



TRANSPORTATION POLICY COMMITTEE

1:00 p.m., Thursday, February 28, 2008

KIPDA Conference Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

See
<http://www.ridetarc.org/tripplan/>
for TARC service to
KIPDA

AGENDA

Kentucky
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- 1. *Call to Order, Welcome, Introductions*
- 2. *January 24 Meeting Minutes* – review and approval (see enclosed) - **Action requested.**
- 3. *Public Comment Period*
- 4. *Public Meeting/Comment Report* – A report on public involvement activities.
- 5. *FY 2009 Unified Planning Work Program* – Staff will present the draft document content (see enclosed) – **Action requested.**
- 6. *Kentucky Congestion Mitigation/Air Quality Program* – Staff will present working group-recommended priorities (see enclosed) – **Action requested.**
- 7. *Air Quality Conformity Consultation Memorandum of Understanding* – Staff will present proposed document for execution by process participants (see enclosed) – **Action requested.**
- 8. *FY 2007-2011 Transportation Improvement Program* – Staff will present information on administrative modifications to the short range programming document (see enclosed).
- 9. *Interchange Bicycle/Pedestrian Safety Study* – a presentation on the new planning tool from the FY 2008 short range planning study.
- 10. *Other Business*
- 11. *Adjourn*

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Counties

Clark

Floyd

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

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Louisville, KY 40299
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MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Thursday, January 24, 2008
KIPDA Conference Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Call to Order

Vice-Chair J. Byron Chapman called the meeting to order at 1:00 p.m. and introductions were made. It was determined a quorum was present.

Review and Approval of Minutes

Don Lopp, Floyd County, made a motion to approve the minutes of the November 27 meeting (see January meeting packet). Hyun Lee, Clark County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Meeting/Comment Report

Harold Tull, KIPDA staff, introduced Josh Suiter, KIPDA's new Community Outreach Specialist. Josh Suiter reported on the following recent and upcoming public involvement activities:

- December 6 – US 42 Widening Public Officials Meeting, Harrod's Creek Fire Department, Prospect
- December 11– Ohio River Bridges Public Meeting, Utica Community Center
- December 13 – Ohio River Bridges Public Meeting, Springdale Community Church
- December 19 – Metro Loop Northeast Corridor Public Meeting, Activities Center, E.P. Tom Sawyer Park, 3000 Freys Hill Road
- January 28 – Oldham County Bicycle, Pedestrian and Greenways Master Plan Public Presentation, John W. Black Community Center, 1551 North KY 393, Buckner

Horizon 2030 / FY 2007-2011 Transportation Improvement Program

David Burton, KIPDA staff, updated the committee on the proposed conversion to year of expenditure dollars (see January meeting packet). **Sherry Conner, City of Shively, made a motion to accept the methodology used to adjust project costs and revenues to reflect year of expenditure. Bernard Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

FY 2008 Indiana Specialized Transportation Capital Funding Program

Stacey Burton, KIPDA staff, presented proposed priorities (see January meeting packet). **Sherry Conner, City of Shively, made a motion to accept the priorities and to certify of any projects chosen for funding will undergo the TIP amendment**

process. Paula Gish, Oldham County, seconded the motion and it carried with a unanimous vote.

Oldham County Transportation Improvement Program

Louise Allen, Oldham County Planning Commission, presented information on Oldham County's new planning tool from the FY 2007 short range planning study. There was discussion.

FY 2007-2011 Transportation Improvement Program

Mary Lou Hauber, KIPDA staff, presented information on administrative modifications to the short range programming document (see January meeting packet). No action was required.

FY 2008 Unified Planning Work Program

Harold Tull, KIPDA staff, presented a proposed amendment to the program (see January meeting packet). There was discussion. **J.R. Ham, Kentucky Transportation Cabinet (KYTC), made a motion to accept the proposed amendment. Sherry Conner, City of Shively, seconded the motion and it carried with a unanimous vote.**

Horizon 2030/Transportation Improvement Program Amendments

Mary Lou Hauber, KIPDA staff, updated the committee on the status of proposed amendments to the documents (see January meeting packet). It was indicated that the delay was the result of the KYTC desire to postpone all amendments until a new Six Year Highway Plan was enacted. Jim Urban, City of Jeffersonville, raised questions regarding the affect of KY legislature and KYTC action on proposed amendments to Indiana projects. Gregory Rawlings, FHWA-KY, explained that because a single bi-state air quality analysis is conducted on the long range plan, TIP amendments to the Indiana projects would be similarly delayed until September 2008.

Technical Committee Officers

Harold Tull, KIPDA staff, announced that the TTCC elected Matt Meunier, City of Jeffersontown, as TTCC Chair and Don Lopp, Floyd County, as TTCC Vice-Chair. **Paula Gish, Oldham County, made a motion to ratify the TTCC elections. Bernard Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

Jeffersontown Recreational Trails Grant

Harold Tull, KIPDA staff, presented a request for TPC support of a funding application for Jeffersontown Recreational Trails (see January meeting packet). **Geoffrey Hobin, TARC, made a motion to support the funding application. Bernard Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

TRIMARC

Scott Evans, TRIMARC, provided a presentation on the current status of the traffic incident management system. There was discussion.

Other Business

Vice-Chair J. Byron Chapman entertained a motion to present Jack Nevin of TRIMARC, who is retiring, with a resolution honoring his service. **Geoffrey Hobin, TARC, made a**

motion to present the resolution to Mr. Nevin. Bernard Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

Adjournment

The meeting was adjourned at 1:59 p.m.

Harold Tull
Recording Secretary

Members Present:

Melanie Roberts	Bullitt County
Matt Meunier	City of Jeffersontown
Jim Urban	City of Jeffersonville
Krisjans Streips	City of New Albany
Sherry Conner	City of Shively
Bernard Bowling	City of St. Matthews
Hyun Lee	Clark County
*Greg Rawlings	Federal Highway Administration – Kentucky
Don Lopp	Floyd County
Bob Williams	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
J.R. Ham	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Paula Gish	Oldham County
Geoffrey Hobin	Transit Authority of River City

Members Absent:

Robert Hall	City of Charlestown
*Charles Harris	Federal Aviation Administration – Memphis
*Larry Heil	Federal Highway Administration – Indiana
*Tony Dittmeier	Federal Transit Administration – Region 4
Karl Browning	Indiana Department of Transportation
Jerry Abramson	Louisville Metro Government
*Charles Cash	Louisville Metro Planning & Design
J.D. Nichols	Regional Airport Authority
Paul Kraft	Town of Clarksville
*Krista Mills	US Department of Housing & Urban Development

Others Present:

Joe Burgan	8664
Deanna Firestone	Bullitt County
Belinda Dimas	Consultant
Jim Ude	Indiana Department of Transportation – Seymour
David Burton	KIPDA
Stacey Burton	KIPDA
Mary Lou Hauber	KIPDA
Vesselina Romanov	KIPDA
Jack Scriber	KIPDA
Josh Suiter	KIPDA
Gina Marie Swift	KIPDA
Harold Tull	KIPDA
Jon Villines	Louisville Metro Public Works
Louise Allen	Oldham County
Jamey Cash	Strand Associates
Nina Walfoort	TARC
Scott Evans	TRIMARC
Todd Hood	TRIMARC
Jack Nevin	TRIMARC

* Denotes Advisory Members

MEMORANDUM

TO: Transportation Policy Committee

Kentucky
Member
Counties

FROM: Harold Tull
Transportation Director

Bullitt

DATE: February 20, 2008

Henry

SUBJECT: FY 2009 Work Program

Jefferson

Oldham

The attached materials are provided for your consideration for inclusion in a draft *FY 2009 Unified Planning Work Program*. They are:

Shelby

- a Table of Contents for the draft document;
- a summary of proposed short range planning studies; and
- the individual application forms for the short range planning studies.

Spencer

Trimble

We do not currently have firm budget figures from all sources in order to provide details on how many of the requested studies can be funded, staff hour distribution among work elements, or if changes will be required to reflect federal or state emphasis on particular tasks. As more information becomes available, we will revise the document accordingly.

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The Kentucky Transportation Cabinet requires that a draft document be provided by February 28th for state and federal review. A final version must be submitted by the end of April.

The Transportation Technical Coordinating Committee recommended the submittal of the draft Work Program to state and federal agencies at their meeting on February 13th. **Action is requested.**

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Attachments

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FY 2009 Short Range Planning Study Funding Requests

<i>Applicant</i>	<i>Name of Project</i>	<i>Total Cost</i>	<i>Federal Share</i>	<i>Non-Federal Share</i>	<i>Non-Federal Share Source</i>
1	Oldham County Buckner Area Transportation Study	\$70,000	\$56,000	\$14,000	Oldham County
2	TARC Urban Partnership Agreement	\$35,000	\$28,000	\$7,000	TARC
3	TARC Passenger/Public Survey	\$85,000	\$68,000	\$17,000	TARC
4	Prospect Prospect Transportation Study	\$60,000	\$48,000	\$12,000	Prospect
5	Jeffersontown Taylorsville Road Corridor Access Plan	\$20,000	\$16,000	\$4,000	KIPDA
6	Bullitt County Bullitt County Transportation Study	\$100,000	\$80,000	\$20,000	KIPDA
7	Louisville Metro Bike Station Facility Study	\$30,000	\$24,000	\$6,000	Louisville Metro
8	Louisville Metro Bicycle/Pedestrian Master Plan	\$125,000	\$100,000	\$25,000	Louisville Metro
9	Louisville Metro Bridge Improvement Plan	\$125,000	\$100,000	\$25,000	Louisville Metro
Total		\$650,000	\$520,000	\$130,000	



FUNDING APPLICATION FOR SHORT RANGE PLANNING STUDY

This form is to be completed by agencies seeking KIPDA MPO planning funds to conduct short range planning studies as part of the annual Unified Planning Work Program (UPWP). The purpose of the form is to provide pertinent information to KIPDA staff, the Transportation Technical Coordinating Committee, and the Transportation Policy Committee for consideration in developing the UPWP. Please provide all information.

Describe the purpose of the short range study.

Buckner area is increasingly becoming a point of traffic congestions due to the exchange of automobiles from I-71 at the Hwy 146, the lack of access management guidelines, and increasing residential and industrial traffic. The proposed Hwy 393 realignment will greatly impact the existing transportation system, land use pattern and redevelopment effort in the area. The purpose of the study is to examine transportation related issues and opportunities and develop policies/recommendations to guide future transportation improvements and land use decisions. The Study will be focused on the transportation, access management and redevelopment aspects of the study area.

What geographic area is to be covered by the study?



The map on the left shows the geographic area of the Buckner study area. It is located in the center of Oldham County bordered by Fendley Road, Bennett Lane and Dawkins Road on the north, Cedar Point Road on the west, City of LaGrange corporate boundary on the east, and Interstate 71 on the south. The Kentucky State Reformatory is located in the study area. The total area is approximately 6,000 acres.

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

\$56,000 (80%)	<i>Being requested from KIPDA</i>
<u>\$14,000 (20%)</u>	<i>Oldham County Fiscal Court (combination of cash and staff in-kind donation)</i>
\$70,000	<i>Total estimated cost to conduct the study</i>

What are the anticipated start and completion dates for the study?

Anticipated start time: July 1, 2008. Anticipated completion date: June 30, 2009.

Will the study be conducted by agency staff or use consultant services?

A consulting firm will be selected to conduct the Study. Oldham County Planning and Zoning staff will participate in some of the tasks.

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Emily Liu, (502) 222-1476, eliu@oldhamcounty.net

Please submit the completed form to Harold Tull at harold.tull@ky.gov of fax 266-5047.



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Describe the purpose of the short range study.

In anticipation of the second year of Urban Partnership Agreement applications, the Transit Authority of River City (TARC) will seek consultant services to complete an application for the greater Louisville region. TARC's recent experiences with technology improvements and its continued engagement of a broad range of stakeholders place TARC in an integral role for developing an Urban Partnership Agreement. These agreements are given to communities that have engaged a broad group of public and private partners to develop strategies to decrease congestion. The strategies used must include improvements in technology, tolling, transit, and telecommuting. With an approved Urban Partnership Agreement, the Louisville region has an opportunity to be a leader for other medium sized, or smaller metropolitan areas and show effective ways to manage congestion and promote sustainable growth.

What geographic area is to be covered by the study?

KIPDA region

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

\$35,000 (\$28,000 requested from KIPDA; \$7,000 as local match)

What are the anticipated start and completion dates for the study?

August 2008 anticipated start; May 2009 anticipated completion.

Will the study be conducted by agency staff or use consultant services?

Consultant services

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Carrie Butler, 502-213-3490; cbutler@ridetarc.org

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.



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Describe the purpose of the short range study.

Over the past three years, the Transit Authority of River City (TARC) has made a number of changes to the ways in which customers access information about TARC's services. These include improvements to planning trips over the internet, changes to the phone system, expansion of the customer feedback system, and ways to get information about when the bus will arrive at a certain stop.

TARC will seek professional survey (or consultant firm) services to survey passengers on-board the vehicles and the community at-large to gauge the impact these changes have made. TARC will also use this opportunity to update general impressions about TARC and its services as well as to assess other approaches to inducing additional ridership.

What geographic area is to be covered by the study?

Jefferson County, Kentucky

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

\$85,000 (\$68,000 requested from KIPDA; \$17,000 as local match)

What are the anticipated start and completion dates for the study?

August 2008 anticipated start; July 2009 anticipated completion.

Will the study be conducted by agency staff or use consultant services?

Consultant or professional surveying services

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Nina Walfoort, 502-561-5122; nwalfoort@ridetarc.org

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.



FUNDING APPLICATION FOR SHORT RANGE PLANNING STUDY

This form is to be completed by agencies seeking KIPDA MPO planning funds to conduct short range planning studies as part of the annual Unified Planning Work Program (UPWP). The purpose of the form is to provide pertinent information to KIPDA staff, the Transportation Technical Coordinating Committee, and the Transportation Policy Committee for consideration in developing the UPWP. Please provide all information.

Describe the purpose of the short range study.

The City of Prospect, Kentucky ("city") is seeking funds for completion of an overall transportation plan. The city and surrounding area continues to be affected by growth and development. A comprehensive approach is needed to address connectors and access among numerous neighborhoods and commercial areas which were developed over a forty-year period with widely varying levels of concern for transportation. Growth and traffic issues in the larger area will remain in play in the future with construction of the East Jefferson County Bridge project; the transportation aspects of the planned metropolitan "City of Parks"/"Louisville Loop" connectors affecting the city; and the planned widening of U.S. Highway 42 through the central portion of the city. As a result, a comprehensive internal transportation plan is critical in order to coordinate current and planned transportation activities within and adjacent to the city in Jefferson and Oldham Counties. The new cross-river connection of I-265 along with other activities warrant the preparation of a well-conceived transportation plan to further guarantee appropriate transportation and congestion mitigation activities. The plan will also determine how to protect, preserve and improve the built transportation features and environmental resources of the city while maintaining the village and neighborhood form. The transportation planning process will include guidance from a Steering Committee and other public involvement activities including input from Louisville Metro, KIPDA, city officials and concerned local-area citizens. The Plan will consist of seven major segments, as follows:

- 1. Overall Vision Statement for Both Short and Long Range Transportation in Area*
- 2. Existing Conditions and Community Background*
- 3. City and Area Transportation Demographics*
- 4. Relation to Other Current Transportation Plans*
- 5. Multimodal Mobility (transit, bicycle, pedestrian walkways, etc.)*
- 6. Transportation Access Management*
- 7. Recommendations, Implementation Plans and Structures for Continued Monitoring of Needs*

What geographic area is to be covered by the study?

The study area is to include all land within Prospect, Kentucky city limits and land adjacent to the city limits in Jefferson and Oldham Counties which could affect connectivity and the village form concept, and/or relate to other current area transportation plans.

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

\$60,000 total cost with the municipality contributing 20% of that total (\$12,000) as a match to the grant

What are the anticipated start and completion dates for the study?

July 2008 to February 2009

Will the study be conducted by agency staff or use consultant services?

Consultant services in cooperation with city staff

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Mayor Todd Eberle, (502) 228-1121, mayor@prospectky.com

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.



FUNDING APPLICATION FOR SHORT RANGE PLANNING STUDY

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Describe the purpose of the short range study:

Taylorsville Road Corridor Access Plan

The purpose of this study is to conduct a detailed corridor access management plan for Taylorsville Road. A recently prepared Master Plan, Envision Jeffersontown identified Taylorsville Road as one of the most important corridors. This roadway carries approximately 30,000 cars per day, is the gateway entrance to the City, and the current access management plan is very outdated.

The revitalization of the downtown area will only occur with a combination of private and public investment. The proposed short range study will begin the public investment; the study will review each access point along Taylorsville Road, will analyze the critical points of ingress and egress, will create access easements to serve the corridor properly, will maximize parking yield and efficiency, and will consolidate entrances. This study will also analyze all multi-modal issues. The TARC bus stops will be reviewed, pedestrian and biking issues studied, and recommendations made based on best practices.

A critical part of this study will be the public involvement. Since access issues affect all parcels, every property owner, and all businesses; this study will parcel based. The study will meet with each property owner and business owner individually, and will also have public meetings on the overall plan.

What geographic area is to be covered by the study?

The Taylorsville Road Corridor Access Plan study will begin at the intersection of Taylorsville Road / College Drive and will run through the Downtown Business area to the Taylorsville Road / Ruckriegel Parkway intersection.

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

Cost Estimate is \$20,000

What are the anticipated start and completion dates for the study?

The project will begin within 30 days from the notice to proceed and will take 180 calendar days to complete.

Will the study be conducted by agency staff or use consultant services?

The project will be conducted by a consulting company with oversight by the City of Jeffersontown.

Please provide the name, telephone number, and e-mail address for the contact person for this study.

*Matt Meunier, PLS, AICP, Director of Planning and Design, Assistant to the Mayor
(502) 267-8333, E-Mail – "MMeunier@jeffersontownky.com"*

Please submit the completed form to Harold Tull at harold.tull@ky.gov of fax 266-5047.



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Describe the purpose of the short range study.

Bullitt County has seen significant population growth over the last ten years. Growth in residential and commercial development impacts the capacity and safety of the road network. As the county continues to grow, demands on the road system will continue to increase. This study will have three key tasks:

Task One: An evaluation of existing traffic volumes on key state and county roads. In addition, future traffic forecast volumes will be developed. Bullitt County will evaluate existing road widths (including shoulders), speed limits and crash data for key state and county roads.

Task Two: Develop short-range, mid-range, and long-range improvement alternatives. Bullitt County will coordinate with the KYTC regarding currently scheduled Six-Year Plan projects. Cost estimates will be developed for placement of projects in the short-range Transportation Plan and Long-Range Plan. The task will be the framework for Bullitt County's future road transportation development.

Task Three: Alternative modes of transportation. Bullitt County will evaluate existing infrastructure (sidewalks, trails) within the county. In addition, the county will seek public input regarding the needs for future bike lanes, greenways, sidewalks, trails, and parks within the county. As the county continues to grow the opportunities for alternative modes of transportation will be important for mobility.

What geographic area is to be covered by the study?

Bullitt County

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

\$100,000 - \$20,000 match

What are the anticipated start and completion dates for the study?

July 2008 - April 2008

Will the study be conducted by agency staff or use consultant services?

Consultant Services

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Bullitt County Judge/Executive Melanie Roberts, 502-543-2262, mroberts@bcky.org

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.



FUNDING APPLICATION FOR SHORT RANGE PLANNING STUDY

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Describe the purpose of the short range study.

In 2005, a Bicycle Summit was held which established a framework for developing local bicycle facilities in the Louisville Metro area. The results of the Bicycle Summit included general principles and polices for the development of these facilities. Beyond three priority corridors, proposed project priorities and implementation strategies were not developed. Selection of priorities also favored the more accomplished bicycle rider, and few facilities were identified for basic riders or children. Additionally, planning for the 100-mile Louisville Loop around Jefferson County was not considered at the time of the Bicycle Summit.

Later this year, a Pedestrian Summit is to be held which likewise will result in a similar framework of general principles and polices for the development of pedestrian facilities. It is desired to develop a Bicycle/Pedestrian Master Plan in order to develop a safe, efficient, and comprehensive regional bicycle and pedestrian network. Following are the tasks to be included within the Bicycle/Pedestrian Master Plan:

- *Identification of priority corridors based upon safety, connectivity to population centers, transit routes, and air quality benefits;*
- *Generalized cost estimate of projects;*
- *Priority of efforts considering benefits versus costs for consideration of inclusion into the Transportation Improvement Program and Horizon 2030; and*
- *Implementation strategies including a listing of possible funding sources.*

What geographic area is to be covered by the study?

Jefferson County, KY

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

Total estimated costs: \$125,000

Request from KIPDA: \$100,000

What are the anticipated start and completion dates for the study?

Start date: July 1, 2008

Completion date: December 31, 2008

Will the study be conducted by agency staff or use consultant services?

80% Consultant services

20% Agency staff.

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Dirk L. Gowin, PE, PLS; 502.574.5925; dirk.gowin@louisvilleky.gov.

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.



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Describe the purpose of the short range study.

Bike Station Facilities Study

Horizon 2030 identifies Bike Station facilities (1 central and 2 satellite) to provide centralized, secure bicycle parking & direct connection to transit routes. The central location will be located downtown near the levee trail and will also provide bicycle rentals for local and tourist needs, locker room facilities, and bicycle sales and service.

It is desired to study potential sites for the satellite facilities. The study shall consider connectivity to population centers; transit routes; business; and recreation facilities. Included in the recommendations will be the need for services beyond secure bicycle parking and direct connections to transit routes.

What geographic area is to be covered by the study?

Jefferson County, KY

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

Total estimated costs: \$30,000

Request from KIPDA: \$24,000

What are the anticipated start and completion dates for the study?

Start date: July 1, 2008

Completion date: December 31, 2008

Will the study be conducted by agency staff or use consultant services?

80% Consultant services

20% Agency staff

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Dirk L. Gowin, PE, PLS; 502.574.5925; dirk.gowin@louisvilleky.gov.

Please submit the completed form to Harold Tull at harold.tull@ky.gov of fax 266-5047.



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Describe the purpose of the short range study.

Louisville Metro Public Works & Assets is responsible for the maintenance of bridges and culverts on metro roads outside the MSD Service District in Suburban areas of Jefferson County.

The purpose of the study is as follows:

- 1. Create an inventory list of these bridges and culverts.*
- 2. Identify bridges that require replacement in the near future.*
- 3. Prepare cost estimates for replacements.*
- 4. Plan and prioritize the bridge and culvert replacement schedule.*

What geographic area is to be covered by the study?

Louisville Metro Suburban Service District

What is the total estimated cost to conduct the study and how much is being requested from KIPDA?

Total Estimated Cost - \$125,000

Amount Requested from KIPDA - \$ 100,000

What are the anticipated start and completion dates for the study?

Start Date – June 1, 2008

Completion Date – November 30, 2008

Will the study be conducted by agency staff or use consultant services?

Consultant Services 80% Agency Staff 20%

Please provide the name, telephone number, and e-mail address for the contact person for this study.

Chris Phillips

(502) 574-3888

chris.phillips@louisvilleky.gov

Please submit the completed form to Harold Tull at harold.tull@ky.gov or fax 266-5047.

MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Policy Committee

FROM: Mary C. Hauber

Bullitt

DATE: February 20, 2008

Henry

SUBJECT: Review and Prioritization of Kentucky CMAQ Applications

Jefferson

Oldham

The Kentucky Transportation Cabinet has requested applications for the use of FY 2009 Congestion Mitigation and Air Quality (CMAQ) funding. These are federal funds to be used for projects or programs that assist in achieving better air quality. The Office of Special Programs at the Kentucky Transportation Cabinet has advised that there will be approximately \$16,000,000 of CMAQ funding available for projects in non-attainment and maintenance areas throughout the state. Since project selection is at the state's discretion, there is no guarantee how much funding the Louisville non-attainment area will receive.

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Seventeen project applications were submitted to KIPDA by sponsoring agencies and are included on the enclosed spreadsheet. Also shown on the spreadsheet are the draft project priorities as recommended by the TTCC. The MPO priorities are considered by the state as one of several criteria in choosing which projects are funded.

Clark

Floyd

Following the TPC meeting on February 28, staff will forward the CMAQ applications and an approved list of project priorities to the Office of Special Programs by the February 29 deadline.

Action is requested to approve a list of CMAQ priorities.

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FY 2009 CMAQ-KY Projects
Louisville Urbanized Area
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Priority	SAFETEA-LU Priority	Project	Description	Sponsoring Agency	Eligible CMAQ Category	FY 2008		Emissions Reduction				How will project be funded when no longer eligible for CMAQ?	Previously received CMAQ funds?
	Diesel Retrofits					Phase	Fed. Funds Requested	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM 2.5 (kg/day)		
1		KY 22, Clore Ln., and Wooldridge Ave. Roundabout	Construct a roundabout at the intersection of KY 22, Clore Ln. and Wooldridge Ave. replacing a stop-controlled intersection reducing congestion and improving safety at the intersection.	Oldham County	Traffic Flow Improvements	D,R,U,C	\$ 836,430	1.0160	6.1140	0.2300	0.0039	Maintenance by Kentucky Dept. of Highways	New
2		Bluegrass Industrial Park Corridor of the Jeffersontown Gaslight Recreational & Workplace Trail System	Construct a bicycle & pedestrian trail along Bluegrass Pkwy., Tucker Station Rd., and Plantside Dr. linking residential neighborhoods and other arterial routes to the industrial park	City of Jeffersontown	Pedestrian & Bicycle Program	D,R,U,C	\$ 525,413	0.6190	8.1010	1.0640	0.0210	Maintenance by City of Jeffersontown	New
2		Kentuckiana Air Education (KAIRE)	KAIRE serves as a communication channel for voluntary air quality improvement promoting public awareness and consumer behavior related transportation choices. Objectives include: Educate the public about the health effects of poor air quality; Raise awareness of Ozone Season and the steps to take to help our community in episodic poor air quality conditions; Encourage changed behavior that will help local air quality; and Get new organizations/individuals signed up for the KAIRE Network and help spread the word.	APCD	Inspection Maintenance & other TCMs	X	\$ 515,000	-	-	-	-	Maintenance by APCD	Yes, 1997, 1998, 1999, 2000, 2001, 2002,2003, 2004,2005, 2006, 2008
4		Bicycle & Pedestrian Education, Encouragement, Enforcement, & Evaluation	Program will teach cyclists and motorists to share the traveling environment safely, promoting laws and responsibilities of the roads and trails, including a Youth Bicycling Program and adult training. Program will promote bicycling to increase ridership through various events and campaigns. Program will be evaluated to monitor and measure the progress in creating a more positive environment for cycling.	Lou. Metro Public Works & Assets	Inspection Maintenance & other TCMs, Bicycle & Pedestrian Programs, Shared Ride, and Traffic Flow Improvements	X	\$ 100,000	8.5200	104.4600	8.7800	0.1200	Maintenance by Louisville Metro	Yes, 2002, 2003, 2004, 2005, 2006, 2007
5		LaGrange Rd. Bicycle & Pedestrian Improvements	Design and construction of on street bicycle lanes, sidewalks on the north side of roadway on LaGrange Rd. from Lakeland Rd. to Lyndon Ln.	Lou. Metro Public Works & Assets	Demand Management, Inspection Maintenance & other TCMs, Bicycle & Pedestrian Program	D,R,U,C	\$ 828,000	0.2840	3.4820	0.2920	0.004	Maintenance by Louisville Metro	New

FY 2009 CMAQ-KY Projects
Louisville Urbanized Area
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Priority	SAFETEA-LU Priority	Project	Description	Sponsoring Agency	Eligible CMAQ Category	FY 2008		Emissions Reduction				How will project be funded when no longer eligible for CMAQ?	Previously received CMAQ funds?
	Diesel Retrofits					Phase	Fed. Funds Requested	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM 2.5 (kg/day)		
6		Olmsted Parkways Multi-Use Path System (Algonquin Pkwy between Winkler Ave. and Sharp Ave.)	The design and construction of a 0.6 mile multiuse path system from Winkler Ave. to Sharp St. providing enhanced pedestrian opportunities and new bicycle facilities to this residential neighborhood. Project will connect residents of this parkway with neighborhood parks and businesses, and will provide a link in the larger multiuse path system which will extend along the entire length of Algonquin Parkway.	Louisville Metro Parks	Bicycle & Pedestrian Programs and Traffic Flow Improvements	D,C	\$ 960,000	0.0161	0.1980	1.0166	0.0002	Maintenance by multiple governmental agencies with jurisdictional control	This segment is new, full Olmsted Pkwy project has received funding in the past.
7	X	TARC Replacement of Buses	Replacement of 5 older, poor performing 1989 buses with 5 new clean diesel buses. These buses will be equipped with EPA 2006 certified Cummins ISL 280 engines and Nelson diesel particulate filters. The new low-floor buses have fold out ramps for accessibility.	TARC	Transit, Pedestrian & Bicycle Programs	Capital	\$ 1,311,180	0.3200	0.9900	7.2800	0.6600	Maintenance by TARC	Yes, 2008
7		Walkable Communities Improvements	Implementation of corridor projects determined through the Healthy Hometown Pedestrian Summit and Community Walkability Plan and workshops. Emphasis will be placed on corridors which are the most heavily used TARC mass transit routes and as corridors for pedestrian commuting and local-destination trips.	Lou. Metro Public Works & Assets	Bicycle & Pedestrian Programs, Demand Management, Inspection Maintenance Programs & Other Transp. Control Measures	D,R,U,C	\$ 300,000	0.0900	0.9900	0.0800	TBD	Maintenance by Louisville Metro	New
9		TARC High Capacity Corridors	corridors; the Broadway-Bardstown Rd.-Taylorsville Rd. Corridor served by Route #23, and the Preston Hwy. - Dixie Hwy Corridor served by Route #18. These corridors serve nearly 20% of all riders. The additional service will reduce headways to 15 minutes on weekdays and 30 minutes on weekends thus improving operational efficiency, encouraging	TARC	Transit	X	\$ 1,048,000	57.0600	688.0900	6.9000	-	TARC will maintain	New
10		River Rd. Corridor Bicycle Improvements	Design and implementation of bicycle facilities along the River Rd. corridor between downtown Louisville and US 42 in Prospect. Improvements will accommodate all modes of travel, with a focus on the growing number of bicyclists who are attracted to this corridor by the unique character and beauty of this road, and with its close proximity to the Ohio River and numerous public parks. Project will reduce traffic congestion, increase safety and improve air quality. This project is a segment of the 100 mile Louisville Loop project.	Lou. Metro Public Works & Assets	Bicycle & Pedestrian Programs, Demand Management, Inspection Maintenance Programs & Other Transp. Control Measures	D,R,U,C	\$ 973,900	2.1070	25.8200	2.1710	0.0310	Maintenance by Louisville Metro	Yes, 2007

FY 2009 CMAQ-KY Projects
Louisville Urbanized Area
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Priority	SAFETEA-LU Priority	Project	Description	Sponsoring Agency	Eligible CMAQ Category	FY 2008		Emissions Reduction				How will project be funded when no longer eligible for CMAQ?	Previously received CMAQ funds?
	Diesel Retrofits					Phase	Fed. Funds Requested	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM 2.5 (kg/day)		
11		Louisville Bicycle & Pedestrian Striping, Signage, & Signals	Provide striping and signage for the network of bike and pedestrian ways to enhance the safety of the roadways for bicyclists and pedestrians. Purpose of project is to fill gaps in the existing bike/pedway network and enhance the safety of existing roadways by installing shared-lane markings, their associated signage, and other bike/ped signage and markings. Project will be applicable to all new pedestrian facilities and on-street bikeways in Louisville Metro constructed from 2009 through 2011 as well as retrofit some existing bikeways and pedestrian facilities	Lou. Metro Public Works & Assets	Bicycle & Pedestrian Programs, Demand Management, Inspection Maintenance Programs & Other Transp. Control Measures, Traffic Flow Improvements	C	\$ 125,000	0.0150	0.1870	0.0160	0.0002	Maintenance by Louisville Metro	Yes, 2008
12		Louisville Metro-wide Traffic Signal Synchronization	Upgrade and expand the Metro-wide traffic signal program to reduce vehicle emissions, reduce overall vehicle delays and travel times, reduce fuel consumption, reduce vehicle operating costs and increase traffic safety. The proposed project would provide upgrades and communications to approximately 106 traffic signals along critical suburban corridors including Dixie Hwy., Preston Hwy., Bardstown Rd., Taylorsville Rd., Breckenridge Ln., Shelbyville Rd., and Hurstbourne Ln.	Lou. Metro Public Works & Assets	Demand Management, Inspection Maintenance Programs & Other Transp. Control Measures, Traffic Control Measures	D, C	\$ 4,000,000	69.9900	311.3800	60.5700	0.8568	Maintenance by Louisville Metro	New
13		Northeast Louisville Loop Multi-Use Trail	Design and Construction of a 1.4 mile segment of a multi-use trail along Hurstbourne Parkway between Brownsboro Rd. and Westport Rd.	Louisville Metro Parks	Bicycle & Pedestrian Programs and Traffic Flow Improvements	D,C	\$ 700,000	0.0380	0.4620	0.0390	0.0006	Maintenance by multiple governmental agencies with jurisdictional control	New
14		TARC Farebox Replacement Program	Replacement of aging fareboxes on 300 buses with an electronic farebox system thereby improving customer service, reducing travel times, decreasing idling time and expanding revenue streams. This new farebox system provide the technology needed to allow TARC to track ridership more efficiently and reduce "dwell time" at each stop thereby reducing emissions.	TARC	Transit	Capital	\$ 3,200,000	65.9100	796.6100	68.8200	-	TARC will maintain	New

**FY 2009 CMAQ-KY Projects
Louisville Urbanized Area
DRAFT**

Priority	SAFETEA-LU Priority	Project	Description	Sponsoring Agency	Eligible CMAQ Category	FY 2008		Emissions Reduction				How will project be funded when no longer eligible for CMAQ?	Previously received CMAQ funds?	
	Diesel Retrofits					Phase	Fed. Funds Requested	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM 2.5 (kg/day)			
15		Olmsted Parkways Multi-Use Path System (Algonquin Pkwy between Cypress Rd. and Dixie Hwy.)	The design and construction of a 0.5 mile multiuse path system from Cypress St. to Dixie Highway providing enhanced pedestrian opportunities and new bicycle facilities to this residential neighborhood. Project will connect residents of this parkway with neighborhood parks and businesses, and will provide a link in the larger multiuse path system which will extend along the entire length of Algonquin Parkway.	Louisville Metro Parks	Bicycle & Pedestrian Programs and Traffic Flow Improvements	D,C	\$ 1,016,000	0.0135	0.0165	0.0140	0.0000	Maintenance by multiple governmental agencies with jurisdictional control	This segment is new, full Olmsted Pkwy project has received funding in the past.	
16	X	P&L Railway Louisville Switchyard Diesel Reduction Project	Replace 2 conventional locomotives operating at the Louisville P&L yard and on a local route with 2 N-ViroMotive GenSet switchers. Project will reduce diesel emissions (a significant contributor to PM levels in Jefferson County, use less fuel), and reduce noise in the California and Park Hill Neighborhoods.	APCD	Inspection Maintenance & other TCMs	Capital	\$ 2,240,000	3.5110	1.7550	37.8930	>1.374	Maintenance by Paducah & Louisville Railway	New	
17		"Bike Station" Bicycle Parking & Inter-Modal Transit Facilities	Design, construction and site acquisition of a central bike station and 2 satellite stations that include bicycle parking, shower, locker facilities and will serve as transit facilities creating inter-modal transit facilities. This application is for the design and engineering of at least 1 Downtown Bike Station Facility.	Lou. Metro Public Works & Assets	Bicycle & Pedestrian Programs, Demand Management, Inspection Maintenance Programs & Other Transp. Control, Measures, and Transit	D	\$ 200,000	1.6510	20.2440	1.3470	0.0189	Maintenance to be determined	New	
Total							\$	18,878,923						



M E M O R A N D U M

Kentucky
Member
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TO: Transportation Policy Committee

Bullitt

FROM: Randy Simon
Transportation Planner

Henry

DATE: February 20, 2008

Jefferson

SUBJECT: Revision of the KIPDA Air Quality Conformity Consultation
Memorandum of Understanding

Oldham

Shelby

When the transportation plan or Transportation Improvement Program is updated or amended with project changes, KIPDA staff is required to consult with the staffs of the air quality and transportation agencies concerning a range of topics related to the analysis necessary to incorporate the project changes. This process is known as conformity consultation, and in a general sense, it follows the requirements found in 40 CFR 93, Subpart A. To implement those requirements, local areas are required to develop a set of procedures outlining how the consultation will occur including listing the duties of each of the involved agencies. In the KIPDA region, this set of procedures has been incorporated in a memorandum of understanding (MOU).

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Approximately ten years ago, the initial version of the MOU was approved by TPC and by the KIPDA board. During the past ten years, several changes have occurred that make it appropriate to revise the MOU. These include:

Clark

- (1) Changes in the local area's air quality status for various pollutants,
- (2) Changes in the requirements for performing conformity analyses,
- (3) The change in the name of one of the involved agencies, and
- (4) The development of the Indiana Conformity Consultation guidance.

Floyd

The MOU has been revised to reflect these changes. Staff is asking that the TPC recommend to the KIPDA board that the revised MOU be approved for the purpose of securing the signatures of the appropriate parties at the other signatory agencies. Staff also requests that the recommendation include a provision that would allow staff to make minor revisions if the consultation agencies deem them appropriate.

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A copy of the revised MOU will be available soon on the KIPDA website at <http://www.kipda.org/Transportation/Drafts.aspx>.

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org





MEMORANDUM

Kentucky
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TO: Transportation Policy Committee

FROM: Mary C. Hauber

Bullitt

DATE: February 20, 2008

Henry

SUBJECT: Administrative Modification of the FY 2007 – FY 2011 Transportation Improvement Program

Jefferson

Oldham

KIPDA has been informed by INDOT of an administrative modification to be made to the FY 2007 – FY 2011 Transportation Improvement Program. Administrative modifications are changes that are considered relatively minor and no action is required of the MPO. Qualifying criteria for administrative modifications include the following actions:

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- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one federal funding category to another except for Surface Transportation Program (STP) dedicated urbanized area funding.
- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities “phases” to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for the previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.

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The change to the Transportation Improvement Program is as follows:

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www.kipda.org



Administrative Modifications
FY 2007 - FY 2011 Transportation Improvement Program
February 2008

KIPDA ID	State ID	Project	Project Description	Project Sponsor	Change to TIP
348	0012600	I-65 Exit 1 Park & Ride	Construction of a park & ride lot & provision of transit service at I-65, Exit 1	Jeffersonville	Breakout \$115,000 for railroad construction in FY 2008 from the \$2,396,878 of CMAQ-State funding currently programmed in FY 2008 for the project. Revise description to: Construction of a park & ride lot & provision of transit service at I-65, Exit 1, including railroad construction.

