



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



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, April 10, 2024

**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. *February 2024 TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested.**
3. *Transportation Policy Committee Report* – Staff will review the activities of the February 2024 TPC meeting.
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. *Louisville Riverport Authority* – Miguel Zamora of the Louisville Riverport Authority will showcase the top industrial location within Louisville and highlight the advantages of successes of the area.
6. *Quarterly Bi-Annual Meeting Review* – Staff will provide the latest developments that came out of the bi-annual meeting. **Action Requested**
7. *Project Management Guidebook Update* – Staff will review the latest timeline for the PMG update. **Action Requested**
8. *Planning Funds Update* – Staff will discuss the submissions for PL Funds for FY 2025.

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9. Amendment 6 Schedule – Staff will provide an update for the upcoming Amendment 6 to the FY 2023-2026 TIP and CK2050 MTP.

10. *Other Business*

11. *Adjourn*

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MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
February 14, 2024, 1:00 p.m.
In-Person and Via Video Conference

Call to Order

Chair Matt Meunier called the meeting to order at 1:02 p.m. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of TTCC Minutes

Jim Silliman, Oldham County, made a motion to approve the minutes for the January TTCC meeting. Jim Urban, Oldham County Planning Commission, seconded the motion. Motion carried with a unanimous vote.

Transportation Policy Committee (TPC) Report

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

Public Comment Period

There were no public comments.

State Highway Plan

Jason Siwula of the Kentucky Transportation Cabinet (KYTC) discussed the newest State Highway Plan. No action was required.

Amendment 5 to the FY 2023-2026 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

Chris Nicolas, KIPDA, presented the proposed amendment to the TIP and MTP. **Tubby Purcell, City of Charlestown, made a motion to recommend TPC approval of Amendment 5. Isidro Delgado, KYTC, seconded the motion. Motion carried with a unanimous vote.**

Performance Management Plan Annual Update

Spencer Williams, KIPDA staff, reviewed proposed modifications to the PMP safety targets. There was discussion. **Tubby Purcell, City of Charlestown, made a motion to recommend TPC approval of the proposed modifications to the PMP safety targets. Isidro Delgado, KYTC, seconded the motion. Michelle King of Louisville Metro Air Pollution Control District and Amanda Deatherage of Louisville Metro Public Works & Assets opposed. Motion carried with a majority vote.**

Project Management Guidebook (PMG) Working Group

Brady Hill, KIPDA staff, sought the formation of a working group to begin updating the PMG. **Tom Hall, KYTC – District 5, made a motion to form the working group. Tubby Purcell, City of Charlestown, seconded the motion. Motion carried with a unanimous vote.**

Amendment 6 Schedule

Chris Nicolas, KIPDA staff, provided the latest timeline for Amendment 6 to the TIP and MTP. No action was required.

Planning Funds Call for Studies

Brady Hill, KIPDA staff, discussed the next call for studies using PL funds for FY 2025. No action was required.

Other Business

Andy Rush, KIPDA staff, announced:

- The Unified Planning Work Program will be presented to the TPC next week.
- Every Commute Counts has extra STBG funding and proposes cutting the funding by a quarter which will dd money to the STBG pot.

Adjournment

The meeting was adjourned at 2:32 p.m.

Andy Rush
Recording Secretary

Members Present:

Keith Griffie
Tubby Purcell
Matt Meunier (Chair)
Andy Crouch
Stuart Owen
Larry Summers
Rick Tonini
Brian Dixon
*Tonya Higdon
Robin Bolte
Isidro Delgado
Tom Hall
Andy Rush
Michelle King
Amanda Deatherage
Jim Silliman
Jim Urban
Aida Copic (Vice Chair)
Mike Huff

Representing:

Bullitt County
City of Charlestown
City of Jeffersontown
City of Jeffersonville
City of Mt. Washington
City of New Albany
City of St. Matthews
Clark County
Federal Highway Administration – Kentucky
Indiana Department of Transportation – Seymour
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
KIPDA
Louisville Metro Air Pollution Control District
Louisville Metro Public Works & Assets
Oldham County
Oldham County Planning Commission
TARC
Town of Clarksville

Members Absent:

*AARP – Kentucky
*Bullitt County Chamber of Commerce
City of Shepherdsville
*Clark County Fire Chiefs Association
Clark County Planning Commission
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Transit Administration – Region 4
Floyd County
*Greater Louisville Inc.
Indiana Department of Environmental Management
Indiana Department of Transportation – Public Transportation
Indiana Department of Transportation – Urban & Long-Range Planning
*Indiana Motor Truck Association
Kentucky Division of Air Quality
Kentucky Transportation Cabinet – Office of Transportation Delivery
*Kentucky Trucking Association
Louisville Metro Economic Development
Louisville Metro Planning & Design Services
Louisville Regional Airport Authority
Louisville Riverport Authority
*Louisville Water Company
*Louisville/Jefferson County Metropolitan Sewer District
*Oldham Chamber & Economic Development
*One Southern Indiana
Port of Indiana – Jeffersonville
*River Hills Economic Development District
*Southern Indiana Transit Advisory Group
TARC Accessibility Advisory Council

TRIMARC
*University of Louisville

Other Attendees

John Callihan
Valerie Mohr
Taylor Herrin
Jason Siwula
Larry Chaney
Tracey Lovell
Greg Burress
Zach Herzog
Brady Hill
Mick Logsdon
Chris Nicolas
Randy Simon
Kyle Thorne
Spencer Williams
Dirk Gowin
Karen Mohammadi
M. Hill
John Roberts

AECOM
AECOM
Indiana Department of Transportation – Seymour
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
Kentucky Transportation Cabinet – District 5
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
Louisville Metro Public Works & Assets
Michael Baker International

* Denotes Advisory Members



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Agenda Item #6

MEMORANDUM

TO: Transportation Technical Coordinating Committee
FROM: Brady Hill
DATE: April 3, 2024
SUBJECT: Quarterly/Biannual Project Report

KIPDA staff held the Quarterly Indiana MPO-Dedicated Project Report Meeting on March 6, 2024, and the Biannual Kentucky MPO-Dedicated Project Report Meeting on March 4, 2024.

Indiana Quarterly Meeting:

Clark County's CR 403 and Stacy Road Intersection Improvement project is clear to proceed with its letting date scheduled for May.

New Albany's Mt. Tabor Road project is facing some potential hold ups with their water utility relocation. New Albany staff still feel confident that their FY24 utility phase will remain on schedule.

INDOT staff provided a brief training about when and how to fill out an INDOT Local Quarterly Report.

KIPDA staff provided a brief training on KIPDA's group project policy.

The group discussed potential changes to the project management guidebook pertaining to Indiana.

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Kentucky Biannual Meeting:

Reviewed the mid-fiscal year status for every FY24 MPO-dedicated project phase and future project phases as appropriate.

Nine FY24 MPO-dedicated project phases have either been authorized or are expected to receive authorization very soon. Several more project phases are on track for FY24 authorization. Project Management Guidebook policy for Kentucky was discussed.

Multiple cost increase requests were brought forward and discussed during the biannual meeting. However, since not all project sponsors could attend the biannual meeting, the group decided that no recommendation would be made at that time for the TTCC—cost increases would be discussed and decided during the April TTCC meeting.

Two Cost Increase Requests:

Project Sponsor: KYTC

Project Name: US 42

KIDPA ID: 230

Phase Needing Cost Increase: FY24 Design

Increase Requested: An increase of **\$128,000 federal** (increase of \$160,000 including match)

Justification: “It is expected that an additional \$160,000 (**\$128,000 federal**) is needed to cover KYTC participation and oversight costs through Phase II design (which will complete the design phase).”

Project Delivery History: This project has been around for 20 years but has only received MPO-dedicated funding beginning with this FY24 design phase—no phase shifts since the most recent call for projects.

Project Sponsor: Jeffersontown

Project Name: Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II

KIDPA ID: 2084

Phase Needing Cost Increase: FY24 Construction

Increase Requested: An increase of **\$220,000 federal** (increase of \$275,000 including match)



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Justification: Cost of materials has increased significantly since the last engineer's estimate.

Project Delivery History: Project was delayed during COVID. This construction phase has had two approved phase shifts. Pending a cost increase approval, the project is on track for FY24 authorization.

FY24 STBG Cost Increase Reserve Currently Available:
\$1,485,282

FY24 STBG Cost Increase Reserve Remaining If Both Proposed Cost Increases Are Approved:
\$1,137,282

Action Requested.



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Agenda Item #7

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: April 3, 2024

SUBJECT: Project Management Guidebook Update

KIPDA staff organized TTCC Working Group meetings on February 26, 2024, and March 28, 2024.

Working Group Attendees included:

Bradley Coomes, APCD
Jennifer Kern, Louisville Metro
Amanda Deatherage, Louisville Metro
Tom Hall, KYTC D5
Brian Eaton, KYTC D5
Andy Crouch, Jeffersonville
Matt Meunier, Jeffersontown
Tubby Purcell, Charlestown
Jim Urban, Oldham County
Aida Copic, TARC
Andy Rush, KIPDA
KIPDA Staff

The current version of the Project Management Guidebook (PMG) was last updated in 2022 and is in need of a minor update. After receiving preliminary survey feedback from project

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sponsors in the fall of 2023 and researching the policy of 13+ comparable MPOs, KIPDA staff brought forth several different recommendations to improve the policy of the current PMG and/or clarify existing PMG policy. The Working Group used these recommendations as a basis for discussion and after much discussion settled on several policy alterations. All policy changes, additions, and clarifications displayed below in blue were approved by consensus by the TTCC Working Group as recommendations for TTCC approval.

Kentucky Policy Adjustments:

What happens if a project phase's shift tally if the project phase is pushed forward to an earlier FY as opposed to getting pushed back to a later FY?

- If a project phase is shifted to an earlier fiscal year, then that programming movement does not count as a phase shift, but neither does the move reduce the project phase's shift tally.

What happens to project phase's shift tally if a project is removed from the TIP for breaking KIPDA's 2+1 phase shift policy, but is later re-incorporated into the TIP via a future call for projects process?

- Projects previously removed from the TIP for breaking KIPDA's 2+1 phase shift policy shall have their phase shift tally reset if the project is later re-incorporated into the TIP via the call for projects process.

If a project sponsor requests an existing project phase be shifted to a later fiscal year via the call for projects process, then should that shift count towards a project phase's shift tally, or are call for projects considered a "free" schedule re-shuffling period?

- The only time a project sponsor's request to shift an existing project phase to a later fiscal year will not count toward the existing project phase's shift tally will be when the request occurs during the call for projects specifically associated with an MTP update.

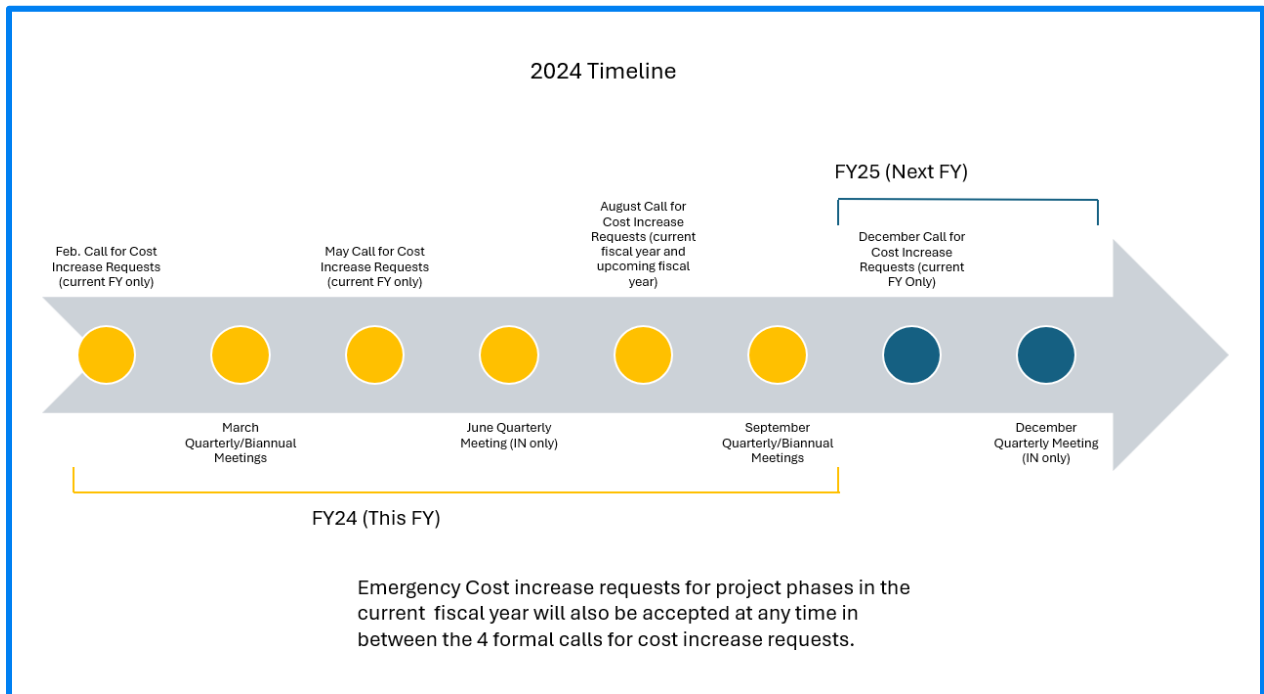
How far in advance should project sponsors be permitted to request a cost increase from the STBG Cost Increase Reserve?



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- There will be four distinct calls for cost increase requests each fiscal year in February, May, August, and December. Emergency cost increase requests for project phases in the current fiscal year will also be accepted at any time between the four formal calls for cost increase requests. Project sponsors may not submit a cost increase request from the cost increase reserve for a project phase programmed in the upcoming fiscal year until the August Call for Cost Increase Requests. Project sponsors are not allowed to request a cost increase from the cost increase reserve for a project phase programmed later than the upcoming fiscal year at any point. An example of the cost increase request timeline for 2024 is shown below:



TA projects and CRP projects have no less inherent value than STBG projects (a TA or CRP project could be scored higher than an STBG project for example), so why can't these projects access the STBG Cost Increase Reserve if doing so does not lead to further project delays or confusion?



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- The STBG-MPO Cost Increase Reserve will be made available to existing CRP and TA projects in addition to existing STBG-MPO projects. The cost increase reserve will only be allowed for CRP and TA projects if the project sponsor is able to provide a prior commitment from KYTC that the office of administration of the project will not change after adding STBG-MPO funds (as this can lead to project delays). Additionally, the project must meet the qualifications and requirements of both federal funding sources (TA & STBG or CRP & STBG).

Is it OK for an existing MPO-dedicated project to have its funding source swapped for another MPO-dedicated funding source during a call for projects?

- When at all possible, existing MPO-dedicated projects should not swap MPO-dedicated funding sources during a call for projects process as this can inadvertently lead to project delay. (Ex: An existing STBG-MPO project should not typically be transitioned to a CRP-MPO or TA-MPO project during a call for projects process or visa-versa.)

Indiana Policy Adjustments

- Indiana projects sponsors will work with KIPDA staff to develop a “Plan B” list of small projects and planning studies. “Plan B” projects or planning studies can quickly absorb unprogrammed KIPDA funds if an Indiana project were to falter and not achieve authorization by the end of the fiscal year. These projects are intended to be able to be implemented quickly—within 4 months or so of initial MPO-dedicated programming.
 - Examples of “Plan B” projects could include portions of small projects that don’t require hardly any environmental review (or the environmental review has already been completed)—like a traffic light timing re-configuration project where no right of way or utility relocation is required. However, the most common and practical “Plan B” project would be a planning study or data collection study.
 - The list of “Plan B” projects and planning studies exist informally outside of the TIP or MTP. If approved by the TPC, a Plan B project or planning study from the list can be added quickly as a group project if the appropriate criteria are met.



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Other Administrative Adjustments and Project Guidance

- The need for a PMG update will be evaluated at least every 3 years.
- The PMG document will be updated to improve organization, grammar, design, etc... as needed.
- A PMG appendix will be added with links, charts, and other resources related to project development that may be helpful for projects sponsors.

It is the intent of KIPDA staff to have a fully updated PMG prepared for review and approval by the May TTCC and ultimately the May TPC.

Action Requested.



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Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordinating Committee
FROM: Brady Hill
DATE: April 3, 2024
SUBJECT: FY25 PL Studies Funding Update

KIPDA staff presented the FY25 Call for Studies Schedule during the February TTCC and TPC meetings as shown below:

Task	Timeline
MPO director identifies available PL funds	February
Call for Studies Application Opens	March 1st
KIPDA staff presents additional details regarding the Call for Studies and answers questions from the TTCC	March 13th
Application Window Closes	April 1st
Staff analysis and project selections complete	April 15th
Announcement of awarded projects at the April TPC	April 25th
Agency contracts in place*	July 1st

Four FY25 PL Study applications were submitted during the application window as shown below:

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Lead Agency	Name of the Study/Data Collection Project	Overview of the Study/Data Collection	Intended Outcome of the Study/Data Collection	Federal Amount Requested	Proposed Local Match Contribution	Total Study Cost
TARC	Crosstown Economic Access Transit Corridor Study	This study would examine the opportunity to improve frequency of service along an approximately twelve-mile-long corridor spanning from 30th Street to Hurstbourne Pkwy to include existing conditions analysis, adequate level of service analysis, economic forecasting, stop placement analysis, preliminary alignment of premium transit, and corridor optimization analysis.	The intended outcome of this study would be to establish facts, preliminary stop and route adjustments, identify route optimization opportunities, and establish a preliminary stakeholder preference for Bus Rapid Transit connecting West and East Louisville. This study would serve as the preliminary document used to apply for future federal transportation grants. Additional benefits would be continued interagency cooperation between TARC, KIPDA, KYTC, and LMG.	\$ 200,000	\$ 50,000	\$ 250,000



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Lead Agency	Name of the Study/Data Collection Project	Overview of the Study/Data Collection	Intended Outcome of the Study/Data Collection	Federal Amount Requested	Proposed Local Match Contribution	Total Study Cost
Town of Clarksville	Empowering Residents and Visitors to Move Around Clarksville with Environmentally Sustainable, Aesthetically Pleasing, and Healthy Options	The goal of this project is to enhance and promote the safe travel experience for all types of users within the thoroughfare network. This study will review the Town of Clarksville's proposed future trail system and identify the safest routes to connect the discovery trail to our northern residents.	Safe travels for those utilizing alternative methods of transportation to commute throughout the Town of Clarksville. This study will provide the town with a couple of safe options to pursue while forming a connection throughout the Town of Clarksville. Identify stakeholders that will need to be worked with, along with reviewing pedestrian movements across several busy corridors.	\$ 96,000	\$ 24,000	\$ 120,000



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Lead Agency	Name of the Study/Data Collection Project	Overview of the Study/Data Collection	Intended Outcome of the Study/Data Collection	Federal Amount Requested	Proposed Local Match Contribution	Total Study Cost
Floyd County Commissioners	Paoli Pike Pedestrian/Bike Amenities Plan	Study to assess the needs for pedestrian and bicycle amenities along the Paoli Pike Corridor from Buffalo Trail to State Highway 150 and Scottsville Road from Paoli Pike to Brush College Road. Study intent to identify potential scope, parcels, right of way, and utilities needs and impacts for pedestrian/bicycle amenities.	County seeks an intended outcome of identifying appropriate scope of pedestrian/bicycle amenities in the area including parcel identification and identification of potential impacts and needs for Right of Way, and Utilities.	\$ 80,000	\$ 20,000	\$ 100,000



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Lead Agency	Name of the Study/Data Collection Project	Overview of the Study/Data Collection	Intended Outcome of the Study/Data Collection	Federal Amount Requested	Proposed Local Match Contribution	Total Study Cost
University of Louisville	University of Louisville Norfolk Southern Railroad Pedestrian and Bicycle Crossing Study	<p>Currently access into the Speed School of Engineering Campus of the Belknap campus is typically by vehicles from either Eastern Parkway or from the Brook Street Overpass, via a pedestrian crossing at Eastern Parkway, or from perimeter sidewalks along the north and east sides of the site. The existing Norfolk Southern Railroad blocks access to the Foundation owned property to the south of the railway line. The campus master plan proposes the area surrounding the Speed School buildings convert to pedestrian and bicycle only, shifting vehicular parking to future parking garages or surface lots. In addition, there are efforts currently underway to understand the development of the University Foundation owned property to the south of the railroad into a research park that would tie directly into the university initiatives related to manufacturing, cybersecurity, and other developments. The concept study for the railroad crossing proposes to convert the existing vehicular access from Eastern Parkway into pedestrian only and extend access beyond the railroad tracks to the future research park, which provides new pedestrian pathways and connectivity to both sides of the railroad.</p>	<p>The intended result is to understand the best method to provide a pedestrian crossing at the railroad, to understand the emergency access and other site limitations at the pedestrian conversion, the integration of both elements into the existing conditions, and the consideration of short- and long-term pedestrian access on the Foundation owned property. Finally, an understanding of the financial commitment so that strategies for funding sources can be considered.</p>	\$ 40,000	\$ 10,000	\$ 50,000



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Total Federal Funding Available	\$ 200,000
Total Federal Funding Requested	\$ 416,000

KIPDA staff is currently in the process of scoring and evaluating these applications. Project selections will be presented to the April TPC for a final vote of approval.

No action is required.

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Agenda Item #9

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Chris Nicolas

DATE: April 2, 2024

SUBJECT: Amendment 6 to the *FY 2023-2026 Transportation Improvement Program (TIP)* and *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) status update

KIPDA staff will discuss the amendment in progress and review the anticipated timeline ahead. Amendment 6 includes 13 new or existing projects all with exempt status. Sponsors had until March 15th to submit project updates through KIPDA's planning portal applications.

Air Quality Conformity activities are scheduled for April 1, 2024, through April 15, 2024 (if needed), and the public comment period is scheduled for April 23, 2024, through May 7, 2024. TPC approval is anticipated to be requested at the May 23, 2024, TPC meeting.

No action is required.

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