



**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE**  
**1:00 p.m., Wednesday, July 11, 2018**  
**KIPDA Burke Room**  
**11520 Commonwealth Drive**  
**Louisville, Kentucky 40299**

Kentucky  
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**AGENDA**

Bullitt

1. *Call to Order, Welcome, Introductions*

Henry

2. *May 9 TTCC Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**

Jefferson

3. *Transportation Policy Committee Report* – Staff will report on the April TPC meeting.

Oldham

4. *Public Comment Period*

Shelby

Spencer

5. *Congestion Management Process (CMP)* – Staff will present the draft of the recent update to the CMP (see enclosed). **Action is requested.** *NOTE:* Due to its size, the document is not included in the packet. However, it can be found here: [Draft CMP Update](#).

Trimble

6. *New Albany Street Conversion Projects* – New Albany staff will present details regarding recent projects completed in the downtown area.

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7. *Connecting Kentuckiana Planning Assumptions* - Staff will provide criteria and data sources used in the recent update to the regional Travel Demand Forecasting Model (TDFM) (see enclosed). **Action is requested.**

Clark

8. *KIPDA Environmental Justice Resource Document* – Staff will present documentation for the recent identification of EJ areas and how the data will be used in the metropolitan transportation planning process (see enclosed). *NOTE:* Due to its size, the document is not included in the packet. However, it can be found here: [Environmental Justice Resource](#).

Floyd

9. *Transportation Systems Management and Operations (TSMO) and Travel Demand Management (TDM)* – Staff will discuss the development of a TSMO/TDM component for the Metropolitan Transportation Plan. TSMO is a set of strategies that focus on operational improvements that maintain and/or improve performance of the existing transportation system, in an effort to delay or even eliminate the need for additional capacity.

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10. *Other Business*

11. *Adjourn*



**Auxiliary aids/services are available when requested three (3) business days in advance.**

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**See**  
<http://www.ridetarc.org/triplan/>  
**for TARC service**

**MEETING MINUTES**  
**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)**  
**1:00 p.m., Wednesday, May 9, 2018**  
**KIPDA Burke Room**  
**11520 Commonwealth Drive**  
**Louisville, Kentucky 40299**

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**Call to Order**

Chair Brittany Montgomery called the meeting to order at 1:03 p.m. After introductions were made, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to approve the minutes of the April 11 TTCC meeting. Jim Urban, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

**Transportation Policy Committee (TPC) Report**

Larry Chaney, KIPDA staff, reported on the April TPC meeting. No action was required.

**Public Comment Period**

There were no public comments.

**Air Quality Conformity Issues**

Bernadette Dupont, Federal Highway Administration (FHWA) - Kentucky, discussed effects of the recent re-designation of the metropolitan area to Non-Attainment status. There was discussion. No action was required.

**Quarterly Project Review**

Nick Vail, KIPDA staff, provided results from the latest review of projects using funding dedicated to the MPO. There was discussion.

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC of the recommended changes in the programming of dedicated funds in Indiana. Jim Urban, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC of the recommended changes in the programming of dedicated funds in Kentucky. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Connecting Kentuckiana Goals and Objectives Update**

David Burton, KIPDA staff, presented recommendations for updates to the current Goals and Objectives. There was discussion. **Keith Griffiee, Bullitt County, made a motion to recommend approval by the TPC of the recommended updates to Connecting Kentuckiana Goals and Objectives. Jim Urban, Oldham County**

**Planning Commission, seconded the motion and it carried with a unanimous vote.**

**KIPDA Performance Management Plan (PMP) Update**

Amanda Deatherage, KIPDA staff, presented recommendations for updates to the KIPDA PMP. There was discussion. **Jim Urban, Oldham County Planning Commission, made a motion to recommend approval by the TPC of the updates to the PMP. Curtis Hockenbury, City of Shepherdsville, seconded the motion and it carried with a unanimous vote.**

**Other Business**

Ashley Tinius, KIPDA staff, announced the annual review of the Participation Plan occurring in June, and asked for committee feedback.

**Adjournment**

The meeting was adjourned at 2:45 p.m.

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Larry Chaney  
Recording Secretary

**Members Present:**

Keith Griffee	Bullitt County
Matt Meunier	City of Jeffersontown
Barry Armstrong	City of Mt. Washington
Curtis Hockenbury	City of Shepherdsville
*Bernadette Dupont	Federal Highway Administration – Kentucky
Thomas Witt	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry Chaney	KIPDA
Michelle King	Louisville Metro Air Pollution Control District
Dirk Gowin	Louisville Metro Public Works & Assets
Jim Urban	Oldham County Planning Commission
*Nancy Snow	Regional Mobility Council
Brittany Montgomery (Chair)	Town of Clarksville
*Rickie Boller	TRIMARC
*Shannon Rickett	University of Louisville

**Members Absent:**

*Eric Evans	AARP – Kentucky
*Alex Wimsatt	Bullitt County Chamber of Commerce
Ben Ledbetter	City of Charlestown
Mike Moore	City of Jeffersonville
Jeff Gahan	City of New Albany
Kenan Stratman	City of St. Matthews
Brian Dixon	Clark County
Jim Baker	Clark County Air Board
*Brad Meixell	Clark County Fire Chiefs Association
Stacia Franklin	Clark County Planning Commission
*Antonio Johnson	Federal Highway Administration – Indiana
*Stan Mitchell	Federal Transit Administration – Region 4
Don Lopp	Floyd County
*Deanna Karem	Greater Louisville Inc.
Shawn Seals	Indiana Department of Environmental Management
Kathy Eaton McCallip	Indiana Department of Transportation – Public Transportation
Tony McClellan	Indiana Department of Transportation – Seymour District
Emmanuel Nsonwu	Indiana Department of Transportation – Urban & MPO Section
Gary Langston	Indiana Motor Truck Association
Leslie Poff	Kentucky Division for Air Quality
Eric Perez	Kentucky Transportation Cabinet – Office of Transportation Delivery
Guy Young	Kentucky Trucking Association

## Agenda Item #2

Larry McFall	Louisville & Jefferson County Riverport Authority
Jeff O'Brien	Louisville Metro Economic Development
Emily Liu	Louisville Metro Planning & Design Services
Dan Mann	Louisville Regional Airport Authority
*Eric Pruitt	Louisville Water Company
*Tony Parrott	Louisville/Jefferson County Metro Sewer District
*David Bizianes	Oldham Chamber & Economic Development
David Voegele	Oldham County
*Wendy Dant Chesser	One Southern Indiana
Scott Stewart	Ports of Indiana – Jeffersonville
*John King	Procarent
*Jill Saegesser	River Hills Economic Development District
*John Watkins	Southern Indiana Transportation Advisory Group
Aida Copic (Vice Chair)	TARC
Regina Ostertag	TARC Accessibility Advisory Council

### **Others Present:**

Megan Bennett	AECOM
Arthur Jones	City of Shepherdsville
Tonya Higdon	Kentucky Transportation Cabinet
Sarah Baer	KIPDA
David Burton	KIPDA
Amanda Deatherage	KIPDA
Elizabeth Farc	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Ashley Tinius	KIPDA
Nick Vail	KIPDA
Craig Butler	Louisville Metro Air Pollution Control District
John Callihan	Louisville Metro Public Works & Assets
Michael King	Louisville Metro Public Works & Assets
Tammy Markert	Louisville Metro Public Works & Assets
Jamey Cash	Strand Associates

\* Denotes Advisory Members



**MEMORANDUM**

Kentucky  
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TO: Transportation Technical Coordinating Committee

Bullitt

FROM: Amanda Deatherage  
Danielle Story

Henry

DATE: July 2, 2018

Jefferson

SUBJECT: *Congestion Management Process (CMP) Update*

Oldham

Shelby

A *Congestion Management Process (CMP)* is a systematic approach for managing congestion by identifying demand reduction or operational management strategies to meet regional transportation objectives. The CMP is a federally-required document that must be developed and implemented as an integrated part of the metropolitan transportation planning process.

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KIPDA's current CMP is comprised of a framework of five steps, while the new CMP is required to have eight steps, which are:

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- 1) Develop congestion management objectives
- 2) Identify area of application
- 3) Define system/network of interest
- 4) Develop performance measures
- 5) Institute system performance monitoring plan
- 6) Identify/evaluate strategies
- 7) Implement selected strategies/manage system
- 8) Monitor strategy effectiveness

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The presentation at TTCC will focus on the new CMP, will describe the eight steps within the document, and explain this will be incorporated into KIPDA's planning processes.

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The draft version of the *Congestion Management Plan* can be found here: [Draft CMP Update](#). For more information, see the [Congestion Management Process page on KIPDA's website](#).

**Action is requested to recommend approval to the TPC.**

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**MEMORANDUM**

Kentucky  
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TO: Transportation Technical Coordinating Committee

Bullitt

FROM: Andy Rush

Henry

DATE: July 3, 2018

Jefferson

SUBJECT: *Connecting Kentuckiana* Planning Assumptions

Oldham

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The KIPDA Region has recently been designated as being in non-attainment of the 2015 Ozone standard. Metropolitan regions that are non-attainment areas must demonstrate air quality conformity for each update or amendment of the MTP or TIP. The process to analyze and demonstrate AQ conformity is prescribed by EPA’s Transportation Conformity Rule (40 CFR Parts 51 & 93). That rule, in part, requires that MPO’s document the planning assumptions that are used in their AQ Conformity analysis.

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KIPDA staff have updated the existing set of planning assumptions (see attached). These assumptions reflect the process that was used to:

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- Develop the socioeconomic forecasts used in the development of the *Connecting Kentuckiana* MTP and in the KIPDA Regional Travel Demand Model
- Calibrate the updated KIPDA Regional Travel Demand Model
- Reflect tolling and transit in the KIPDA Regional Travel Demand Model
- Describe the relationship of the AQ Conformity process to the MTP and TIP
- Estimate emissions using output from the KIPDA Regional Travel Demand Model and a separate emissions model

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The planning assumptions are scheduled to be reviewed on July 9<sup>th</sup> by the Interagency Consultation (IAC) Group. KIPDA staff will present the planning assumptions, and any changes proposed by the IAC to the TTCC.

**Action is requested to recommend approval to the TPC.**

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## Connecting Kentuckiana Planning Assumptions (updated: July 2018)

### 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:

<b>Assumption</b>	<b>Source</b>	<b>Background Information</b>
<p>Year 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.</p>	<ul style="list-style-type: none"> <li>• Comprehensive, land use, and economic development plans and databases in Bullitt, Jefferson, Oldham, Shelby, Clark, Floyd, and Harrison counties</li> <li>• Land use, economic, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, Floyd, and Harrison counties</li> <li>• Woods &amp; Poole</li> <li>• Kentucky State Data Center</li> </ul>	<p>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.</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>• 2010 CTPP</li> <li>• ACS</li> <li>• KIPDA staff</li> </ul>	<p>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.</p>
<p>Household structure type proportion forecasts reflect available data, including historic trends.</p>	<ul style="list-style-type: none"> <li>• Land use, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, Floyd, and Harrison counties</li> <li>• 2010 CTPP</li> <li>• ACS</li> <li>• Woods &amp; Poole</li> </ul>	<p>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.</p>



<b><i>Assumption</i></b>	<b><i>Source</i></b>	<b><i>Background Information</i></b>
Population includes persons who live in households only. Persons living in group quarters are not included.	<ul style="list-style-type: none"> <li>● 2010 CTPP</li> <li>● ACS</li> <li>● KIPDA staff</li> </ul>	Population definition reflects available information in the 2010 CTPP and 2011-2016 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"> <li>● Land use, utility, and other municipal agency staff in Bullitt, Jefferson, Oldham, Shelby, Clark, and Floyd counties</li> <li>● 2010 CTPP</li> <li>● ACS</li> </ul>	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"> <li>● KIPDA Staff</li> <li>● NAICS</li> <li>● InfoUSA</li> </ul>	
Regional average household size is expected to decrease throughout the forecast period.	<ul style="list-style-type: none"> <li>● Historical Census household size data</li> <li>● KYSDC population and household projections</li> <li>● Woods &amp; Poole</li> <li>● KIPDA staff</li> </ul>	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"> <li>● Historical Census vehicle availability data</li> <li>● 2010 CTPP</li> <li>● KIPDA staff</li> </ul>	Historical Census data demonstrates a trend of increasing average household vehicle availability (although at a decreasing rate).

Regional Travel Demand Model:

<b>Assumption</b>	<b>Source</b>	<b>Background Information</b>
Trip generation rates are held constant over time.	<ul style="list-style-type: none"> <li>• 2000 KIPDA Household Travel Survey</li> <li>• National travel surveys</li> <li>• KIPDA staff</li> </ul>	Data collected during 2000 from sampled households. A review of national surveys was performed to look into recent trends. 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"> <li>• 2000 KIPDA Household Travel Survey</li> <li>• National travel surveys</li> <li>• KIPDA staff</li> </ul>	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"> <li>• KIPDA staff</li> </ul>	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"> <li>• 2000 KIPDA Household Travel Survey</li> </ul>	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"> <li>• NCHRP Report 716</li> </ul>	Used to estimate daily capacity values for all model roadway segments.
Trips with origins and destinations in the same state do not cross the Ohio River.	<ul style="list-style-type: none"> <li>• TARC Travel Forecasting Study</li> <li>• Louisville Ohio River Bridge Study</li> </ul>	These studies provide empirical data substantiating the assumption.

General MPO Planning:

<b><i>Assumption</i></b>	<b><i>Source</i></b>	<b><i>Background Information</i></b>
The TIP is considered to be a subset of the MTP	<ul style="list-style-type: none"><li>• KIPDA TIP Documentation</li><li>• KIPDA MTP Documentation</li></ul>	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"><li>• KIPDA MTP Documentation</li></ul>	Conformity of the TIP is determined with the conformity determination of the MTP

Tolling/Transit:

<b><i>Assumption</i></b>	<b><i>Source</i></b>	<b><i>Background Information</i></b>
Transit fares will increase with inflation	<ul style="list-style-type: none"> <li>• KIPDA Staff</li> </ul>	
Trips using transit per capita will remain constant	<ul style="list-style-type: none"> <li>• KIPDA Staff</li> </ul>	
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"> <li>• KIPDA Staff</li> </ul>	There are currently no projects in the KIPDA MTP that presume tolling as a strategy to finance construction.
Tolls will increase with inflation	<ul style="list-style-type: none"> <li>• KIPDA Staff</li> <li>• RiverLink</li> <li>• Louisville-Southern Indiana Ohio River Bridges Traffic &amp; Revenue Study</li> </ul>	Tolls are included in the KIPDA Model in the form of time penalties. Time penalties are kept constant across model scenarios.

*Emissions Modeling:*

<b><i>Assumption</i></b>	<b><i>Source</i></b>	<b><i>Background Information</i></b>
The most recent EPA-approved emissions model will be used to perform regional emissions analyses.	<ul style="list-style-type: none"><li>• LMAPCD</li><li>• EPA</li></ul>	MOVES 2014a is the current 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"><li>• KYTC</li><li>• Indiana Bureau of Motor Vehicles</li></ul>	Fleet mix information is updated on a regular basis in each state.

Key to Abbreviations:

ACS	American Community Survey
CTPP	Census Transportation Planning Package—2010 Census data for Transportation that utilized 2006-2010 American Community Survey (ACS) 5-Year Estimates
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



**MEMORANDUM**

Kentucky  
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**To:** Transportation Technical Coordinating Committee

Bullitt

**From:** Sarah Baer

Henry

**Date:** July 3, 2018

Jefferson

**Subject:** Environmental Justice Resource Document

Oldham

Shelby

The primary goals of Environmental Justice are to:

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1. Avoid, minimize or mitigate disproportionately high or adverse health/environmental/economical/social effects on minority and low-income populations.
2. Ensure full and fair participation by affected communities in the transportation decision-making process.
3. Prevent any delays in the receipt of benefits for minority and low-income populations.

Trimble

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Over the last several months, KIPDA staff has worked to update delineation of Environmental Justice areas in our region. KIPDA staff has created an Environmental Justice Resource Document with this update, which outlines the process KIPDA uses to define Environmental Justice Study Areas, results and Study Areas, relationships between Environmental Justice and other KIPDA planning resources, benefits, burdens, mitigation and alternatives.

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The Environmental Justice Resource Document can be found on KIPDA's website [here](#).

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