 1.20	KY - 1.19 IN - 1.27	KY - 1.19 IN - 1.30		FHWA	RITIS
Objective B: Improve truck access to freight destinations.							
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source	Notes
		n/a					
Objective C: Safely integrate freight mobility with other transportation modes.							
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source	Notes
		n/a					

9) Resiliency

Goal: Implement resilient infrastructure.

Objective A: Improve pavement condition.

Measure	Description	Baseline (2017)	4 Year Target	2050 Target	Data	Source	Notes
Percent of pavements in Good condition on Interstates	KIPDA endorses KYTC and INDOT targets	46.20%	TBD	TBD	KYTC and INDOT	FHWA	
Percent of pavements in Poor condition on Interstates	KIPDA endorses KYTC and INDOT targets	1.90%	TBD	TBD	KYTC and INDOT	FHWA	
Percent of pavements in Borderline condition on Interstates		11.10%	10%	TBD	KYTC and INDOT	MPO	
Percent of pavements in Good condition on non-Interstate NHS	KIPDA endorses KYTC and INDOT targets	24.90%	TBD	TBD	KYTC and INDOT	FHWA	
Percent of pavements Poor condition on non-Interstate NHS	KIPDA endorses KYTC and INDOT targets	3.90%	TBD	TBD	KYTC and INDOT	FHWA	
Percent of pavements in Borderline condition on non-Interstate NHS		12.10%	13.50%	TBD	KYTC and INDOT	MPO	

Objective B: Improve bridge condition.

Measure	Description	Baseline (2017)	4 Year Target	2050 Target	Data	Source	Notes
Percent of deck area in Good condition on bridges carrying the NHS		30.50%	30.50%	TBD	National Bridge Inventory	FHWA	KYTC info
Percent of deck area in Poor condition on bridges carrying the NHS		10.50%	7.10%	TBD	National Bridge Inventory	FHWA	KYTC info
Percent of bridges on functionally classified roads Collector and above that are in Good condition		27.80%	TBD	41.70%		MPO	
Percent of bridges on functionally classified roads Collector and above that are in Poor condition		6.90%	TBD	3.50%		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 Mid (2030)	Target Long (2050)	Data / Sources	Source	Notes
Percent of non-revenue vehicles exceeding ULB					TARC TAMP	FTA	Look at the target years, and TARCs low emission vehicle study
Percent of revenue vehicles exceeding ULB					TARC TAMP	FTA	
Reduce the number of transit facilities below the TERM scale						FTA	

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

Measure	Description	Baseline (2021)	Target	Data	Source	Notes
Fixed route system reliability		TBD	5,478	TARC	FTA	TARC TAMP, what is the target year?
Paratransit system reliability		TBD	70,781	TARC	FTA	

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

Measure	Description	Baseline (2021)	Target Mid (2030)	Target Long (2050)	Data / Sources	Source
		n/a				

Objective F: Add redundant infrastructure to increase system resiliency.

Measure	Description	Baseline (2021)	Target Mid (2030)	Target Long (2050)	Data / Sources	Source
		n/a				

Objective G: Integrate climate change considerations into asset management.

Measure	Description	Baseline (2021)	Target Mid (2030)	Target Long (2050)	Data / Sources	Source
		n/a				



Area Agency on Aging and Independent Living
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Agenda Item #6

MEMORANDUM

TO: Transportation Technical Coordination Committee

FROM: Alex Posorske

DATE: November 2, 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.

Staff is asking for volunteers to join the working group. Anyone who would like to join the working group should contact Alex Posorske at alex.posorske@kipda.org before November 30, 2022.

Action is requested.

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Agenda Item #7

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Andy Rush

DATE: November 2, 2022

SUBJECT: 2023 Transportation Technical Coordinating Committee Officers

Per the KIPDA TTCC Bylaws, at the regularly scheduled TTCC Meeting in November, a nominating committee is to be established for the TTCC Officers for the following year. The nominating committee is to include two members, plus the TTCC Chairperson. They will nominate two individuals to serve as the 2023 TTCC Chair and 2023 TTCC Vice Chair, respectively. Those offices are to be filled at the January 2023 TTCC Meeting.

The TTCC Bylaws also state that a person cannot serve more than two consecutive terms in the same office. Keith Griffiee has served as TTCC Chair for the last two years, so the committee will need a new Chair next year. KIPDA staff applauds Keith's leadership and guidance of the TTCC in 2021 and 2022. We would also like to recognize and thank Matt Meunier for his service to the TTCC as Vice Chair.

Action is Requested.

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Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordination Committee

FROM: Alex Posorske

DATE: November 2, 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.

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



Area Agency on Aging and Independent Living
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Agenda Item #9

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Zach Herzog

DATE: October 9, 2022

SUBJECT: KIPDA ARCGIS Data Hub Launch

At KIPDA we are continually trying to build upon the GIS resources and platforms available to increase the level of service and collaboration with the public and our other planning partners. We are excited to showcase our new GIS Data Hub site where our online mapping applications and data will now be available to view, interact with, and even download.

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Agenda Item #11

MEMORANDUM

TO: Transportation Technical Coordination Committee

FROM: Alex Posorske

DATE: November 2, 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 the November 10th organizational meeting from 1-2pm.

1. Timeline of next steps

- November 10, 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

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- 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

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

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- 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 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 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).

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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 #11

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: November 1, 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 #12

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: November 2, 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 which “soars” above the rest. Last year’s award went to Louisville Metro for the Northeast Louisville Loop Middletown-Eastwood Trail Section I. Nominations have been accepted and the winner will be announced at the November 22nd Transportation Policy Committee.

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