



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



**REGIONAL TRANSPORTATION COUNCIL
1:00 PM AUGUST 22, 2024
KIPDA CONFERENCE ROOM A**

**PARTICIPATION WILL ALSO BE AVAILABLE THROUGH
ZOOM AND RECORDED**

AGENDA

1. Call to Order, Welcome, Introductions
2. April 25, 2024 RTC Minutes (Approval Requested, See Attached)
3. Public Comments
4. Safe Streets and Roads for All Safety Committee Meeting
(Henry, Spencer & Trimble Counties, See Attached Maps)
5. Annual Review of Bylaws and Goals (See Attached)
6. County Transportation Updates
7. Other Business
Next Meeting November 26 at 10:00 AM at St Matthews Community Center
8. Adjourn

Auxiliary aids/services are available when requested 3 business days in advance

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MINUTES

KENTUCKIANA REGIONAL PLANNING & DEVELOPMENT AGENCY (KIPDA)

**REGIONAL TRANSPORTATION COUNCIL
11520 COMMONWEALTH DRIVE
LOUISVILLE, KY 40299
CONFERENCE ROOM A**

**MEETING ALSO CONDUCTED THROUGH ZOOM
AND STREAMED ON THE AGENCY'S YOUTUBE PAGE**

THURSDAY, APRIL 25, 2024 – 1:00 P.M.

MEMBERS ATTENDING

Honorable Scott Bates
Mr. Ryan Libke
Honorable Scott Travis
Honorable Jim Travis
Honorable John Ogburn

REPRESENTING

Henry County
City of Shelbyville
Spencer County
Spencer County
Trimble County

OTHERS ATTENDING

Mr. Mick Logsdon
Ms. Rachael Miller
Ms. Felicia Harper
Mr. Dustin Duncan
Ms. Jackie Jones
Mr. Nathan Ridgway

REPRESENTING

KIPDA
KIPDA
KIPDA
KIPDA
KYTC
KYTC

CALL TO ORDER

Mr. Mick Logsdon called the meeting to order at 1:03 P.M.

MINUTES

Judge John Ogburn moved to approve the minutes from the January 25, 2024 Regional Transportation Council (RTC) meeting. Magistrate Jim Travis seconded. Motion carried unanimously on a voice vote.

PUBLIC COMMENTS

Mr. Mick Logsdon stated that there were no public comments.

KYTC GUEST SPEAKER – JACKIE JONES

Mr. Jackie Jones, Executive Staff Advisor with the Kentucky Transportation Cabinet (KYTC), gave a presentation on the Transportation Alternatives Program (TAP). TAP is funded through the Federal Highway Administration (FHWA). These funds are suballocated to states for use on surface transportation projects such as on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and safe routes to schools. A full list of the eligible project categories and eligible applicants can be found in the FHWA Transportation Alternatives Guidance.

TAP funds are apportioned to each state with suballocations of the total apportionment, with 59% suballocated to sub-state areas based on relative population size:

- Areas with a population of less than 5,000
- Areas with a population between 5,001 and 49,999
- Areas with a population between 50,000 and 200,000
- Areas with a population over 200,000 – these funds are suballocated to the Metropolitan Planning Organizations (MPOs) in the state; they hold application cycles for the funding; and projects are administered by the Office of Local Programs

Suballocated funds cannot be transferred and must be spent on TAP projects in areas that meet the population criteria. These funds must be 41% for any area of the state using a state competitive process, referred to as flex funds. There are minimum project requirements for the receipt of TAP funding:

- Project must have a surface transportation relationship
- Project must promote accessibility/connect

- Project must meet the requirements of at least one of the eligible categories
- Projects are funded at 80% and require a 20% local cash or property match

Eligible applicants for TAP funding include local governments, transit agencies, regional transportation authorities, natural resource or public land agencies, school districts, tribal governments, nonprofit entities, MPOs that serve an urbanized area with a population of 200,000 or less, and state departments of transportation (DOTs) at the request of another eligible entity.

Application cycles for TAP funding are based on funding availability. The 2024 application cycle will be held May 1 – June 14, 2024 and application information is available on the Office of Local Programs website. Once applications are received, they will be reviewed by KYTC staff and competitively scored. Recommendations for funding will then be made to the Secretary based on funding availability and scores. Project scoring is based on project readiness and the project's connectivity, accessibility, safety, and impact. Any local public agency with an open TAP project that needs additional funding should apply for additional funds during this application cycle.

COUNTY TRANSPORTATION UPDATES

Henry County

Judge Scott Bates stated that the KY-146 project is currently underway. The county road department has been busy cleaning up after the tornado that came through the county. The county plans to begin paving roads and repairing dig outs soon.

Shelby County

Mr. Ryan Libke state that the county is bidding out paving projects to take place this Spring on several roads. The project at Gordon Lane at Fairfield will add pavement to widen the road to 26 feet, and will then tie in Gordon Lane with the new Gordon Lane and I-64. This will allow better access to the new construction going in off Taylorsville Road.

Spencer County

Judge Scott Travis reported that work on the Mill Road project is currently underway. New pipes are being installed and then the road will be paved. Motorists have experienced many issues with 1633. Patch jobs over the years have created a very rough driving surface, and the road needs to be completely repaved. Repair work is taking place on county roads to address soil erosion caused by nearby creeks. The county hopes to

receive discretionary funds this year for several road repairs; the county did not receive any discretionary funds last year.

Trimble County

Judge John Ogburn reported that utility work has begun at Trimble County High School with some waterlines being removed. Some county roads need to be repaved, and bids will soon be sent out for those projects. Trimble County received 80/20 and discretionary funds for projects around the county.

OTHER BUSINESS

Mr. Mick Logsdon stated that the Kentucky legislature recently passed, and the governor signed, the biennial highway plan and the six-year highway plan to fund billions of dollars in projects statewide. This funding includes \$180 million in Shelby County, \$141 million in Spencer County, \$43 million in Henry County, and \$21 million in Trimble County. A list of projects in the region is included in today's RTC meeting packet, and many projects from the Strategic Highway Investment Formula for Tomorrow (SHIFT) process are included.

The Kentucky Transportation Cabinet (KYTC) has described three possible build concepts for a new I-64 interchange between the Gene Snyder Freeway and Simpsonville. Each concept also includes a north-south connector between Shelbyville Road and Taylorsville Lake Road or Fisherville Road. The first concept would generally follow Echo Trail and Gilliland Road with an estimated cost of \$130 million, second concept would generally follow Eastwood-Fisherville Road with an estimated cost of \$170 million, and the third concept would generally follow Clark Station Road near the Jefferson-Shelby County line with an estimated cost of \$120 million. Public meetings to discuss the project were held on April 16 and 17.

The Safe Streets and Roads for All (SS4A) program held a Steering Committee on April 10 to discuss traffic fatalities. Two jurisdictions of the sixteen participating with the highest fatality rate for the past 5 years on non-interstate roads were Trimble County and Henry County, both with greater than one fatality per 1,000 residents. The consultant, HDR, plans to meet with jurisdictions individually during the third quarter of this year.

The next Regional Planning Council meeting will be held on Thursday, July 25, 2024 at 1:00 p.m. in KIPDA Conference Room A and via Zoom video conference.

ADJOURNMENT

Chairman Scott Travis called for the meeting to be adjourned at 1:50 p.m. Judge John Ogburn moved to adjourn the meeting. Magistrate Jim Travis seconded. Motion carried unanimously on a voice vote.

KIPDA REGION REGIONAL TRANSPORTATION COMMITTEE
GOALS AND OBJECTIVES

KYTC Vision Statement

Working together to lead the Southeast in providing a transportation infrastructure and transportation service for the 21st century that deliver new economic opportunities to all Kentuckians.

KYTC Mission Statement

To provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and economic vitality of the Commonwealth.

KYTC Goals

- Safety and Security
- System Preservation
- Economic Opportunity and Mobility

KYTC Division of Planning Mission Statement

Our mission is to collect, maintain, analyze, and report accurate data for making sound fiscally responsible recommendations regarding the maintenance, operation, and improvement of our transportation network.

Statewide Planning Goals

Mobility: Provide the highest possible level of mobility to users

Access: Provide a balanced transportation system that allows access to all areas of the Highway District and to other regions

Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes of travel for people and goods

Safety: Continually improve the safety of the transportation system

Security: Protect the transportation system and its ability to function during times of crisis

Economic Stewardship: Develop a transportation system that strengthens the economic vitality and competitiveness of the Commonwealth

Environmental Stewardship: Respect the human and natural environmental resources of the Highway District and other regions when improving the transportation system.

Involvement: Build collaborative relationships with the customers and other transportation stakeholders we serve.

The following are the KIPDA Regional Transportation Council Goals and Objectives:

Goal 1: Ensure ongoing development and maintenance of the KIPDA region's roads and highways.

- Continue to support projects in the Six Year Highway Plan.
- Promote and coordinate land use planning at the local levels to improve transportation movement throughout the region.
- Evaluate projects in coordination with KYTC performances measures.
- Promote access management controls.
- Upgrade existing intermodal systems, facilities, and connections.
- Reduce congestion in the KIPDA ADD region.
- Using the KYTC maintenance and bridge condition inventories, ensure facilities are well maintained and safe.
- Employ resiliency strategies whenever possible.

Goal 2: Increase safety for all users of the transportation system in the KIPDA region.

- Continue to elevate transportation safety in the decision-making process.
- Support the efforts of the KYTC Office of Highway Safety and the KYTC Strategic Highway Safety Plan
- Continue to monitor high crash locations and participate in the Safe Streets and Roads for All program.

Goal 3: Support and expand public transportation and rideshare throughout the KIPDA region.

- Continue to utilize Federal Section 5310 funding for the transportation of elderly and disabled for public agencies and other organizations.
- Continue to promote the "Every Commute Counts" rideshare program throughout the region.
- Continue to utilize Federal Section 5311.
- Support and implement the KIPDA Coordinated Human Service Transportation Plan.
- Support land use planning that encourages multi modal connectivity.

Goal 4: Support transportation investments that foster regional economic growth and the reliable movement of freight.

- Promote a balanced and diversified modal transportation system for the region.
- Support and utilize the KIPDA Regional Freight Mobility Study
- Encourage the development of areas within the region that will serve as national, state, and regional focal points for tourism, recreation, and historic preservation.
- Improve area commerce by utilizing the region's geographic location and improving the highway, bridges, rail, water, and access to the air transportation system.

Goal 5: Encourage the growth and development of alternative modes of transportation

- Encourage and promote the regional coordination and planning of bicycle and pedestrian facilities.
- Support the incorporation of alternative modes of transportation in land use planning.
- Encourage land use policies to develop alternative modes of travel.
- Expand transportation options that enhance employment and educational opportunities, particularly for economically disadvantaged people.

Goal 6: Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.

- Reduce disruption to transportation from weather events and the effects of climate change by implementing resiliency strategies.
- Support roadway, pedestrian, transit, and bicycle projects that contribute to cleaner air.
- Promote environmental sustainability and protect historic, natural, and cultural resources.
- Support employer-based programs such as incentives for carpool, vanpool, transit, and telework that improve air quality.
- Utilize the FEMA sponsored Hazard Mitigation Grant Program and the Building Resilient Infrastructure and Communities grants when possible.

Goal 7: Increase public involvement in transportation planning activities

- Expanding and updating the Regional Transportation Concept Plan.
- Develop and implement a public involvement plan for all the citizens of the region.
- Develop and produce a Citizen's Guide to getting involved in rural transportation planning.
- Inform the public of transportation planning activities, such as committee meetings and other events.
- Educate the public regarding their role in the transportation planning and decision-making process.
- Reach out to all communities in the planning area to inform, educate, and involve citizens in transportation planning, with emphasis on minority and/or low-income communities

KIPDA REGION REGIONAL TRANSPORTATION COMMITTEE BY-LAWS

ARTICLE I NAME AND PURPOSE

The Regional Transportation Council is a sub-committee of the Kentuckiana Regional Planning and Development Agency (KIPDA) Board of Directors that serves four counties that are within the Area Development District (ADD) of the KIPDA Region. The four counties represented are Henry County, Shelby County, Spencer County, and Trimble County. The Regional Transportation Council will work together to establish a safe, reliable, and efficient transportation system to meet the needs of the four counties of the KIPDA Region.

ARTICLE II MEMBERSHIP

1. The Regional Transportation Council (RTC) voting membership is comprised of the following categories: elected officials, law enforcement, highway/public works agencies, fire department representative, school transportation officials, human service delivery agencies, freight representative, underserved population/minority populations, planning and zoning commissions, bicycle and pedestrian coordinators, economic development organizations, industrial authorities and public citizens. The Kentucky Transportation Cabinet officials and the Federal Highway Administration officials serve as advisory members for the Regional Transportation Council.
2. Members may be added to or removed from the RTC by a two-thirds majority vote of voting members present, provided a quorum is present.
3. Attachment A presents the current membership of the Regional Transportation Council.

ARTICLE III OFFICERS

1. The officers of the RTC shall be a Chairperson and a Vice Chairperson. These officers shall perform the duties prescribed by these bylaws.
2. The Regional Transportation Council shall elect from its voting membership a Chairperson and Vice Chairperson at its first regular meeting every two years. The Chairperson shall preside at all meetings of the Regional Transportation Council; the Vice Chairperson shall act in the absence of the Chairperson.
3. No member shall hold more than one (1) office at a time.

ARTICLE IV MEETINGS

1. The Regional Transportation Council will meet three to six times per year. The meeting will typically be held one hour before the KIPDA Board Meeting, on the fourth Thursday of the month, and at the same location.
2. Notice of all regular meetings shall be transmitted to each member of record at least seven (7) days prior to the meeting. The upcoming Regional Transportation Council meetings will be posted on the KIPDA website and circulated in the monthly KIPDA Calendar of Events.
3. Special meetings can be called by the Chairperson or by request of KIPDA staff. The purpose of the meeting shall be stated in the call. The established mailing list for the RTC shall be used to notify members of the special meeting. Except in cases of emergency, at least three (3) working days notice shall be given. Attendance at a meeting shall constitute waiver of notice.
4. The presence of four (4) voting members of the Regional Transportation Council shall constitute a quorum. A simple majority vote of voting members present (provided a quorum is present) shall be required for the passage of any action unless stated otherwise within these bylaws.
5. A representative from KIPDA staff shall be responsible that an accurate record be kept of the minutes of each Regional Transportation Council meeting.
6. An alternate for a committee member must present to the Chairperson, or have on file with the KIPDA Regional Transportation Planner, written notice of their authority to represent the jurisdiction or agency in question. The notice must be from the specific member listed in Attachment A.

ARTICLE V SUBCOMMITTEES

1. The RTC shall, from time to time, create such subcommittees as are necessary to carry on the work of the committee. All subcommittee members shall be appointed by the Chairperson.
2. The Chairperson shall be an advisory member of all subcommittees.
3. The RTC shall dissolve the subcommittee when its work is completed.

ARTICLE VI AMENDMENT OF BYLAWS

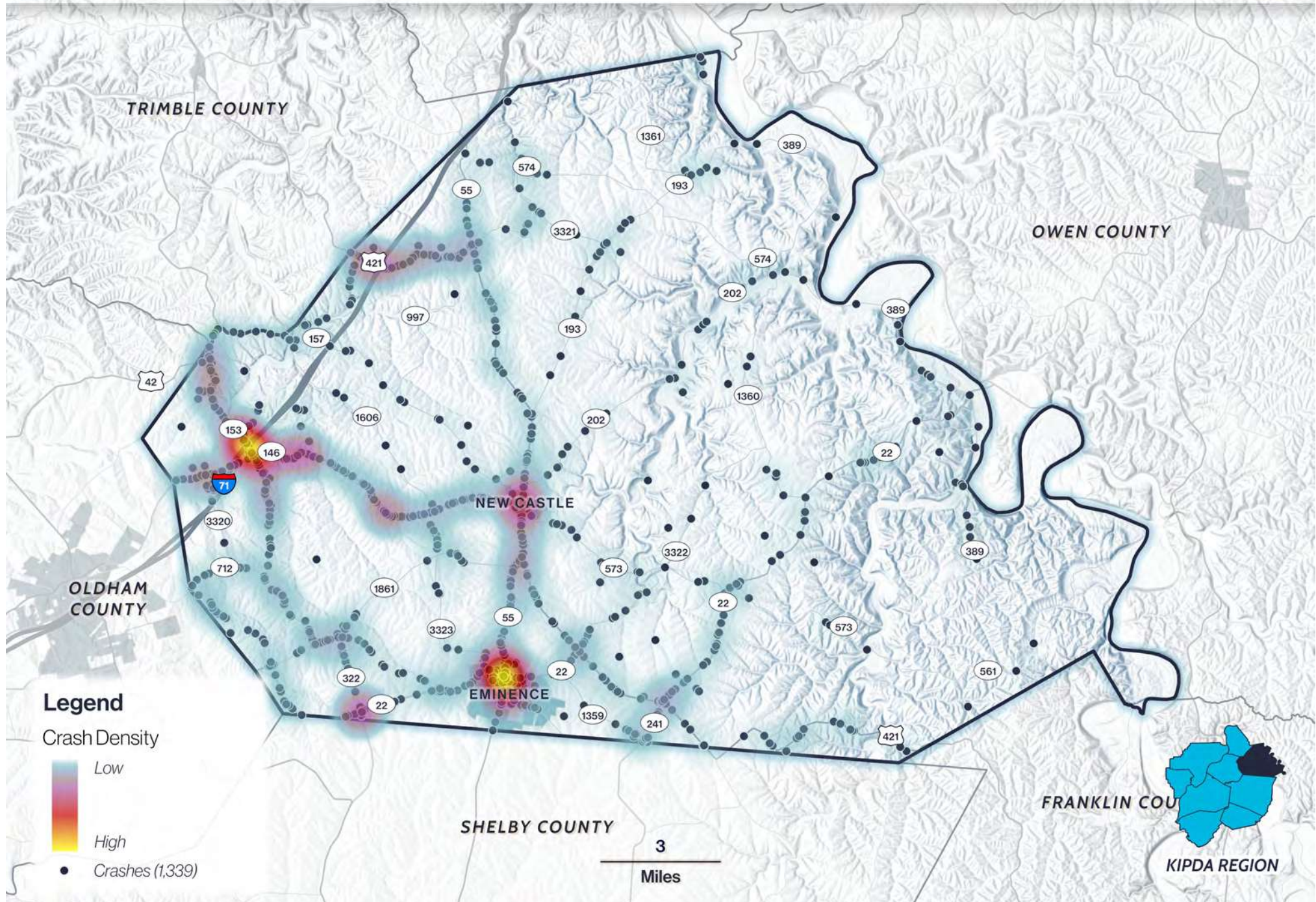
These bylaws can be amended at any regular meeting of the RTC by a two-thirds vote of voting members present (provided a quorum is present) provided that the amendment has been submitted in writing to all RTC members with the notification of the meeting. Amendments will become effective upon review and approval by the KIPDA Board of Directors.

ATTACHMENT A CURRENT MEMBERSHIP

MEMBER	REPRESENTING
Honorable Scott Bates, Judge Executive	Henry County
Honorable Dan Ison, Judge Executive	Shelby County
Honorable Scott Travis, Judge Executive	Spencer County
Honorable John Ogburn, Judge Executive	Trimble County
Honorable Jim Travis, Magistrate	Spencer County
Honorable Joe Robinson, Mayor	City of Bedford
Honorable Troy Ethington, Mayor	City of Shelbyville
Mr. Lawrence Blackaby, Road Supervisor	Shelby County
Mr. Ryan Libke, Planning Commission Executive Director	Shelby County
Mr. Jon Park, Deputy Judge	Shelby County
ADVISORY MEMBERS	REPRESENTING
Tom Hall	KYTC D5
Larry Chaney	KYTC D5
Tonya Higdon	FHWA KY

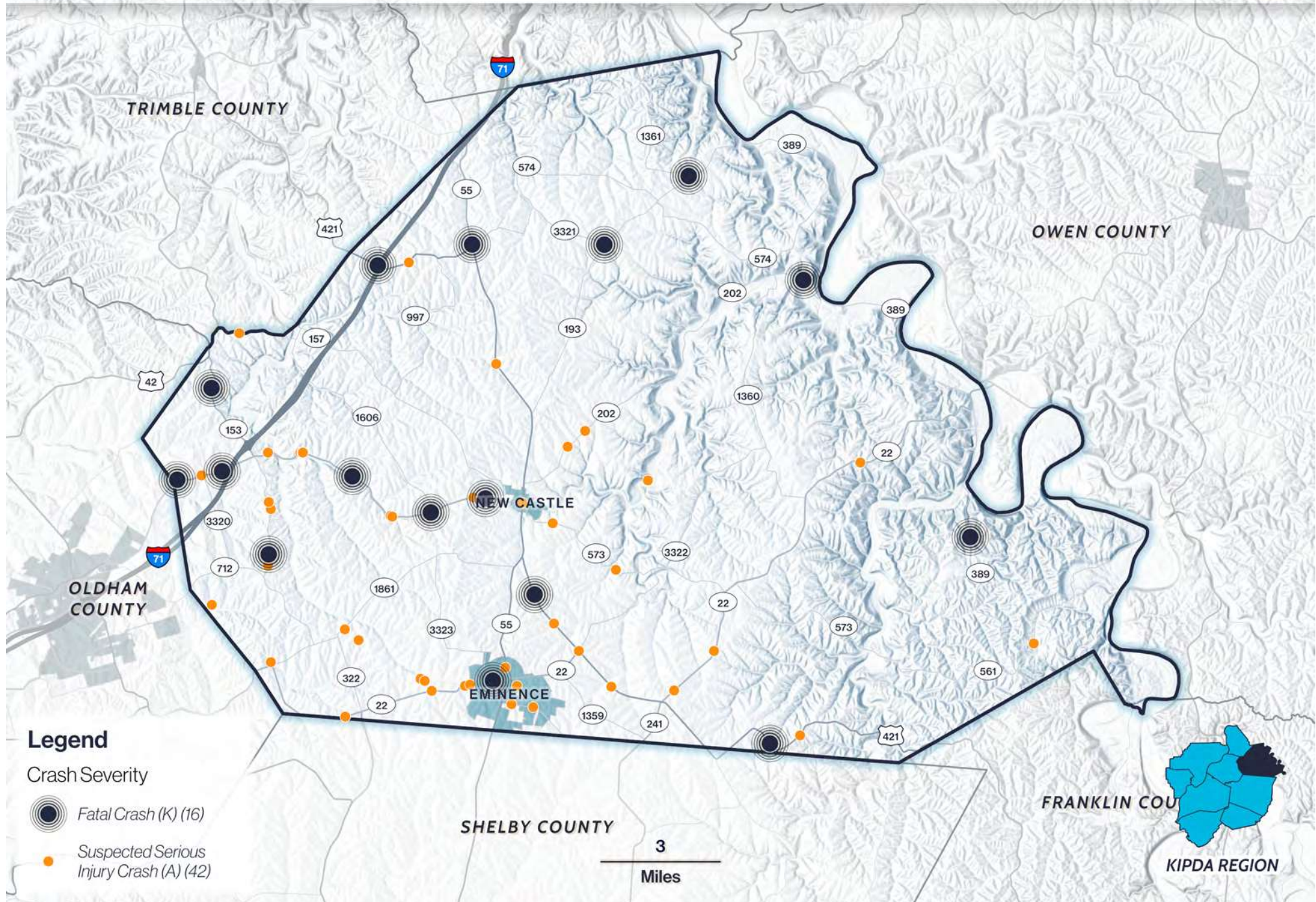
Henry County Safety Action Plan

All Crashes - Crash Density (2018 - 2022)



Henry County Safety Action Plan

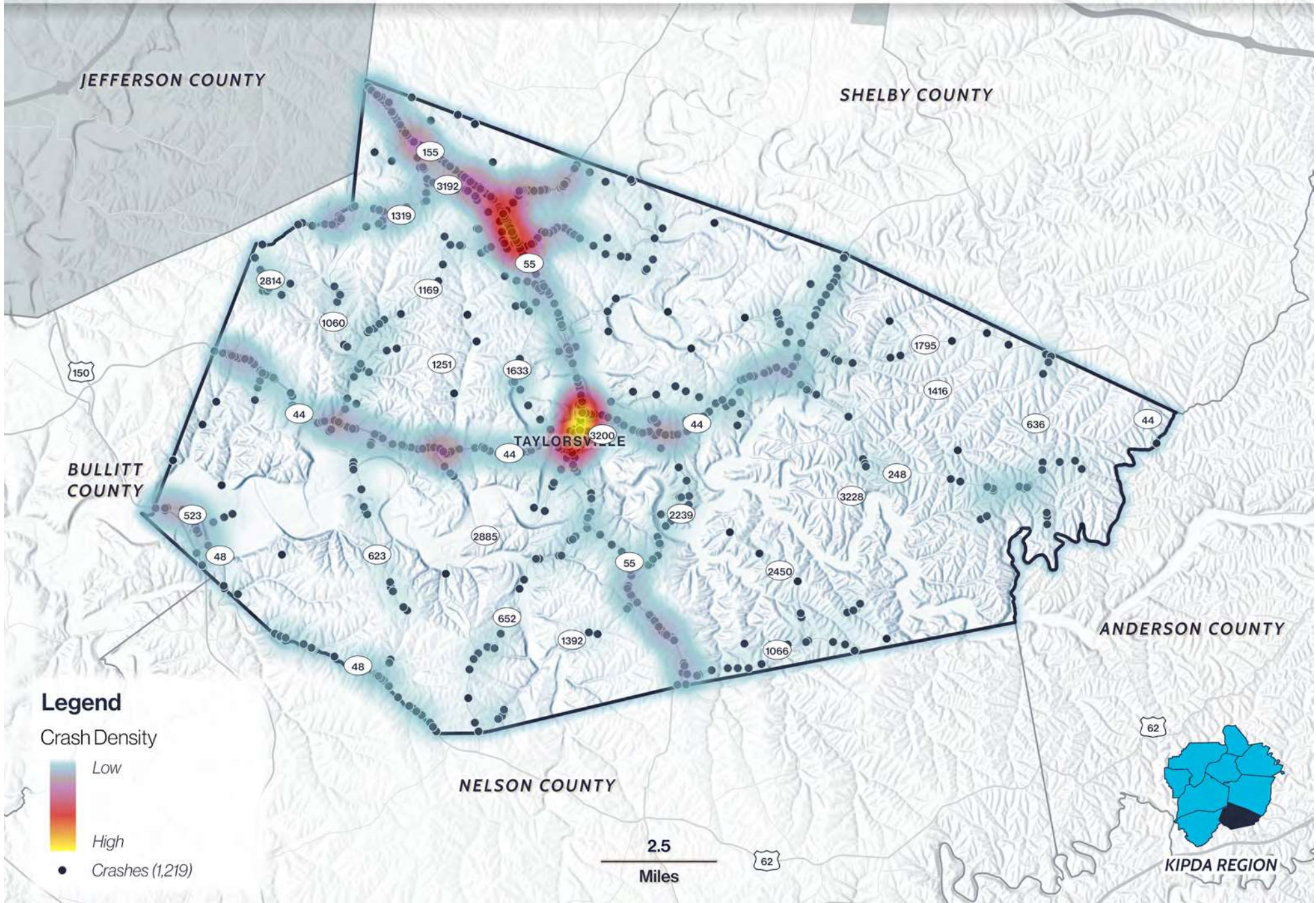
Fatal (K) and Suspected Serious Injury (A) Crashes (2018 - 2022)



Spencer County Safety Action Plan

All Crashes - Crash Density (2018 - 2022)

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Spencer County Safety Action Plan

Fatal (K) and Suspected Serious Injury (A) Crashes (2018 - 2022)

60



JEFFERSON COUNTY

SHELBY COUNTY

BULLITT COUNTY

TAYLORSVILLE


ANDERSON COUNTY

NELSON COUNTY

Legend

Crash Severity

 Fatal Crash (K) (10)

 Suspected Serious Injury Crash (A) (55)

2.5

Miles

62

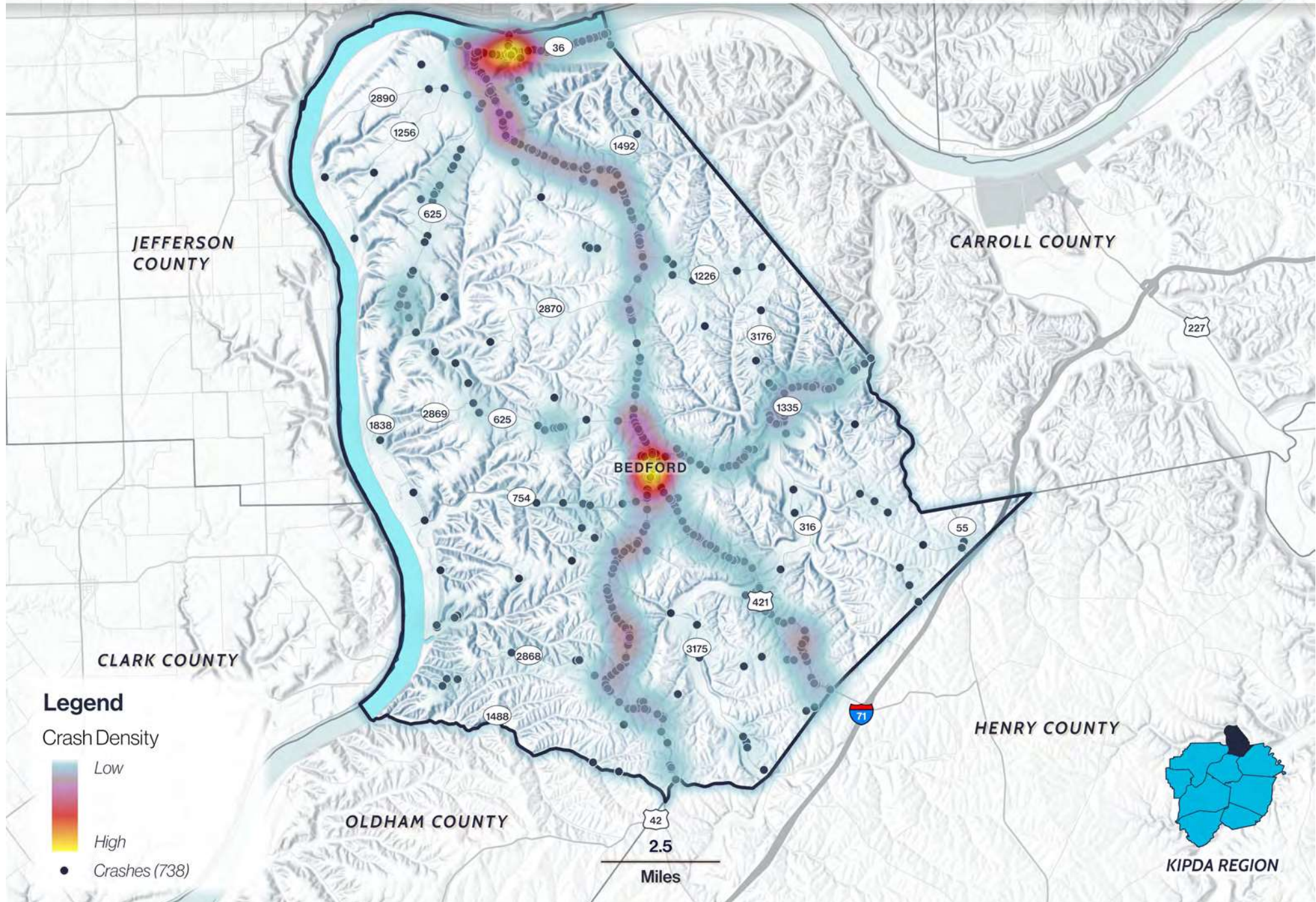
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KIPDA REGION

Trimble County Safety Action Plan

All Crashes - Crash Density (2018 - 2022)



Trimble County Safety Action Plan

Fatal (K) and Suspected Serious Injury (A) Crashes (2018 - 2022)

