

FISCAL YEAR 2022

REVISED DRAFT

UNIFIED PLANNING WORK PROGRAM

LOUISVILLE/JEFFERSON
COUNTY, KY-IN
METROPOLITAN PLANNING
AREA

Fiscal Year 2022
Unified Planning Work Program
Louisville/Jefferson County, KY-IN Metropolitan
Planning Area

Transportation Policy Committee Approval – **expected April 22, 2021**

Kentuckiana Regional Planning and Development Agency
Transportation Division
Metropolitan Planning Organization Staff
for the
Louisville/Jefferson County, KY-IN Metropolitan Planning Area

Amanda Ratliff Spencer, P.E.
Director of Transportation
502-266-6144
kipda.trans@kipda.org
<http://www.kipda.org/>

This document is published by the Kentuckiana Regional Planning and Development Agency and is prepared with financial assistance from the Federal Transit Administration, the Federal Highway Administration, the Kentucky Transportation Cabinet, the Transit Authority of River City, and local governments in the KIPDA region, in cooperation with the Indiana Department of Transportation. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official views or policies of the funding agencies.

This document is available in accessible formats upon request.

Table of Contents

Introduction	1
Purpose of Document.....	1
Federal Planning Factors.....	1
Planning Emphasis Areas	2
Status of KIPDA Region Transportation Planning Activities	3
Coordination with Other Metropolitan Planning Organizations	5
Program Elements	10
1.0 Transportation System and Development Monitoring.....	10
1.1 Traffic Counting	10
1.2 Geographic Information System (GIS)	11
1.3 TARC Route Monitoring	12
1.4 Maintenance and Update of Information	12
1.5 Response to Information Requests	14
1.6 Performance Management - Data Collection	14
2.0 Long-Range Transportation Planning.....	16
2.1 Metropolitan Transportation Plan (MTP) Maintenance.....	16
2.2 Travel Demand Forecasting (TDF) Model Development	17
2.3 Air Quality Analysis/Conformity Consultation	19
2.4 Intelligent Transportation Systems Planning	19
2.5 Congestion Management Process	20
2.6 Public Transportation Planning.....	21
2.7 Freight Planning	22
2.8 Bicycle and Pedestrian Planning	23
2.9 Performance Management – Data Analysis	24
3.0 Short Range Transportation Planning/Programming.....	26
3.1 Transportation Improvement Program (TIP).....	26
3.2 Project Design/Traffic Study Data Requests	27
3.3 Short Range Studies and Programs.....	28
3.4 Transportation Safety Planning	29
3.5 Transportation Resiliency and Security Planning	30
3.6 Management and Operations Planning	30
4.0 Program Administration	32
4.1 Unified Planning Work Program	32
4.2 Public Involvement/Title VI	33
4.3 Committee Support	34
4.4 Staff Management, Training, and Major Purchases	35
5.0 Commuter Services	37
5.1 Rideshare Program	37

APPENDICES

- A. Funding Tables
- B. Program Requirements
- C. Unified Planning Work Program Approval Resolution
- D. MPO Committee Membership
- E. KIPDA Transportation Division Organizational Chart
- F. MPO Certification Review
- G. Cost Allocation Plan & Approval Letter
- H. Planning MOA
- I. UPWP Checklist (KYTC)

Introduction

Purpose of Document

The purpose of this document is to describe the urban transportation planning activities that will be programmed, scheduled, and managed by or through the Louisville/Jefferson County, KY-IN Metropolitan Planning Organization in cooperation with the Kentuckiana Regional Planning and Development Agency (KIPDA) in the fiscal year beginning July 1, 2021 and ending June 30, 2022. Applicable federal statutes are 23 USC 134 and 49 USC 5303. The primary federal regulations are 23 CFR 450 and 49 CFR 613.

The urban transportation planning program addresses the Louisville/Jefferson County, KY-IN metropolitan planning area (MPA). It provides for surface transportation planning in Jefferson, Bullitt, Oldham and a portion of Shelby (4.0 sq. mi.) counties in Kentucky, and in Clark, Floyd, and a portion of Harrison (0.10 sq. mi.) counties in Indiana. This planning boundary is intended to encompass the area that may become urbanized over the next twenty years and includes the Louisville interstate air quality nonattainment/maintenance area as designated by the U.S. Environmental Protection Agency (EPA). The Urbanized Boundary (UZA) and the MPA Boundary were revised based on the 2010 Census.

The focus for the MPO throughout FY 2022 will be the on-going administration of the current Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) and development of the next MTP and TIP. The MPO will also continue to implement the initiatives of the MTP and TIP to expand data collection and analysis, development of planning resources and tools, participating in transportation related studies, and fostering a continuing, comprehensive and cooperative planning process. The MPO has processes and procedures associated with performance-based planning, and their continued successful implementation will require a concerted effort by MPO staff, committee membership, and all planning partners. In addition to performance-based planning efforts, the MPO has also instituted many project management guidelines and requirements, all aimed at creating a better product while optimizing delivery of that product. As with any successful process, the project management guidelines and requirements will continue to be reviewed and improved upon.

This document also outlines transportation, land use, and air quality planning by other local, state, and federal agencies.

Federal Planning Factors

The FY 2022 Unified Planning Work Program (UPWP) addresses issues and areas of concentration aimed at meeting the planning needs of the metropolitan planning area and maintaining compliance with the federal planning regulations from the *Fixing America's Surface Transportation Act* (FAST ACT) signed into law on December 4, 2015. The most recent version (23 CFR 450.306) lists ten factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase transportation system safety for motorized and non-motorized users;
3. Increase transportation system security for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight;

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

According to the FAST Act, Metropolitan Planning Organizations shall develop and implement a performance-based approach to transportation decision-making. This approach will be based on performance measures and targets established not only on a state and national scale, but also at the MPO and regional level. Development of performance measures and targets will be undertaken in cooperation and coordination with state and national partners, and the MPO may implement others beyond those developed jointly.

Important elements of the MTP and TIP are the inclusion of performance-based planning processes and procedures measures. This effort is coordinated with the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in order to keep the performance measures as closely aligned as possible, as well as to foster and support the overall improvement of the metropolitan transportation system. A Memorandum of Agreement between INDOT, KYTC, KIPDA and TARC was executed in July of 2015, detailing the creation of a Performance Management Plan (PMP) for the MPO as well as coordination and data-sharing requirements and procedures. This PMP is intended to serve as a living document, periodically reviewed and updated as the performance management process evolves.

References may be found in several Program Elements regarding: the implementation of the FAST Act (particularly performance-based planning); plans to address connectivity and access to essential services; and concepts relating to regional mobility. Many MPO initiatives relating to regional mobility involve coordination with the Transit Authority of River City (TARC), who is represented on the Transportation Policy Committee (TPC). KIPDA's regional inventory of sidewalks and bicycle facilities is available via the agency website. Also available through the website are the location of TARC routes and stops which will be provided to INDOT for use in producing their statewide ADA Bus Stop Inventory.

It is anticipated that the MPO will continue consideration of some or all of the six Livability Principles set forth by the Interagency Partnership for Sustainable Communities in 2009.

Planning Emphasis Areas

FHWA-KY has identified the following Planning Emphasis Areas (PEA):

- MAP-21/FAST Act/Planning Regulation Implementation
- Public Involvement (including VPI)
- Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination (coordinating transportation planning with military facilities within a State and metropolitan areas)
- Planning and Environmental Linkages (PEL)

- Data in Transportation Planning
- Equity in Transportation Planning

FHWA-IN has identified the following PEAs:

- Pedestrian Safety
- Resiliency
- Metropolitan Planning Area & Urbanized Area Boundaries
- Human Services Coordinated Transportation Plan
- Micromobility

KIPDA will work to advance each PEA through the MTP Update and other planning efforts in FY 2022.

Status of KIPDA Region Transportation Planning Activities

Transportation Plan

- The *Connecting Kentuckiana 2040* Metropolitan Transportation Plan was completed in February 2020. In FY 2022 staff will work on development of the next update, *Connecting Kentuckiana 2050* with an anticipated adoption in late 2023.

Planning Administration

- A Federal Certification Review of the KIPDA metropolitan transportation planning process was held August 22-23, 2018. That review by FHWA (Indiana and Kentucky Divisions), EPA Region 4 and FTA Region 4 found on November 13, 2018 that the metropolitan planning process as conducted by KIPDA substantially meets the requirements of 23CFR 450 Subpart C. The review contains three (3) Recommendations and eight (8) Commendations.
- MPO Staff and the Transportation Policy Committee will review the Recommendations from the 2018 Federal Certification Review. The next Federal Certification Review may be conducted in 2022.
- The existing Planning Memorandum of Agreement (MOA) may be examined to better reflect the current relationships between and responsibilities of those involved. The Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Transit Authority of River City (TARC) and KIPDA executed an updated document on July 2, 2015. This MOA discusses information sharing and cooperative goal setting between the agencies represented. Changes in transportation planning requirements that may affect this agreement and that are prescribed by the FAST Act would be addressed with any update.
- An update to the [Public Participation Plan](#) was completed in FY 2020. An update is planned for completion in FY 2022 and will incorporate procedures to ensure effective public outreach in unusual circumstances such as a global pandemic that restricts public gathering. [Temporary meeting procedures](#) are currently in place due to the COVID-19 global pandemic. Outreach efforts are being expanded and are continually monitored for results.
- Title VI and Environmental Justice training for staff will be planned and the Local Public Agency (LPA) Title VI program management by KIPDA staff will continue, as needed.

City/County Plans

- An update to the Louisville Metro Comprehensive Plan was undertaken in FY 2018, and KIPDA staff was involved through data sharing and through committee and working group participation. It went into effect on January 1, 2019.

- Status of plans throughout the region can be found in the tables on pages 7 and 8, *Status of Comprehensive Plans/Other Land Use Planning Activities*.

Air Quality

- Effective August 3, 2018, the Louisville 8-hour ozone nonattainment area, consisting of Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky, is in non-attainment of the 2015 National Air Quality Standard (NAAQS) for ozone. As a consequence, a federal air quality conformity determination was required as a part of the development of *Connecting Kentuckiana 2040* and will be required for amendments to the MTP and TIP in the future.
- The Louisville fine particulate matter nonattainment area, consisting of Clark and Floyd counties and Madison Township in Indiana, and Bullitt and Jefferson counties in Kentucky was designated as nonattainment of the 1997 average annual fine particulate (PM_{2.5}) standard effective April 2005. The standard was revoked in April 2017, and as of August 20, 2018, the area is now designated as attainment/unclassifiable of the most recent (2012) average annual PM_{2.5} standard.

Public Transportation

- A Comprehensive Operations Analysis for the TARC service area, which will serve as an initial component of an overall assessment of current and future needs of the region and lead to the development of a Long-range plan, began in FY 2019 and continues into FY 2022.
- The [Coordinated Human Service Transportation Plan](#) (CHSTP) was updated in FY 2021 and will be used throughout FY 2022. This plan analyzes gaps in transportation service for the identified populations and provides guidance for the use of funds from the Federal Transit Administration's (FTA) Section 5310 Elderly Individuals and Individuals with Disabilities Program.
- TARC was selected by the MPO as the Designated Recipient for FTA Section 5310 funding for the urbanized area in both Kentucky and Indiana, and KIPDA staff monitors the progress of that funding program.
- Coordination and cooperation with TARC will assist the MPO in performance management for transit in the region.
- Cooperation and coordination of the efforts of TARC and Every Commute Counts (the regional rideshare program) to encourage alternatives to single occupant vehicle travel through service marketing, rideshare matching, and vanpool fleet management is ongoing.

Other Transportation Planning Efforts

- KIPDA continues to develop its online Transportation Planning Portal, containing planning resources for project sponsors, planning partners and the public.
- KIPDA maintains a Transportation Technical Coordinating Committee - Freight Advisory Subcommittee to further implement the [Regional Freight Mobility Study](#) and the [Freight Design Guide](#).
- KIPDA continues to refine and implement the MPO [Congestion Management Process](#) (CMP) that was completed in FY 2019.
- KIPDA updated the [Regional ITS Architecture](#) in FY 2017.
- A Downtown Mobility Study for downtown Louisville was completed in FY 2018 to enhance mobility for all users of the transportation network in the urban core. This study addresses the movement of people and goods both coming into and passing through the downtown area via a variety of modes.

- KIPDA staff is involved with various efforts by other member agencies, including implementation of the MOVES air quality model by the Air Pollution Control District (APCD) and travel time analyses by both KYTC and INDOT.
- The MPO coordinates with and provides input to KYTC on their Strategic Highway Investment Formula for Tomorrow (SHIFT) process, which will determine projects to be included in the Six-Year Highway Plan.
- KIPDA staff will be involved in coordination with INDOT and KYTC concerning the current and future development of their Long-range Statewide Transportation Plans.
- KIPDA staff is currently participating on the Advisory Committee for the TARC COA/LRP effort.
- KIPDA is represented at a variety of workshops, team meetings and public meetings conducted by INDOT, KYTC and LPA's throughout the MPA.
- The Transportation Technical Coordinating Committee has formed a Complete Streets Working Group working towards Complete Streets Guidance or Policy.

Coordination with Other Metropolitan Planning Organizations

- Each year, KIPDA MPO Staff participates in the coordination meetings organized by KYTC and attended by the state's nine MPOs and the Federal Highway Administration.
- KIPDA MPO Staff participates in monthly coordination meetings of the Indiana Metropolitan Planning Organization Council attended by the state's 14 MPOs, INDOT, and the Federal Highway Administration. Staff will be attending the Annual Indiana MPO Conference in calendar year 2021 (FY 2022).
- KIPDA MPO Staff participates in the Kentucky MPO Council activities and routinely exchanges ideas and data with the other MPOs.
- KIPDA MPO Staff routinely coordinates planning efforts and exchanges information with the Radcliff/Elizabethtown MPO, the Lexington Area MPO, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the KYOVA Interstate Planning Commission. Likely coordination activities include traffic counting and other data collection, planning studies, public involvement, safety programs, and project-level planning impacting areas of mutual concern.
- KIPDA Staff participates in Model User Group activities in both states. These groups share ideas and training regarding air quality analysis, travel demand modeling and GIS.
- KIPDA MPO Staff participates in periodic air quality conference calls organized by the Federal Highway Administration-Kentucky Division office for the exchange of information between the Kentucky MPOs, KYTC, the Kentucky Energy and Environment Cabinet's Division for Air Quality, FHWA, FTA, and the US Environmental Protection Agency.

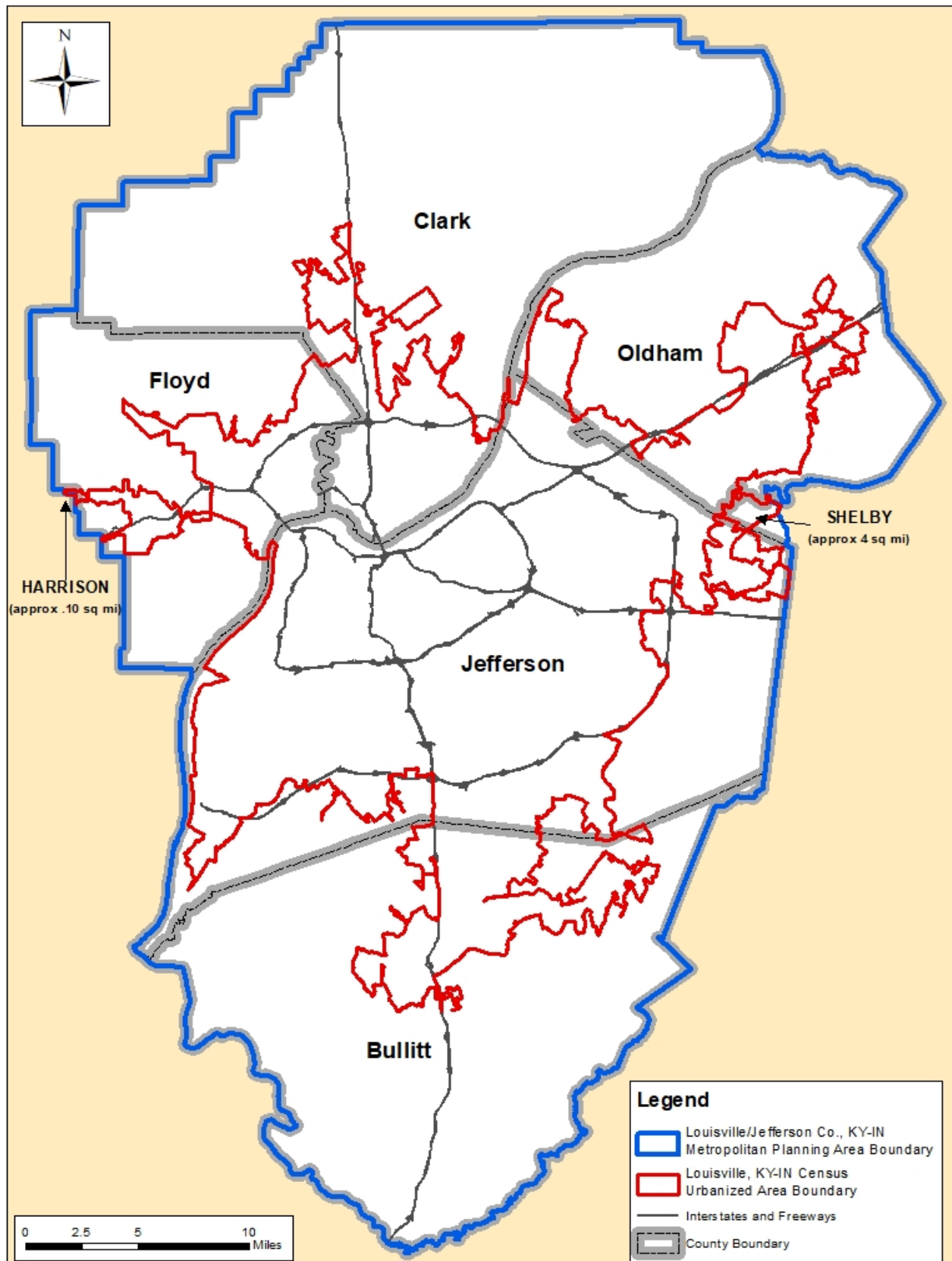
Status of Comprehensive Plans/Other Land Use Planning Activities

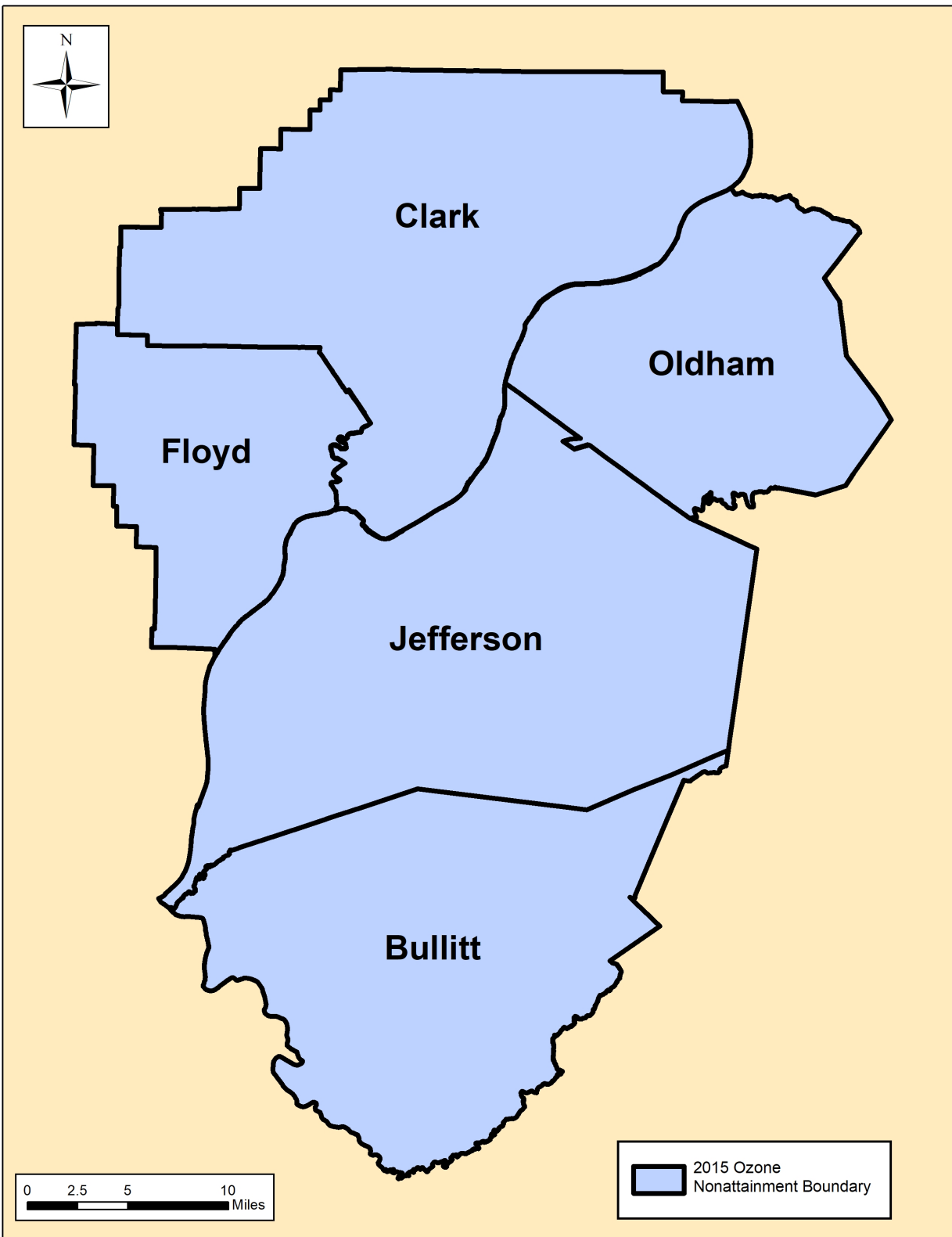
County	Jurisdiction	Plan/Regulation	Last Adopted	Last Amended	Current Status
CLARK	Clark County	Clark County Comprehensive Plan	2016		No update planned at this time.
	Clark County	Clark County Zoning Ordinance	2007		No update planned at this time.
	Clark County	River Ridge Enterprise Zone	2001		No update planned at this time.
	Charlestown	Charlestown Comprehensive Plan	2007		No update planned at this time.
	Charlestown	Zoning Regulations	2007		No update planned at this time.
	Clarksville	Clarksville Comprehensive Plan	2015		No update planned at this time.
	Clarksville	Clarksville Zoning Regulations	2011	2017	Update currently underway
	Clarksville	Subdivision Regulations	1993	2008	No update planned at this time.
	Clarksville	Clark's Landing north – Master Plan	2008	2012	No update planned at this time.
	Clarksville	Eastern Boulevard Corridor Zone	2008		No update planned at this time.
	Clarksville	South Clarksville Redevelopment Plan	2016		No update planned at this time.
	Jeffersonville	Jeffersonville Comprehensive Plan	2015	2017	No update planned at this time.
	Jeffersonville	Jeffersonville Zoning Regulations	2000	2017	No update planned at this time.
	Jeffersonville	10 th Street Corridor Master Plan	N/A	N/A	Currently underway
	Sellersburg	Sellersburg Comprehensive Plan	2018		No update planned at this time.
FLOYD	Sellersburg	Downtown Revitalization Study	2006		No update planned at this time.
	Sellersburg	Sellersburg Zoning Regulations	1996	2010	No update planned at this time.
	Floyd County	Floyd County Comprehensive Plan	2005	2010	Update planned for June 2017.
	Floyd County	Floyd Co. Subdivision Regulations	2004	2010	No update planned at this time.
	Floyd County	Floyd County Zoning Regulations	2006	2018	No update planned at this time.
	Floyd County	Floyd County Thoroughfare Plan	2007		No update planned at this time.
	Floyd County	Edwardsville Gateway Master Plan	2012		No update planned at this time.
	Floyd County	Highlander Point Gateway Master Plan	2006		No update planned at this time.
	Floyd County	Economic Development Strategy	2006		No update planned at this time.
	Floyd County	New Albany-Floyd County Parks & Recreation Master Plan	2008		No update planned at this time.
	Georgetown	Georgetown Comprehensive Plan	1994	1998	No update planned at this time.
	Georgetown	Georgetown Zoning Regulations	2004		Minor amendments underway.
	New Albany	New Albany-Fringe Area Comprehensive Plan	2017		No update planned at this time.
	New Albany	Fringe Area Zoning Regulations	2009	2011	No update planned at this time.
	New Albany	Scribner Place Master Plan	2009		No update planned at this time.
HARRISON	Harrison County	Harrison Co. Comprehensive Plan	2008		No update planned at this time.
	Harrison County	Harrison County Subdivision Ordinance	2010		No update planned at this time.
	Harrison County	Harrison Co. Zoning Regulations	1974	2009	No update planned at this time.
BULLITT	Bullitt County	Bullitt County Comprehensive Plan	2015		Adopted June 11, 2015.
	Bullitt County	Bullitt County Zoning Regulation	1999	2005	Updates to the subdivision regulations are underway.
JEFFERSON	Louisville Metro	Plan 2040 Comprehensive Plan	2018		No update planned at this time.
	Louisville Metro	Land Development Code	2006	2016	Ongoing revisions as needed; no major update plans at this time.
	Louisville Metro	Vision Louisville	N/A	N/A	Complete.
	Louisville Metro	Strategic Multi-modal Transportation Plan (Move Louisville)	2017		No update planned at this time.
	Louisville Metro	Belknap Neighborhood Plan	2005		No update planned at this time.
	Louisville Metro	Bonnycastle Neighborhood Plan	2003		No update planned at this time.
	Louisville Metro	Bowman Area Neighborhoods Plan	2019		No update planned at this time.
	Louisville Metro	Butchertown Neighborhood Plan	2008		No update planned at this time.
	Louisville Metro	Butchertown, Phoenix Hill & NuLu Neighborhood Plan	Underway		Currently underway.
	Louisville Metro	California & Victory Park Neighborhood Plan	2020		No update planned at this time.
	Louisville Metro	Clifton Neighborhood Plan	2002		No update planned at this time.
	Louisville Metro	Clifton Heights Neighborhood Plan	2001		No update planned at this time.
	Louisville Metro	Eastwood Neighborhood Plan	2005		No update planned at this time.

Status of Comprehensive Plans/Other Land Use Planning Activities (continued)

County	Jurisdiction	Plan/Regulation	Last Adopted	Last Amended	Current Status
JEFFERSON	Louisville Metro	Fairdale Neighborhood Plan	2006		Update planned for 2018.
	Louisville Metro	Fern Creek Small Area Plan	2001		No update planned at this time.
	Louisville Metro	Floyds Fork Area Study	Underway		Currently underway.
	Louisville Metro	Glenview Neighborhood Plan	2010		No update planned at this time.
	Louisville Metro	Highlands-Douglass Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Hurstbourne Transportation Study & Small Area Plan	2007		No update planned at this time.
	Louisville Metro	Lexington Road Corridor Study	Complete		No update planned at this time.
	Louisville Metro	Mockingbird Valley Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Old Henry Subarea Study	2007		No update planned at this time.
	Louisville Metro	Old Louisville/Limerick Neighborhood Plan	2000		No update planned at this time.
	Louisville Metro	Original Highlands Neighborhood Plan			
	Louisville Metro	Park Hill Industrial Corridor Study	2007		No update planned at this time.
	Louisville Metro	Phoenix Hill Neighborhood Plan	2008		No update planned at this time.
	Louisville Metro	River Road Corridor Management Plan	2012		No update planned at this time.
	Louisville Metro	Rubbertown Economic Development Strategy	2010		No update planned at this time.
	Louisville Metro	Shawnee Neighborhood Plan	2003		No update planned at this time.
	Louisville Metro	Shelbyville Road Beautification & Safety Project Plan	2003		No update planned at this time.
	Louisville Metro	Smart Growth Implementation Assistance Project	2012		No update planned at this time.
	Louisville Metro	Smoketown-Shelby Park Neighborhood Plan	2002		No update planned at this time.
	Louisville Metro	South Broadway (SoBro) Neighborhood Plan	2007		No update planned at this time.
	Louisville Metro	Southeast Metro Regional Center Planning Study	2012		No update planned at this time.
	Louisville Metro	Strategic Plan for the Jeffersontown Bluegrass Industrial Park	2007		No update planned at this time.
	Louisville Metro	Taylorsville/Urton Lane Study	2007		No update planned at this time.
	Louisville Metro	Tyler Rural Settlement Neighborhood Plan	2008		No update planned at this time.
	Louisville Metro	Tyler Town Center & Development Dist.	2010		No update planned at this time.
	Louisville Metro	University Corridor Redevelopment Study	2010		No update planned at this time.
	Louisville Metro	Westport Road Corridor Small Area Plan	2010		No update planned at this time.
	Louisville Metro	West Market Street Corridor Study	2009		No update planned at this time.
	Louisville Metro	Wolf Pen Branch Neighborhood Plan	2006		No update planned at this time.
OLDHAM	Oldham County	Oldham County Comprehensive Plan	2014		No update planned at this time.
	Oldham County	Oldham County Comprehensive Zoning Ordinance	2007		Currently under revision w/expected adoption late 2018.
	Oldham County	Oldham County Subdivision Regulations	2008		No update planned at this time.
	Oldham County	Oldham County Parks & Recreation Master Plan			No update planned at this time.
SHELBY	Shelby County	Shelby County Comprehensive Plan	2018		No update planned at this time.
	Shelby County	Shelby County Zoning Regulations	1994		No update planned at this time.
	Shelby County	Shelby County Subdivision Regulations	1995		Amendments in 2000, 2002, 2004 & 2005. No update planned at this time.
	Shelby County	Shelby County Bicycle & Pedestrian Master Plan	2017		No update planned at this time.

Louisville/Jefferson County, KY-IN Metropolitan Planning Area





In June 2018, an area that includes the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties was designated as a ***marginal nonattainment area for the 2015 8-hour ozone standard***. Clark, Floyd, Bullitt, Jefferson and Oldham counties were designated in August 2018 as ***attainment/unclassifiable in regard to the 2012 fine particulate matter (PM_{2.5}) standard***.

Program Elements

1.0 Transportation System and Development Monitoring

The following elements are intended to aid in monitoring the operation of the surface transportation system and the changes in land use which impact the system. Data collected and maintained under this element is essential to the planning process.

1.1 Traffic Counting

Objective

- To collect traffic volume and related information for the area's roadway system. This will be accomplished primarily through four activities:
 1. Under a contract with KIPDA, Louisville Metro Public Works will collect traffic count and related data within its area.
 2. KIPDA MPO Staff will conduct traffic counts and collect other Highway Performance Monitoring System (HPMS) data requested by INDOT.
 3. KIPDA MPO Staff will conduct other traffic counts and data collection in the MPA.
 4. KIPDA MPO Staff will maintain a traffic count file by processing the above information as well as data collected and provided by INDOT and KYTC.

Products

- Traffic volume information, both upon request and through the KIPDA website (ongoing)
- Critical intersection peak period volumes (ongoing)
- Vehicle classification and operating speed information (ongoing)
- Report on HPMS traffic counts/other data for INDOT (ongoing)

Methodology

KIPDA MPO Staff will collect traffic count data utilizing counting equipment, from information provided by the states, and through contracted data collection activities with Louisville Metro Public Works. KIPDA MPO Staff will maintain a database of HPMS data and will utilize the HPMS software Version 6.0 in analyzing, evaluating, and reporting that data to INDOT.

Relationship to Other Work Elements

Traffic information collection is directly related to Traffic Data Requests, Travel Model Development, Congestion Management Process, and performance measure analyses.

Equipment

Acquisition/maintenance/replacement of traffic counters, computer software and related data collection equipment

Responsible Agency

Excluding contracted data collection performed by Louisville Metro Public Works, all other activities will be carried out by KIPDA MPO.

Estimated KIPDA MPO Staff Hours

347

1.2 Geographic Information System (GIS)

Objective

- To develop a geographic information system capable of addressing transportation planning analysis needs, desires, and performance-based transportation planning. This is addressed by continued involvement in the planning process, timely data updates, training and researching industry related best practices.

Products

- A functional GIS to provide a variety of data analyses and graphical presentation capabilities (ongoing)
- Transportation infrastructure and service, land use, socioeconomic, and environmental resource databases produced by Staff or acquired from other sources (ongoing)
- Spatial analyses of data in the determination, monitoring and evaluation of performance targets and other aspects of the Performance Management Process (ongoing)
- Digital, hard copy, and interactive online maps and dashboards (ongoing)

Methodology

KIPDA MPO Staff will utilize the agency's GIS hardware and software to process and analyze information needed for transportation planning purposes, and will make these available to planning partners and the general public on the [KIPDA website](#). KIPDA maintains an Enterprise License agreement with ESRI.

Relationship to Other Work Elements

KIPDA's GIS will support nearly all other elements of the work program and will play a very critical role in future performance measure analyses and alternate mode inventory associated with updates to the MTP and TIP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

3,473

1.3 TARC Route Monitoring

Objective

- To collect ridership information on selected transit routes. The Transit Authority of River City (TARC), under contract with KIPDA, will monitor ridership by route and assess adherence of service to established performance standards.

Product

- Annual route monitoring report & presentations to MPO committees (August 31, 2022)
- Database and mapping of ridership information applicable to other planning purposes (ongoing)
- Louisville/Jefferson County Information Consortium ([LOJIC](#)) Participation (ongoing)

Methodology

KIPDA will execute a contract with TARC to conduct route ridership monitoring activities, which will include GIS-based data collection and mapping. TARC will collect, analyze, and provide the information to KIPDA for planning purposes.

Relationship to Other Work Elements

Information provided by this data collection effort is used in the Responding to Information Requests element, for Congestion Management Process analysis, in the travel model development element, and in performance measure analyses.

Responsible Agency

Transit Authority of River City (TARC)

Estimated KIPDA MPO Staff Hours

139

1.4 Maintenance and Update of Information

- Traffic count database
- Project information database
- Contacts database
- Data in the KYTC Continuous Highway Analysis Framework (CHAF) database
- Socioeconomic/Census Data
- Crash data
- Travel time data from various sources
- Transit facilities and route mapping
- Park and Ride inventory
- Freight and intermodal facilities
- Transportation Library Database
- Adjusted Urban Area Boundary, Metropolitan Planning Area and TAZ boundaries
- Roadway Functional Classification inventory
- Bicycle and Pedestrian Facilities Inventory
- Land Use Density and trip origin-destination analysis
- Red Flag Investigation/Environmental Mitigation data

- Environmental Justice Study Areas

Objective

- To provide the means of accessing the data necessary to conduct the planning process. MPO Staff will develop, maintain, and regularly update the listed datasets.

Products

- Databases for use in carrying out the planning process (ongoing)
- New transportation project database and potentially new website element (dashboards to surface database information) (June 2022)
- Information to be utilized as part of the GIS (ongoing)
- Reports on various subjects (ongoing)
- Transportation system infrastructure, service, and performance; land use, socioeconomic, and environmental resource databases (ongoing)
- Safety project identification/development from INDOT and KYTC crash data (ongoing)
- Review, update, and submittal of Adjusted Urban Boundary and roadway functional classification revisions (following Census definition of 2020 Urbanized Area Boundaries)

Methodology

KIPDA will collect data from primary and secondary sources and process the information into appropriate formats (electronic databases, spreadsheets, maps) for various planning applications.

KIPDA MPO Staff will access, download, process, perform quality control, and analyze data from the Decennial Census, American Community Survey (ACS), Bureau of Economic Analysis (BEA), Bureau of Labor Statistics (BLS), and other sources as needed, and as data becomes available.

KIPDA MPO Staff will continue to update the KIPDA website to assist project sponsors and to better inform the public concerning project development and transportation planning activities.

Relationship to Other Work Elements

The information provided will support nearly every other element of the work program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,875

1.5 Response to Information Requests

Objective

- To provide information from the datasets and other sources to constituent agencies, the public, other KIPDA divisions, and others on request. KIPDA is responsible for fulfilling some of those responsibilities not only as an MPO but as an affiliate of the Kentucky State Data Center.

Product

- Information provided in the form of text, tables, reports, maps, mailing lists, databases, etc. (ongoing)

Methodology

KIPDA MPO Staff research questions received and provides information in appropriate and useable formats. When appropriate, inquiries are referred to other agencies/organizations for response.

Relationship to Other Work Elements

Responding to information requests is closely related to the data collection and database maintenance work elements, including project information included in the most current Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

208

1.6 Performance Management - Data Collection

Objective

- To collect information relevant to and in support of performance management goals and objectives developed by the MPO and as directed by each state. This effort will include the acquisition of data from both states, other public agencies, and third-party vendors when appropriate and necessary. It will also include data obtained and/or produced by KIPDA staff. Information from the datasets and other sources may also be distributed to constituent agencies, the public, other KIPDA divisions, and others on request.

Product

- Information provided in the form of text, tables, reports, maps, shapefiles, mailing lists, databases, etc. (ongoing)

Methodology

KIPDA MPO Staff will develop relationships with appropriate contacts within both state DOTs, transit providers, and Local Public Agencies to maintain consistency in data collection efforts and to ensure the timeliness and quality of the data collected and used. Coordination with other planning partners is also planned to increase their awareness of the data available, as well as to educate concerning the importance of accurate reporting. KIPDA will use employment and/or residential data purchased from data axle, origin-destination and traffic data from Streetlight, non-motorized Strava data, and Woods & Poole Economic data.

Relationship to Other Work Elements

Performance management data collection is closely related to the Performance Management Data Analysis work element in Long-range Transportation Planning, as well as the Congestion Management Plan (CMP) and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

903

2.0 Long-Range Transportation Planning

The current Metropolitan Transportation Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, [Connecting Kentuckiana 2040](#), was completed in February 2020, and subsequently received a favorable conformity determination from FHWA and FTA in March 2020. *Connecting Kentuckiana 2040* provides project and policy-oriented recommendations concerning the management and development of the area's transportation system through the year 2040. In cases where transportation investment decisions will have significant fundamental impacts on the region and the entire transportation system, additional detailed studies may be conducted to provide a thorough analysis of the transportation problems and alternative solutions proposed to address those problems.

Performance-based planning is not only a focus of the FAST Act, it is also a desirable course of action given the availability of transportation funding. Performance measures allow the MPO to better assess needs and project impacts, and to make more effective and efficient transportation investments. With *Connecting Kentuckiana 2040*, data-driven assessments and performance measures guide future initiatives to identify gaps in connectivity throughout the region. GIS-based spatial analysis of connectivity between residential areas, employment, public facilities, and essential services is a cornerstone of this MTP. By way of this process, more flexible mode choice is afforded to users of the transportation system. This has the potential to not only reduce vehicle miles travelled, but also to contribute to health benefits and more efficient travel throughout the region.

2.1 Metropolitan Transportation Plan (MTP) Maintenance

Objectives

- To maintain a FAST Act compliant metropolitan transportation plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area (*Connecting Kentuckiana 2040*).
- To process proposed amendments to the *Connecting Kentuckiana 2040* according to established procedures.
- To develop, implement and maintain project tracking methodology through which project sponsors, other agencies and the public can determine current status and progress of projects as they move from inception to implementation.
- To continue data collection for the next MTP.
- To explore the connections between metropolitan transportation planning and the environmental issues and processes related to projects identified in the MTP (this effort relates to many elements of the UPWP, and is not merely a part of Plan development).
- To continue to develop planning resources related to *Connecting Kentuckiana 2040*, including, but not limited to an Active Transportation Plan, expanded Environmental Justice considerations, further utilization of the StreetLight data resource, etc.
- Continuing consultations with environmental protection, conservation, land use, natural, historical, community and other relevant organizations and agencies in regard to any potentially negative impacts from the events/projects carried out in *Connecting Kentuckiana 2040*.
- Chapter 3 of the [Connecting Kentuckiana 2040 Metropolitan Transportation Plan](#) contains a full discussion of the efforts undertaken to identify and incorporate environmentally sensitive areas in the development of the MTP and its projects and programs. Special emphasis was given to those projects and programs that improve mobility with limited expansion of the

transportation infrastructure footprint. The KIPDA metropolitan planning process will continue to advance environmental mitigation activities through its on-going red flag data collection efforts and the sharing of this information with planning partners and the public.

Products

- Implement/maintain FAST Act compliant MTP which addresses the surface transportation needs of the area through 2040 (ongoing)
- Implement/maintain MTP reflective of the cooperative efforts of regional transportation agencies (ongoing, next new MTP 2023)
- Reflection of performance measures and targets within the MTP and subsequent updates. (ongoing)
- Provision of planning resources for project sponsors, other agencies, and the general public (ongoing)
- Documentation of the plan amendment/administrative modification processes (ongoing)
- Processes for identification and scoping of future transportation needs which includes development and maintenance of project data (ongoing)
- Demographic Analysis using Census Bureau/American Community Survey Data (Fall 2022)

Methodology

MTP updates and amendments include analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input are processed according to procedures developed by KIPDA MPO Staff and approved by the Transportation Policy Committee.

Updates to each of these elements are in concert with performance-based transportation planning, as detailed in the FAST Act, and in the subsequent establishment of performance targets by the USDOT, both states, and the MPO. A Performance Management Plan and a Project Management Guide have both been developed and are currently in use.

Access to planning resources is available through the KIPDA.org website and is called the [Transportation Planning Portal](#). Project applications for the MTP update are also made through this portal.

Relationship to Other Work Elements

Several elements of the FY 2021 UPWP are relevant to this item.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

3,418

2.2 Travel Demand Forecasting (TDF) Model Development

Objective

- Travel demand forecasting model development is a continuous process intended to maintain an up-to-date planning tool that stays current with the latest modeling procedures, travel and

socioeconomic data, and computer resources. This includes the collection/processing of data needed for the model and staff training.

Products

- A travel demand forecasting model (TDF) to meet the analysis requirements of the area's transportation and related air quality planning program (ongoing)
- Demographic/socioeconomic data forecasts (mid to late 2022, as data become available)
- Data collection activities that support modeling, as appropriate (ongoing)
- Documentation of the model development process in concert with the next update of the MTP (mid to late 2022)
- Census data review (as data becomes available)
- Utilization of the expanded TDF Model (ongoing)
- Periodic upgrade of travel model software and technical support/maintenance (ongoing)
- Coordination with INDOT and KYTC for statewide modeling efforts (ongoing)

Methodology

KIPDA MPO Staff develops and maintains the area's travel demand forecasting model by incorporating the pertinent socioeconomic, travel behavior, and transportation system characteristics into the format required by the model software. Model accuracy is measured by performing various calibration/validation techniques and procedures. Currently the base year of the model is 2015 and the horizon year is 2040.

KIPDA MPO Staff will utilize data purchased from StreetLight, Inc. to update the model and to supplement the traffic forecasting activities developed using the model. KIPDA maintains TransCAD licenses for modeling purposes. TransCAD service packages may be purchased to improve the model.

Relationship to Other Work Elements

KIPDA's travel model is one of the tools used to conduct planning analyses for the maintenance of the MTP and the TIP, for estimating the impacts of proposed transportation improvements and development scenarios, and for providing design data for projects. As such, it directly relates to the MTP, TIP, planning studies, project-level design, technical assistance, and air quality conformity and performance measure analyses.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,554

2.3 Air Quality Analysis/Conformity Consultation

Objectives

- To conduct air quality analyses as part of MTP development in a manner that is consistent with federal requirements.
- To fulfill the requirements of the air quality conformity consultation process as outlined in the Memorandum of Understanding.
- To provide a basis for quantifying the emission reduction benefits of projects and programs seeking Congestion Management/Air Quality (CMAQ) funding.
- To participate with other agencies in the development of State Implementation Plans (SIPs) and mobile source emissions budgets for the appropriate transportation-related pollutants.
- To determine (in consultation with KYTC, INDOT, FHWA, FTA and EPA) the appropriate manner in which to address climate change considerations as part of the transportation planning process, which may include provision of assistance to both KYTC, INDOT and TARC in the identification of vulnerable assets.

Products

- Dissemination of information to planning partners and to the public (ongoing)
- Documentation of KIPDA's activities relating to the process (ongoing)
- Review and prioritization of applications for CMAQ projects to be funded by KYTC, and selection and prioritization of projects for INDOT sub-allocated funding (dependent on availability of KYTC funding, and as needs and funding change in Indiana)

Methodology

Air quality analyses are conducted in accordance with the procedures defined in the Conformity Consultation Memorandum of Understanding and in 40 CFR 93. KIPDA staff works closely with INDOT, KYTC, the Indiana Department of Environmental Management (IDEM), the Kentucky Energy and Environment Cabinet's Division for Air Quality, and the Louisville Metro Air Pollution Control District in performing emissions calculations.

Relationship to Other Work Elements

This element is most directly related to maintenance of the MTP but affects many other elements as well.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

311

2.4 Intelligent Transportation Systems Planning

Objectives

- To plan for the deployment of the various ITS strategies within the context of the overall transportation planning and decision-making process.
- To coordinate the implementation and integration of ITS with traditional transportation system improvements, transportation system management, transportation demand management strategies and Operations & Management strategies.

Products

- Project planning and programming consistent with the KIPDA Regional ITS Architecture (ongoing)
- Update or amend the KIPDA Regional ITS Architecture, as appropriate (ongoing)

Methodology

KIPDA staff works with the implementing agencies and participants as a partner in the Freeway Incident Management process to coordinate the planning and deployment of ITS measures. Staff will continue to promote the implementation of ITS projects. A stakeholder survey of ITS market packages will be performed periodically, and any necessary updates will be made to the Regional ITS Architecture Plan in order to be compliant with Federal Regulations.

Relationship to Other Work Elements

This task is most closely related to Elements 2.1 (Transportation Plan Maintenance), 2.5 (Congestion Management Process) and 3.6 (Management and Operations Planning).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

207

2.5 Congestion Management Process

Objective

- To more effectively coordinate travel demand reduction and operational management measures in the Louisville area. The congestion management work program and selected performance measures provide guidance and information for local efforts.
- The [Congestion Management Process](#) and KIPDA Staff will provide planning, coordination and support to the Traffic Response and Incident Management Assisting the River Cities (TRIMARC) project, Louisville Metro, KYTC, INDOT and FHWA in promoting and developing appropriate reliability-based congestion performance measures. TRIMARC will provide the basis for Intelligent Transportation System (ITS) deployment, consistent with the KIPDA Regional ITS Architecture plan.

Products

- Data collection from the CMP network (ongoing)
- KIPDA MPO Staff assistance in freeway incident management (TRIMARC), other transportation system management (TSM) and transportation demand management (TDM) projects (ongoing)
- KIPDA MPO Staff assistance in maintaining consistency between the KIPDA ITS Regional Architecture plan and the TRIMARC project, and with transportation demand, operational and congestion activities in the work program (ongoing)
- Promotion and assistance in the development of reliability-based performance measures in priority corridors. This effort will assist TRIMARC, Louisville Metro, KYTC, INDOT, and FHWA in developing appropriate plans and projects to effectively manage congestion within the TMA (ongoing)
- Further integration of CMP objectives, methods, and performance measures (ongoing)

Methodology

KIPDA MPO Staff will incorporate data collected (see Work Element 1.1) into Highway Capacity Software and other analytical tools to identify congestion levels and will apply the analysis described in the CMP to assess the effectiveness of congestion mitigation measures. KIPDA staff, with support from TRIMARC, Louisville Metro, KYTC, INDOT and FHWA, will also explore the development of reliability-based performance measures. These performance measures will be implemented and will be included in updates to the overall CMP as they become available. Data collection from available sources, as well as data collected and/or generated by KIPDA, may include GPS tracking of travel times on major corridors to determine delay.

Relationship to Other Work Elements

The CMP is related to MTP development, ITS, and intermodal planning. KIPDA is responsible for one transportation demand management initiative, the *Every Commute Counts* rideshare program, which is designed to promote ridesharing and other travel alternatives to the drive-alone commute.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,036

2.6 Public Transportation Planning

Objectives

- To increase the opportunities for trips in the region to be made using transit or other forms of public transportation.
- To increase the efficiency and coordination between public transportation, private transportation providers, and other travel modes.
- To increase safety for users of public transportation by assisting implementing agencies in development of boarding area improvements (sidewalks, crosswalks, shelters, etc.) in compliance with Americans with Disabilities Act (ADA) Regulation and ADA Transition Plans.

Products

- In cooperation with TARC, continuation of long-range transit planning efforts. Long-range transit planning may include initiatives such as: identifying transit gaps and needs; increasing interaction between transit, bicycle and pedestrian trips; increasing park and ride activities; conducting corridor specific studies related to congestion relief; increasing commuter trips; and using advanced transit technologies. (ongoing)
- A long-range plan (TARC LINC) for the TARC service area will continue into FY 2022, which will serve as an initial component of an overall assessment of current and future needs of the region. This effort is jointly funded by Louisville Metro, TARC, STP-dedicated (SLO) funds and KYTC FHWA PL funds. The PL funding will be provided to TARC through direct contract with KYTC. (TARC determines schedule, KIPDA estimates December 2022)
- Cooperation and coordination with the public transit/transportation planning process conducted by TARC, including continued use of the Coordinated Human Services

Transportation Plan used to select and provide Federal Section 5310 funding from KYTC and INDOT (ongoing)

- Coordination with and technical assistance to LPAs in pursuit of funding for transit-related projects (ongoing)

Methodology

KIPDA MPO Staff will coordinate planning activities with TARC staff in the areas of: Long-range transit planning; regular, express, and elderly/disabled transit service; the Every Commute Counts rideshare program; and bicycle/pedestrian access to transit. KIPDA Staff will maintain a coordinated non-emergency human service transportation plan (CHSTP) in order to comply with FAST Act requirements regarding Section 5310 funding. MPO Staff will continue to coordinate planning activities with other transportation providers and groups.

Performance measures established by FTA in conjunction with the FAST Act will be recognized and monitored within both the MTP and the TIP, and other local/regional measures regarding transit may also be adopted in the MTP.

The MPO will assist TARC in the maintenance of their Transit Asset Management (TAM) Plan as appropriate and through the provision of data, coordinated planning efforts and adoption of other performance measures related to a State of Good Repair for the transit system. Other performance targets may be established in addressing performance measures in 23 U.S.C. 150(c), and efforts will be made to coordinate with targets related to the Transit Asset Management (TAM) Plan developed by TARC.

The MPO will assist TARC in the development of their Public Transportation Agency Safety Plan (PTASP) as appropriate, through the provision of data, coordinated planning efforts and adoption of other performance measures related to safety for the transit system. Other performance targets may be established in addressing performance measures in 23 U.S.C. 150(c), and efforts will be made to coordinate with targets related to the Public Transportation Agency Safety Plan (PTASP) developed by TARC.

Relationship to Other Work Elements

Transit/public transportation planning is most closely related to the Metropolitan Transportation Plan, including strategies to enhance the performance of existing infrastructure, maintenance and the Congestion Management Process elements.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

518

2.7 Freight Planning

Objective

- To encourage efficient, safe, and secure freight movement across and between modes in the metropolitan area

Products

- Update the KIPDA Freight Network using established criteria (January 2022)
- Contribute to update of the National Truck Network (NN) and State Networks, as needed. (ongoing)
- Periodic meetings of the KIPDA Freight Subcommittee may occur to further develop freight planning in the region. (ongoing)
- Enhancement of the freight element of the MTP (ongoing, new MTP 2023)
- Coordination with planned airport, riverport, and railroad improvements through the Transportation Technical Coordinating Committee, Transportation Policy Committee, and other established committees and agencies (ongoing)
- Assistance to the states and local municipalities with development and implementation of freight-related plans (including technical assistance with studies and inventories) (ongoing)
- Implementation of strategies defined in the recently developed Regional Freight Mobility Study for the MPA (ongoing)

Methodology

KIPDA MPO Staff will use the Regional Freight Mobility Study and input from stakeholders, including the Freight Subcommittee, to identify and address transportation system deficiencies. The Regional Freight Mobility Study will be used, in conjunction with the CMP, to monitor the performance of priority freight corridors in the Louisville/Jefferson County, KY-IN MPA.

Staff will provide support for the Freight Subcommittee, as well as maintain the data in the Regional Freight Mobility Study, the KIPDA Freight Network, and the freight element of the MTP. MPO Staff will also conduct outreach activities to involve members of the freight community through established KIPDA MPO committees.

Relationship to Other Work Elements

Freight planning is most closely related to the MTP, CMP, and Maintenance and Operations elements, but also affects many other elements of the transportation planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

518

2.8 Bicycle and Pedestrian Planning

Objectives

- To increase the opportunities for trips in the region to be made on foot or by bicycle.
- To increase the efficiency and coordination between bicycle and pedestrian modes and other travel modes.
- To address the implementation of a regional bicycle and pedestrian network.
- To increase the safety and suitability of bicycle and pedestrian facilities.
- To increase awareness of bicycle and pedestrian modes as means of travel.
- To increase connectivity between bicycle and pedestrian facilities to KIPDA land use clusters.
- To provide first/last mile connections to transit or other ridesharing services.
- To continue to support compliance with ADA Transition Plans.

- To Incorporate local micromobility data, such as e-scooters, to evaluate their impact on pedestrian travel.

Products

- Maintain inventory of existing pedestrian and bicycle facilities throughout the region. (ongoing)
- Maintain a database of identified network gaps. (ongoing)
- Expand upon the Bicycle and Pedestrian Resource Guide into an Active Transportation Plan, including a Complete Street Policy for the MPO. (December 2021)
- Act as a point of contact and assistance for bicycle and pedestrian planning, projects and information including, but not limited to: funding sources such as the Transportation Alternatives Program (TA), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STPG), and Recreational Trails Program (RTP); design standards; local implementation plans; and ADA Transition Plans. (ongoing)
- Per the FAST Act, identification of performance measures related to access by alternative modes as well as to the safety of all users. (revised measure recommendations, if any, by September 2021)

Methodology

- Assist LPAs with project applications.
- Maintain the Bicycle and Pedestrian inventory data.
- Utilize stakeholder input, data resources, and the working group to develop an Active Transportation Plan and Complete Streets Policy.
- Share information with the TTCC, the TPC and others concerning best practices, design standards, funding, and other applicable information.
- Monitor the implementation of the regional bicycle and pedestrian network with information provided by project sponsors.
- When requested, KIPDA MPO Staff will review and advise plan and project development by LPAs involving bicycle and pedestrian modes of travel.
- Work with the states, locals, and TARC on ADA transition plans.
- Provide assistance, as requested, to the Kentucky Health Department on their Walkability Audits and Health Impact Assessments.

Relationship to Other Work Elements

Bicycle and pedestrian planning are components of the MTP and the CMP. Performance measures established for alternative modes may be connected to or be supplemental to other established measures or targets. Mode choice applies to several elements of the UPWP and MTP development, including identification of underserved populations and their mobility needs.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,347

2.9 Performance Management – Data Analysis

Objectives

- To identify and analyze data in the pursuit of performance management and a more-informed project development process.
- To coordinate with INDOT, KYTC, TARC and other planning partners in the establishment of performance targets.
- To use data analysis in the monitoring of progress toward the achievement of the established targets.
- To evaluate progress and revise goals and targets as required.

Products

- Data analysis in a variety of applications useful to the transportation planning process (ongoing)
- Provision of data and data analysis to planning partners and the public (ongoing)
- Performance target reporting to INDOT and KYTC (by February 28, 2022 for PM 3 Safety Targets)

Methodology

KIPDA staff will continue to collect and analyze a wide variety of data for both performance management and project development purposes. Traffic volumes, highway crashes, transit route and ridership information, and bicycle and pedestrian network inventories are just a few examples of the databases used in analyses conducted by KIPDA staff. Results of this process will not only be useful in performance management applications, but also in the determination of transportation needs in the region.

Staff will coordinate efforts with both states and all planning partners to maintain accurate and up-to-date information, and to analyze the data appropriately and as it becomes available. Staff will also attend training, informational conferences and webinars relating to data analysis, with attention to appropriate computer coding and GIS skills, and performance management and maintain communication with providers of data necessary to the transportation planning process.

Relationship to Other Work Elements

Performance management data analysis is closely related to the Performance Management Data Collection work element in Transportation System and Development Monitoring, as well as to the Metropolitan Transportation Plan (MTP), Congestion Management Plan (CMP) and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,450

3.0 Short Range Transportation Planning/Programming

3.1 Transportation Improvement Program (TIP)

Objective

- The Transportation Improvement Program (TIP) is the mechanism for programming expenditures of federal surface transportation funds in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. A transportation project must be programmed in this document in order to utilize federal funds. The TIP is approved by the Transportation Policy Committee and submitted to KYTC and INDOT for incorporation into the Kentucky and Indiana Statewide Transportation Improvement Programs (STIPs). The TIP indicates regional project priorities within the programming period consistent with funding projections developed by the states. KIPDA staff will coordinate development and maintenance of the TIP with INDOT's Annual Program Development Process (APDP) and KYTC's Strategic Highway Investment Formula for Tomorrow (*SHIFT*) process, which are statewide mechanisms for the programming of projects, and with TARC's planning process and resources. Because the TIP is consistent with the MTP, it conforms to air quality standards based on the conformity of the current MTP. The TIP is also the mechanism for maintaining current information on the status of transportation projects throughout the year, as well as for coordinating project implementation.

Products

- A FAST Act compliant TIP which addresses the short-range surface transportation needs of the area (ongoing, new TIP February 2022)
- Development of procedures for reflecting how implemented projects support the goals, objectives and performance targets established in the MTP for the region (ongoing)
- TIP amendments and administrative modifications, as needed (TIP amendments may require analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input, and are processed according to procedures developed by KIPDA staff and approved by the TPC) (ongoing)
- Current TIP, all amendments and administrative modifications are available to the public and can be found on the KIPDA website (ongoing)
- An Annual Listing of Obligated Projects for federally funded projects from the previous fiscal year posted on the KIPDA website (December 2021)
- Periodic progress reports to KIPDA transportation committees for MPO Dedicated Funding Programs (ongoing)
- KIPDA MPO Staff attendance at KYTC project status reviews (ongoing)
- KIPDA MPO Staff attendance at APDP meetings with INDOT Central Office and Seymour District Office, FHWA, and local agency staff (ongoing)
- Priority rankings of projects developed as part of the KYTC Strategic Highway Investment Formula for Tomorrow (*SHIFT*) process for considering projects to be included in the Recommended Six-Year Highway Plan (December 2021)
- Developing and maintaining prioritization and selection processes for projects to utilize federal MPO Dedicated Program funding (STBG-MPO and TA-MPO in Kentucky / CMAQ, HSIP, STBG-MPO and TA-MPO in Indiana) (ongoing)
- Monitoring of local implementation of federally funded transportation projects, which will include a project tracking and review process as well as documentation being made available for public review (ongoing)

- Coordinate, educate, and participate in a review/reevaluation of the current Project Management Process. (ongoing)
- Based on the evaluation of projects for the *Connecting Kentuckiana 2040* MTP, a series of tables indicate the potential contribution of TIP projects. While the exact effect of projects on each performance measure cannot be determined, understanding the potential of a project is, for now, the best-case scenario for performance-based planning. The potential impact of TIP projects on performance measures can be reviewed in Chapter 4 of the [TIP](#). (February 2022)
- Addition of projects into the KYTC Continuous Highway Analysis Framework (CHAF) Database in support of project prioritization. (ongoing)
- Host LPA Training/Workshops, if desired and as appropriate (ongoing)

Methodology

KIPDA will accommodate proposed TIP amendments in compliance with the current planning regulations. KIPDA staff will facilitate updates and amendments of the TIP, including the coordination of air quality analyses, public involvement, project status reviews, financial calculations, and committee action. KIPDA MPO Staff will also assist KYTC, INDOT, TARC and LPAs with project-related documentation.

Review meetings with KYTC, INDOT, TARC, and area LPAs will be held in accordance with the current [Project Management Guidebook](#) (semi-annually in KY, quarterly in IN). Initiatives to assist project sponsors in the development of more accurate cost estimates and more reasonable implementation schedules are ongoing. A procedure for evaluation and committee approval of cost increase requests or project phase shift proposals has been implemented for MPO Dedicated Funding Programs. The FY 2020 – 2025 TIP covers a period of six years ensuring that KIPDA complies with INDOT's requirement to maintain a Five-Year Plan of expenditure for MPO Dedicated Program funding.

Relationship to Other Work Elements

The TIP is consistent with the MTP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

3,698

3.2 Project Design/Traffic Study Data Requests

Objective

- To provide traffic data, as requested by implementing agencies or their consultants, for project design or scoping study purposes. Data may also be provided to the public.
- To coordinate data collection and data analysis with regional planning partners.
- To coordinate traffic forecasting efforts with state DOTs.

Product

- Traffic information in tabular, map, or turning movement diagram format (ongoing)

Methodology

KIPDA MPO Staff will collect data and use the travel demand forecasting model and other tools and datasets to develop and design year traffic projections to provide the information requested. Work often involves collaboration with INDOT and KYTC to develop various scenarios.

Relationship to Other Work Elements

Information provided under this element is most directly related to travel model development for traffic and transit ridership projections.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

456

3.3 Short Range Studies and Programs

Objective

- To respond to requests from local officials and agencies for assistance in transportation planning related areas.

Products

The following studies are funded with PL Discretionary:

- KY 329 Bypass Study, Oldham County, KY, \$100,000 Federal with Local Match (\$25,000 Local Match from Oldham County Fiscal Court.)
- Old Vincennes Road-Schreiber Road and Baylor-Wissman and North Tucker Road Project, Floyd County, IN, \$30,000 Federal with Local Match (\$7,500 Local Match from Floyd County).

The following studies are funded by Section 5303 funds through Kentucky:

- Fleet Conversion to Electric Study, TARC, \$100,000 Federal with Local Match (TARC determines schedule. KIPDA estimates June 2023)
- Mobility as a Service, TARC, \$125,000 Federal with Local Match (TARC determines schedule. KIPDA estimates June 2023)

A TARC Comprehensive Operational Analysis and Long-range Planning effort is being funded with \$446,000 of KYTC Discretion by way of direct agreement between TARC and KYTC.

Methodology

KIPDA will lead and co-manage Oldham County's KY 329 Study. Floyd County will lead its studies by agreement with KIPDA. TARC is leading its studies by agreement with KIPDA.

Recently completed studies include: The Downtown Mobility Plan (completed in FY18) and *Move Louisville* (Louisville Metro) and was a partnership between the Downtown Development Corporation and KIPDA (with Louisville Metro and TARC as members of the project team). A Regional Freight Mobility Study was developed in FY 2019 and was approved by the Transportation Policy Committee in February of 2019.

Relationship to Other Work Elements

Short range studies can result in additions to the MTP and/or proposals for project implementation by local or state agencies. The studies typically involve data collection, public involvement, and analyses related to specific transportation system issues.

Responsible Agency

KIPDA and/or sponsoring agency Staff and consultant services provided under agreement, as appropriate.

Estimated KIPDA MPO Staff Hours

101

3.4 Transportation Safety Planning

Objective

- To provide the planning support needed to improve the safety of the transportation system in the MPA through cooperation with other agencies, data collection, monitoring, and analysis.

Products

- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type (ongoing)
- Selection and prioritization of Highway Safety Improvement Program (HSIP) projects with sub-allocated funding from INDOT (ongoing)
- Annual update of the FHWA safety-related performance measure targets and baselines at the regional level (by February 28, 2022)
- Provide assistance with Local Road Safety Plans, as requested (ongoing)

Methodology

KIPDA MPO Staff will use various methods such as committee and subcommittee presentations, incorporation of crash data as a project ranking criterion, etc., to emphasize the importance of safety in the planning process.

KIPDA MPO Staff will consult and work with KYTC and INDOT in carrying out their respective Strategic Highway Safety Plans.

KIPDA MPO Staff will work with local jurisdictions, KYTC, and INDOT to identify and promote the implementation of highway safety projects in the region. Particular attention will be paid to the identification of low cost and quickly constructed projects that might be funded through the Highway Safety Improvement Program (HSIP). Projects will be examined and prioritized for the use of INDOT HSIP funding dedicated to the MPA.

Relationship to Other Work Elements

Transportation system safety is a fundamental component of the performance-based planning process, and closely related to the Maintenance and Update of Information.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

203

3.5 Transportation Resiliency and Security Planning

Objectives

- To provide the planning support needed to improve the resiliency and security of the MPA transportation system in preparation for and response to security threats or natural disasters.
- To cooperate with other public agencies in the metropolitan area with more direct responsibility in the area of transportation resiliency, security, emergency management and disaster recovery.

Product

Incorporation of security considerations into the MPO transportation planning process, including the funding of short-range planning studies, ITS, and management and operations. (ongoing)

Methodology

KIPDA MPO Staff will reference documents such as NCHRP Report 525, as well as others, for guidance concerning the role of transportation planning organizations in system security. Staff activities will be based on the report defining the role of metropolitan transportation planning in system security.

Relationship to Other Work Elements

Transportation system security is a fundamental component of the planning process and closely related to Intelligent Transportation System Planning and Management and Operations Planning.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

101

3.6 Management and Operations Planning

Objectives

- To encourage efficient management and operations of existing and planned infrastructure through the transportation planning process, thereby optimizing the performance of those facilities.
- To include Management and Operations (M&O) strategies as part of the MTP and TIP development in a manner that is consistent with federal requirements.
- To promote collaboration and coordination of management and operations activities among diverse public and private stakeholders and across multiple jurisdictions.

Products

- M&O elements in the MTP and TIP (ongoing)
- Documentation of the process to integrate new and existing materials and activities into M&O planning (ongoing)

Methodology

Management and operations planning is already included to some extent in the existing MTP and TIP development, CMP, ITS, and other transportation planning processes. KIPDA MPO Staff will identify and integrate new stakeholders, goals and objectives, performance measures, data and collection plans, analysis tools, and strategy toolboxes with those of existing processes as appropriate. Involvement of all appropriate agencies and stakeholders is a key element of this undertaking. The ability to meet many anticipated performance targets developed in accordance with the FAST Act will rest with successful implementation of M&O strategies.

Relationship to Other Work Elements

This element is most directly related to MTP and TIP development, CMP, ITS, and intermodal planning, but affects other elements as well.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

507

4.0 Program Administration

4.1 Unified Planning Work Program

Objective

- To prepare the Unified Planning Work Program (UPWP) and administer related activities.
- To complete necessary correspondence, grant applications, contracts, invoices, and progress reports in support of the work program.

Products

- Annual work program that responds to federal, state and local guidance (Draft February 2022, Final April 2022)
- Funding contracts in support of the work program (June/July each year)
- Begin process to update/amend/reaffirm the July 2015 Memorandum of Agreement (MOA) between KYTC, INDOT, TARC and KIPDA (June 2022)
- Grant applications for any special funding outside the annual work program (ongoing)
- Progress reports for FY 2022 (monthly)
- Annual Performance and Expenditures Report for FY 2021 (September 2022)
- Self-certification review of compliance with applicable federal and state laws, including the Americans with Disabilities Act and Title VI of the Civil Rights Act (no later than January 2023, current Self-Certification completed in January 2021)
- Equipment and supplies purchased as needed to carry out planning activities (ongoing)
- Use of vendor services as needed to assist with staff training (ongoing)
- Membership in professional organizations, including the Association of Metropolitan Planning Organizations, American Planning Association, Transportation Research Board, and the American Public Transportation Association

Methodology

KIPDA MPO Staff will cooperatively develop the annual work program document in accordance with US DOT regulations, certification review findings, identified federal emphasis areas, and constituent agency requests. Draft documents will be prepared for oversight agency review prior to final TPC adoption. Amendments will be processed as necessary.

Relationship to Other Work Elements

The UPWP serves as the mechanism for identifying and carrying out planning activities.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

160

4.2 Public Involvement/Title VI

Objectives

- To engage interested parties, other agencies, and the general public in a collaborative and inclusive transportation planning process using the techniques described in the Participation Plan.
- To encourage, in compliance with Executive Order 12898, the involvement of low-income populations and minority populations in the transportation planning decision-making process, the effort being aimed at (1) disproportionate impacts and distribution of benefits of plans and programs on low-income and minority populations; and (2) assessing the effectiveness of the Participation Plan to engage low-income and minority populations.
- To improve short and long-term transportation decision making by promoting broader overall community understanding of, and opportunities for input to, the transportation planning process in the Louisville (KY-IN) Metropolitan Planning Area.
- To perform activities to ensure that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination in the conduct of the MPO transportation planning process on the grounds of race, color, national origin, disability, sex, age low-income status, or limited English proficiency.

Products

- A FAST Act compliant Public Participation Plan which contributes to addressing both the short-range and long-range surface transportation needs of the area (updated Participation Plan by December 2021)
- Advertised public events where the general public is provided an opportunity to review and comment on KIPDA planning and programming activities (ongoing)
- Public comment period at all meetings of the KIPDA Transportation Policy Committee and Transportation Technical Coordinating Committee (ongoing)
- Print and electronic advertising, signs, supplies, material, personnel, and coordination and logistical information needed for public involvement activities (ongoing)
- Transportation Division publications (ongoing)
- KIPDA agency publications, including the possible continuation of a FY 21 project to improve materials and messaging (ongoing)
- Maintenance of the MPO element of the [KIPDA website](#) (ongoing)
- Video recording of TPC and TTCC meetings for posting on the KIPDA website (ongoing)
- Use of social networking sites Facebook and Twitter to provide notice of meetings and other transportation issues (ongoing)
- Periodic review of the effectiveness of the Public Participation Plan, with updates every four years (ongoing)
- Training activities on public participation for KIPDA MPO Staff and committees (ongoing)
- Training for/monitoring progress of LPA ADA Transition Plans and Title VI Programs (ongoing)
- Explicit documentation of responses to public comments (ongoing)
- Documentation of public involvement activities carried out by MPO constituent agencies for Transportation Policy Committee use (ongoing)
- Updated Community Impact Assessment for Louisville/Jefferson County, KY-IN MPA
- Community Impact Assessments for KYTC project studies, as requested (ongoing)
- Execution of the Temporary Meeting Procedures in response to the COVID-19 Pandemic for the TPC and TTCC meetings, until an appropriately revised Participation Plan is in place (planned for FY 2022) (ongoing)

Methodology

KIPDA MPO Staff will conduct the activities under this element in accordance with the Participation Plan adopted by the Transportation Policy Committee. Continued emphasis will be placed on Title VI activities as they relate to the MTP. The Participation Plan document will be reviewed annually and revised as necessary, based on a staff assessment of the effectiveness and efficiency of the procedures included. Any information made available from the most current Census or American Community Survey (ACS) will be considered and incorporated into any update of the Participation Plan.

Relationship to Other Work Elements

Public Involvement/Title VI is an integral part of the planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,276

4.3 Committee Support

Objective

- The objectives of this work element are to develop a regional perspective among local jurisdictions and both states to support transportation planning in the Transportation Management Area (TMA) and to improve communications among policy makers, the public, and KIPDA MPO Staff. Two standing committees provide direction for the cooperative transportation planning program - the Transportation Policy Committee (TPC) and the advisory Transportation Technical Coordinating Committee (TTCC). The TTCC meets on the second Wednesday of each month, and the TPC meets monthly on the fourth Thursday. Staff activities are designed to provide information and materials needed by the TPC and TTCC to address transportation planning issues in the Louisville/Jefferson County KY-IN Metropolitan Planning Area and to keep the committees informed on federal guidance and current transportation planning practices. This will include assistance with, interpretation of, and implementation of the KYTC and INDOT LPA Guides.

Products

- Committee agendas, notices, minutes and memoranda (ongoing)
- Up-to-date committee members' guides and committee bylaws(ongoing)
- KIPDA MPO Staff participation and presentations in committee and subcommittee meetings and workshops (ongoing)
- Purchase of professional services as needed to assist with committee processes, including the possible continuation of a FY 21 project to improve materials and messaging (ongoing)
- Informed recommendations and decisions by transportation committees (ongoing)
- Maintenance of Temporary Meeting Procedures in response to the COVID-19 Pandemic for the TPC and TTCC meetings, until an appropriately revised Participation Plan is in place (planned for FY 2022)

Methodology

KIPDA MPO Staff will provide the administrative support needed to conduct the committee process, including agency membership review, annual bylaws review, materials and information preparation, and meeting packet distribution. Staff will also assist with procedural matters and provide assistance to committee officers when required. Staff will ensure, through various tools, that committees are aware of their roles and responsibilities and will work to maintain an open dialogue regarding policies and procedures. Presentations by KIPDA MPO Staff regarding the transportation planning process will be given at TTCC and TPC meetings throughout FY 2021 to enhance the knowledge and understanding of committee members. The end result should be better-informed, engaged and empowered MPO committees, having increased awareness of regional transportation and quality of life issues.

Relationship to Other Work Elements

The KIPDA transportation committees participate in all aspects of the transportation program conducted by KIPDA MPO Staff.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,117

4.4 Staff Management, Training, and Major Purchases

Objectives

- To provide guidance and oversight of the planning activities of the MPO staff.
- To improve staff capabilities through training opportunities.
- To provide the equipment and materials needed to carry out the planning process.
- To increase staff and public awareness of issues such as climate change, livability, Title VI, ADA compliance, etc.

Products

- Staff meetings and annual personnel evaluations(ongoing)
- Participation in conferences, seminars, and workshops relevant to the transportation planning process, including travel outside the KIPDA region and attendance at conferences conducted, sponsored, or hosted by the Indiana MPO Council, the Institute of Transportation Engineers (ITE), Transportation Research Board (TRB), American Public Transportation Association (APTA), Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), and the Kentucky, Indiana, and ESRI GIS organizations, among others. Staff training also includes pertinent seminars and workshops sponsored by federal or state agencies related to UPWP elements. (ongoing)
- Training on appropriate computer and GIS skills to improve staff capabilities in data analysis for travel demand modeling, performance management and maintenance of the MTP and TIP project database. (ongoing)
- ADA and Title VI training for all KIPDA MPO Staff, as needed (ongoing)
- Acquisition of documents, reports, reference materials, equipment, software, periodicals, and subscriptions to publications related to execution of the work program(ongoing)

- Periodic acquisition and maintenance of computer equipment consistent with KIPDA's technology plan, as well as training associated with said equipment(ongoing)

Methodology

Staff management is conducted in accordance with agency personnel policies as described in the Employee Manual. Training opportunities are considered as needed and on the basis of availability. Unspecified training will be submitted to FHWA for eligibility determination.

Major purchases are listed throughout the document under the associated element, as appropriate, are included in the work program estimated budget and are identified here:

- Streetlight data services
- Data Axle data purchase
- Esri Enterprise agreement
- New Project Database (consultant services and new server)
- Continuous computer and related equipment upgrades

Relationship to Other Work Elements

Program Administration impacts all elements of the transportation planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

638

5.0 Commuter Services

5.1 Rideshare Program

Objective

- To provide effective administration of the regional Transportation Demand Management (TDM) program by increasing awareness of and participation in area rideshare services in order to reduce the use of single occupant vehicles (SOVs) as the primary means of commuting throughout the region to reduce congestion and improve air quality.

Products

- Commuter ridematching services for carpools, transit, vanpools, park & ride lots, and bikepools, maintaining a database with over 170 active worksites (ongoing)
- The administration, including operation and maintenance, of a regional vanpool program (ongoing)
- Van purchase, as needed (ongoing)
- Customer service and monthly fare collection for vanpool members (ongoing)
- Maintaining and improving the website www.EveryCommuteCounts.org and the registrant site <https://ttr.rideproweb.com/rp2> (ongoing)
- Multi-faceted advertising campaign, including rideshare challenge campaigns, internet communications, and social media promotion of all rideshare modes and micromobility modes: carpool, transit, vanpool, bikeshare, bikepool, telework, condensed work week, walking, and scooters (ongoing)
- Monthly and annual National Transit Database (NTD) reporting on the vanpool portion of the program, which includes ridership, safety & security, vehicle information, and fiscal details (ongoing)
- Quarterly reports to the Transit Authority of River City (TARC) for vanpool fares collected (quarterly)
- Monthly progress reports of progress and related, which includes air quality impacts and related program benefits (monthly)
- Administration of the regional Emergency Ride Home Program for registered area rideshare commuters (ongoing)

Methodology

To accomplish the objectives of this program, KIPDA MPO Staff will:

- Provide ridematching assistance to the public via telephone and internet.
- Meet with area employers and community partners to discuss the benefits of a commuter rideshare program for employees and for the community.
- Coordinate advertising and messaging, including radio, internet, and social media.
- Coordinate vanpool formation meetings for potential vanpool members.
- Market existing vanpools to maintain and grow ridership levels; establish new vanpools.
- Maintain the vanpool vehicles through a partnership with the Transit Authority of River City (TARC) and in accordance with the Vanpool Transit Asset Management Plan.
- Monthly invoicing and fare collection for vanpool members.
- Review and revise, as needed, vanpool and other operating procedures.
- Collaborate with marketing firm for responsive messaging and messaging placement.
- Work with the marketing firm and the software firm for ease of use and other improvements to both the www.EveryCommuteCounts.org and <https://ttr.rideproweb.com/rp2> websites.

- Contract administration with a marketing firm.
- Contract administration and collaboration with and through TARC for third party providers for towing, fleet card services, van wraps, van purchases, and related items.
- Collect data for reporting and KPIs.
- Provide for adequate staffing, equipment (including vans), supplies, and funding to carry out the program's objectives.

Relationship to Other Work Elements

Ridesharing and other transportation demand management initiatives are identified in the TIP, MTP and CMP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

8,600

APPENDICES

- A. Funding Tables
- B. Program Requirements
- C. Unified Planning Work Program Approval Resolution
- D. MPO Committee Membership
- E. KIPDA Transportation Division Organizational Chart
- F. MPO Certification Review
- G. Cost Allocation Plan & Approval Letter
- H. Planning MOA
- I. UPWP Checklist (KYTC)

Appendix A – Funding Tables

- Work Program Budget Summary
- Estimated MPO Staff Hours Distribution by Element
- Work Program Element Estimated Funding and Expense Distribution
- Direct and Indirect Cost Allocation

Work Program Budget Summary - Estimated FY 2022 Funding

Funding Source	Element 1	Element 2	Element 3	Element 4	MPO Operations (Elements 1-4 Total)	Element 5	Contracts								TOTAL CONTRACTS	TOTAL
	System Monitoring	Long Range	Short Range	Program Admin.		Rideshare	Section 5303 - Fleet Electrification Study (TARC)	Section 5303 - Mobility as a Service Study (TARC)	Traffic Counting (Louisville Metro)	Route Monitoring (TARC)	Streetlight & Database Project	CMAQ for KAIRE Program (APCD)	Floyd County Planning Studies	Oldham County KY 329 Study		
FHWA - PL (KY)	\$258,333	\$426,756	\$162,946	\$207,812	\$1,055,847	\$0	\$0	\$0	\$47,562	\$20,511	\$76,081	\$0	\$0	\$0	\$144,153	\$1,200,000
KYTC Match (5%)	\$16,146	\$26,672	\$10,184	\$12,988	\$65,990	\$0	\$0	\$0	\$2,973	\$1,282	\$4,755	\$0	\$0	\$0	\$9,010	\$75,000
Local Match	\$48,437	\$80,017	\$30,552	\$38,965	\$197,971	\$0	\$0	\$0	\$8,918	\$3,846	\$14,265	\$0	\$0	\$0	\$27,029	\$225,000
FHWA - PL Discretionary (KY)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Local Contribution by Oldham Co for Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$25,000
FHWA –PL (IN) ²	\$53,975	\$89,165	\$34,045	\$43,419	\$220,604	\$0	\$0	\$0	\$11,289	\$4,868	\$18,058	\$0	\$30,000	\$0	\$64,215	\$284,819
Local Match	\$13,494	\$22,291	\$8,511	\$10,855	\$55,151	\$0	\$0	\$0	\$2,822	\$1,217	\$4,514	\$0	\$0	\$0	\$8,554	\$63,705
Local Match by Floyd County for Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$7,500	\$7,500
FTA – 5303 (IN)	\$12,620	\$20,847	\$7,960	\$10,152	\$51,578	\$0	\$0	\$0	\$2,323	\$1,002	\$3,717	\$0	\$0	\$0	\$7,042	\$58,620
Local Match	\$2,051	\$3,388	\$1,294	\$1,650	\$8,382	\$0	\$0	\$0	\$378	\$163	\$604	\$0	\$0	\$0	\$1,144	\$9,527
FTA - 5303 (KY)	\$47,206	\$77,983	\$29,776	\$37,974	\$192,939	\$0	\$100,000	\$125,000	\$18,826	\$8,119	\$30,115	\$0	\$0	\$0	\$282,061	\$475,000
Local Match	\$7,672	\$12,673	\$4,839	\$6,171	\$31,355	\$0	\$0	\$0	\$3,060	\$1,319	\$4,894	\$0	\$0	\$0	\$9,273	\$40,628
Local Match by TARC for Study	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$31,250	\$0	\$0	\$0	\$0	\$0	\$0	\$56,250	\$56,250
Local Match to FTA - 5303 KY & IN by TARC	\$5,234	\$8,646	\$3,301	\$4,210	\$21,392	\$0	\$0	\$0	\$1,850	\$798	\$2,960	\$0	\$0	\$0	\$5,608	\$27,000
FHWA - KY - STBG	\$0	\$0	\$0	\$0	\$0	\$1,181,346	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,346
Local Match (Fees)	\$0	\$0	\$0	\$0	\$0	\$295,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$295,337
FHWA - IN STBG	\$0	\$0	\$0	\$0	\$0	\$127,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,000
Local Match (Fees)	\$0	\$0	\$0	\$0	\$0	\$31,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,750
FHWA CMAQ (IN)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$200,000
APCD Match (In-kind)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000
Total Federal	\$372,133	\$614,750	\$234,727	\$299,358	\$1,520,969	\$1,308,346	\$100,000	\$125,000	\$80,000	\$34,500	\$127,970	\$200,000	\$30,000	\$100,000	\$797,470	\$3,626,785
Total Match	\$93,033	\$153,688	\$58,682	\$74,839	\$380,242	\$327,087	\$25,000	\$31,250	\$20,000	\$8,625	\$31,993	\$50,000	\$7,500	\$25,000	\$199,368	\$906,696
TOTAL	\$465,166	\$768,438	\$293,409	\$374,197	\$1,901,211	\$1,635,433	\$125,000	\$156,250	\$100,000	\$43,125	\$159,963	\$250,000	\$37,500	\$125,000	\$996,838	\$4,533,481

Estimated MPO Staff Hours - Distribution by Element

Work Elements	MPO Staff Hours	MPO Person Weeks	Percent of Element	Percent of Program
1.0 System/Development Monitoring	6945	198	100%	27%
1.1 Traffic Counting	347	10	5%	
1.2 Geographic Information System	3473	99	50%	
1.3 TARC Route Monitoring	139	4	2%	
1.4 Maintenance and Update of Information	1875	54	27%	
1.5 Response to Information Requests	208	6	3%	
1.6 Performance Management Data Collection	903	26	13%	
2.0 Long Range Planning	10359	296	100%	41%
2.1 Transportation Plan Maintenance/Update	3418	98	33%	
2.2 Travel Model Development	1554	44	15%	
2.3 Air Quality Analysis/Conformity Consultation	311	9	3%	
2.4 Intelligent Transportation Systems Planning	207	6	2%	
2.5 Congestion Management Process	1036	30	10%	
2.6 Public Transportation Planning	518	15	5%	
2.7 Freight Planning	518	15	5%	
2.8 Bicycle and Pedestrian Planning	1347	38	13%	
2.9 Performance Management Data Analysis	1450	41	14%	
3.0 Short Range Planning/Programming	5066	145	100%	20%
3.1 Transportation Improvement Program	3698	106	73%	
3.2 Project Design/Traffic Study Data Requests	456	13	9%	
3.3 Short Range Studies	101	3	2%	
3.4 Transportation Safety Planning	203	6	4%	
3.5 Transportation Security Planning	101	3	2%	
3.6 Management and Operations Planning	507	14	10%	
4.0 Program Administration	3191	91	100%	12%
4.1 Unified Planning Work Program	160	5	5%	
4.2 Public Involvement/Title VI	1276	36	40%	
4.3 Committee Support	1117	32	35%	
4.4 Staff Management and Training	638	18	20%	
5.0 Rideshare Program	8600	246	100%	na

Work Program Element Estimated Funding and Expense Distribution

Work Elements	MPO Person Weeks	Percent of Element	FHWA - PL (KY)	FHWA - PL (IN)	FTA - 5303 (IN)	FTA - 5303 (KY)	KY Match	Local Match	TOTAL
1.0 System/Develop. Monitoring	198	100%	\$258,333	\$53,975	\$12,620	\$47,206	\$16,146	\$76,888	\$465,166
1.1 Traffic Counting	10	5.00%	\$12,917	\$2,699	\$631	\$2,360	\$807	\$3,844	\$23,258
1.2 Geographic Information System	99	50.00%	\$129,166	\$26,987	\$6,310	\$23,603	\$8,073	\$38,444	\$232,583
1.3 TARC Route Monitoring	4	2.00%	\$5,167	\$1,079	\$252	\$944	\$323	\$1,538	\$9,303
1.4 Maintenance and Update of Info	54	27.00%	\$69,750	\$14,573	\$3,407	\$12,746	\$4,359	\$20,760	\$125,595
1.5 Response to Information Requests	6	3.00%	\$7,750	\$1,619	\$379	\$1,416	\$484	\$2,307	\$13,955
1.6 Performance Management Data	26	13.00%	\$33,583	\$7,017	\$1,641	\$6,137	\$2,099	\$9,995	\$60,472
2.0 Long Range Planning	296	100%	\$426,756	\$89,165	\$20,847	\$77,983	\$26,672	\$127,015	\$768,438
2.1 Transp. Plan Maintenance/Update	98	33.00%	\$140,829	\$29,424	\$6,880	\$25,734	\$8,802	\$41,915	\$253,585
2.2 Travel Model Development	44	15.00%	\$64,013	\$13,375	\$3,127	\$11,697	\$4,001	\$19,052	\$115,266
2.3 Air Quality Analysis/Conformity Con.	9	3.00%	\$12,803	\$2,675	\$625	\$2,339	\$800	\$3,810	\$23,053
2.4 Intelligent Transp. Systems Planning	6	2.00%	\$8,535	\$1,783	\$417	\$1,560	\$533	\$2,540	\$15,369
2.5 Congestion Management Process	30	10.00%	\$42,676	\$8,916	\$2,085	\$7,798	\$2,667	\$12,702	\$76,844
2.6 Public Transportation Planning	15	5.00%	\$21,338	\$4,458	\$1,042	\$3,899	\$1,334	\$6,351	\$38,422
2.7 Freight Planning	15	5.00%	\$21,338	\$4,458	\$1,042	\$3,899	\$1,334	\$6,351	\$38,422
2.8 Bicycle and Pedestrian Planning	38	13.00%	\$55,478	\$11,591	\$2,710	\$10,138	\$3,467	\$16,512	\$99,897
2.9 Performance Management Analysis	41	14.00%	\$59,746	\$12,483	\$2,919	\$10,918	\$3,734	\$17,782	\$107,581
3.0 Short Range Planning	145	100%	\$162,946	\$34,045	\$7,960	\$29,776	\$10,184	\$48,498	\$293,409
3.1 Transp. Improvement Program	106	73.00%	\$118,951	\$24,853	\$5,811	\$21,736	\$7,434	\$35,403	\$214,189
3.2 Project/Traffic Study Data Requests	13	9.00%	\$14,665	\$3,064	\$716	\$2,680	\$917	\$4,365	\$26,407
3.3 Short Range Studies	3	2.00%	\$3,259	\$681	\$159	\$596	\$204	\$970	\$5,868
3.4 Transportation Safety Planning	6	4.00%	\$6,518	\$1,362	\$318	\$1,191	\$407	\$1,940	\$11,736
3.5 Transportation Security Planning	3	2.00%	\$3,259	\$681	\$159	\$596	\$204	\$970	\$5,868
3.6 Management and Operations Planning	14	10.00%	\$16,295	\$3,405	\$796	\$2,978	\$1,018	\$4,850	\$29,341
4.0 Program Administration	91	100%	\$207,812	\$43,419	\$10,152	\$37,974	\$12,988	\$61,851	\$374,197
4.1 Unified Planning Work Program	5	5.00%	\$10,391	\$2,171	\$508	\$1,899	\$649	\$3,093	\$18,710
4.2 Public Involvement/Title VI	36	40.00%	\$83,125	\$17,368	\$4,061	\$15,190	\$5,195	\$24,740	\$149,679
4.3 Committee Support	32	35.00%	\$72,734	\$15,197	\$3,553	\$13,291	\$4,546	\$21,648	\$130,969
4.4 Staff Management and Training	18	20.00%	\$41,562	\$8,684	\$2,030	\$7,595	\$2,598	\$12,370	\$74,839

Direct and Indirect Cost Allocation

Work Elements	FHWA - PL (KY)	FHWA - PL (IN)	FTA - 5303 (IN)	FTA - 5303 (KY)	KY Match	Local Match	Rideshare STBG (KY)	Rideshare STBG (IN)	Rideshare Match	TOTAL
1.0 System/Develop. Monitoring	\$258,333	\$53,975	\$12,620	\$47,206	\$16,146	\$76,888	\$0	\$0	\$0	\$465,166
Direct Labor	\$117,659	\$24,583	\$5,748	\$21,500	\$7,354	\$35,019	\$0	\$0	\$0	\$211,863
Fringe Benefits	\$61,856	\$12,924	\$3,022	\$11,303	\$3,866	\$18,410	\$0	\$0	\$0	\$111,380
Indirect	\$56,851	\$11,878	\$2,777	\$10,389	\$3,553	\$16,921	\$0	\$0	\$0	\$102,370
Other Direct	\$21,966	\$4,589	\$1,073	\$4,014	\$1,373	\$6,538	\$0	\$0	\$0	\$39,553
2.0 Long Range Planning	\$426,756	\$89,165	\$20,847	\$77,983	\$26,672	\$127,015	\$0	\$0	\$0	\$768,438
Direct Labor	\$195,983	\$40,948	\$9,574	\$35,813	\$12,249	\$58,330	\$0	\$0	\$0	\$352,897
Fringe Benefits	\$103,032	\$21,527	\$5,033	\$18,827	\$6,439	\$30,665	\$0	\$0	\$0	\$185,525
Indirect	\$94,697	\$19,786	\$4,626	\$17,304	\$5,919	\$28,185	\$0	\$0	\$0	\$170,515
Other Direct	\$33,044	\$6,904	\$1,614	\$6,038	\$2,065	\$9,835	\$0	\$0	\$0	\$59,500
3.0 Short Range Planning	\$162,946	\$34,045	\$7,960	\$29,776	\$10,184	\$48,498	\$0	\$0	\$0	\$293,409
Direct Labor	\$77,114	\$16,112	\$3,767	\$14,091	\$4,820	\$22,952	\$0	\$0	\$0	\$138,856
Fringe Benefits	\$40,540	\$8,470	\$1,980	\$7,408	\$2,534	\$12,066	\$0	\$0	\$0	\$72,999
Indirect	\$37,261	\$7,785	\$1,820	\$6,809	\$2,329	\$11,090	\$0	\$0	\$0	\$67,093
Other Direct	\$8,030	\$1,678	\$392	\$1,467	\$502	\$2,390	\$0	\$0	\$0	\$14,460
4.0 Program Administration	\$207,812	\$43,419	\$10,152	\$37,974	\$12,988	\$61,851	\$0	\$0	\$0	\$374,197
Direct Labor	\$87,278	\$18,236	\$4,264	\$15,949	\$5,455	\$25,977	\$0	\$0	\$0	\$157,158
Fringe Benefits	\$45,884	\$9,587	\$2,241	\$8,385	\$2,868	\$13,656	\$0	\$0	\$0	\$82,621
Indirect	\$42,172	\$8,811	\$2,060	\$7,706	\$2,636	\$12,552	\$0	\$0	\$0	\$75,937
Other Direct	\$32,478	\$6,786	\$1,587	\$5,935	\$2,030	\$9,666	\$0	\$0	\$0	\$58,481
5.0 Rideshare Program	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,346	\$127,000	\$327,087	\$1,635,433
Direct Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$168,532	\$18,118	\$46,662	\$233,312
Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$88,600	\$9,525	\$24,531	\$122,657
Indirect	\$0	\$0	\$0	\$0	\$0	\$0	\$81,432	\$8,754	\$22,547	\$112,733
Other Direct	\$0	\$0	\$0	\$0	\$0	\$0	\$842,782	\$90,603	\$233,346	\$1,166,731

Note: Calculation of final and actual direct, fringe, and indirect cost allocations will be based on results of the agency's annual audit for FY 2022.

Appendix B – Program Requirements

PROGRAM REQUIREMENTS

FHWA Planning Factors

Planning Factor	ELEMENTS			
	1.0	2.0	3.0	4.0
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		✓	✓	✓
2. Increase the safety of the transportation system for motorized and non-motorized users	✓	✓	✓	✓
3. Increase the security of the transportation system for motorized and non-motorized users		✓	✓	✓
4. Increase accessibility and mobility of people and freight	✓	✓	✓	✓
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns	✓	✓	✓	✓
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	✓	✓	✓	✓
7. Promote efficient system management and operation	✓	✓	✓	✓
8. Emphasize the preservation of the existing transportation system	✓	✓	✓	✓
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		✓	✓	✓
10. Enhance travel and tourism		✓	✓	✓

Certification

FHWA and FTA conducted the most recent certification review of KIPDA's metropolitan transportation planning process on August 22-23, 2018. The Final Report was provided on November 13, 2018.

Title VI/Environmental Justice

On April 26, 2001 KIPDA assured compliance with Executive Order 12898 "to integrate the goals into our operations through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

Disadvantaged Business Enterprise

KIPDA has as its goal to procure goods and services to the maximum extent that is feasible from both minority and woman owned/managed businesses.

Appendix C - Unified Planning Work Program Approval Resolution

RESOLUTION

**APPROVING THE
FY 2022 UNIFIED PLANNING WORK PROGRAM
FOR THE LOUISVILLE/JEFFERSON COUNTY, KY-IN
METROPOLITAN PLANNING AREA**

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Louisville/Jefferson County, KY-IN Urbanized Area; and,

WHEREAS, a Memorandum of Agreement has been developed to establish a multi-year framework for this program; and,

WHEREAS, a Unified Planning Work Program has been developed for FY 2021 within this multi-year framework;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Transportation Policy Committee hereby adopts the *FY 2021 Unified Planning Work Program* of the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, and hereby certifies that the KIPDA Metropolitan Planning Organization is meeting all the requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process.

RESOLUTION APPROVED:

ATTEST:

Kevin Baity, Chair
Transportation Policy Committee

Amanda R. Spencer, Recording Secretary
Transportation Policy Committee

Date

Appendix D - MPO Committee Membership

- Transportation Policy Committee (TPC) Membership
- Transportation Technical Coordination Committee (TTCC)
Membership

TPC Membership

VOTING MEMBERS

Bullitt County		
Judge Jerry Summers	Primary	
Felicia Harper	Alternate	
Keith Griffiee	Alternate	
City of Charlestown		
Mayor Treva Hodges	Primary	
City of Jeffersontown		
Mayor Bill Dieruf	Primary	
Matt Meunier	Alternate	
City of Jeffersonville		
Mayor Mike Moore	Primary	
Andy Crouch	Alternate	
Chad Reischl	Alternate	
City of New Albany		
Mayor Jeff Gahan	Primary	
John Rosenbarger	Alternate	
Krisjans Streips	Alternate	
Larry Summers	Alternate	
City of Shively		
Mayor Beverly Chester-Burton	Primary	
Jeff Early	Alternate	
City of St. Matthews		
Mayor Richard Tonini	Primary	
Bernie Bowling	Alternate	
Clark County		
Commissioner Jack Coffman	Primary	
Brian Dixon	Alternate	
Floyd County		
Commissioner Shawn Carruthers	Primary	
Don Lopp	Alternate	
Justin Tackett	Alternate	
Indiana Dept. of Transportation		
Secretary Joe McGuinness	Primary	
Kathy Eaton-McKalip	Alternate	
Indiana Dept. of Transportation - Seymour		
Deputy Secretary Tony McClellan	Primary	
Taylor Herrin	Alternate	
Jefferson County League of Cities		
Mayor J. Byron Chapman	Primary	
Kentucky Transportation Cabinet		
Secretary Jim Gray	Primary	
Matt Bullock	Alternate	
Steve Ross	Alternate	
Thomas Witt	Alternate	
Tonya Higdon	Alternate	

Louisville Metro Government

Mayor Greg Fischer	Primary
Dirk Gowin	Alternate
Michael King	Alternate
Jeff O'Brien	Alternate
Vanessa Burns	Alternate

Louisville Regional Airport Authority

James Welch	Primary
Brian Sinnwell	Alternate
Dan Mann	Alternate

Oldham County

Judge David Voegle	Primary
Jim Urban	Alternate
Kevin Nuss	Alternate

Town of Clarksville

Councilman Ryan Ramsey	Primary
Brittany Montgomery	Alternate
Kevin Baity	Alternate

Transit Authority of River City (TARC)

Mary Morrow	Primary
Carrie Butler	Alternate
Aida Copic	Alternate
Geoffrey Hobin	Alternate

ADVISORY MEMBERS

Federal Aviation Administration - Memphis

Tommy Dupree	Primary
Duane Johnson	Alternate

Federal Highway Administration - Indiana

Mayela Sosa	Primary
Erica Tait	Alternate

Federal Highway Administration - Kentucky

Todd Jeter	Primary
Eric Rothermel	Alternate

Federal Transit Administration - Region 4

Carrie Walker	Primary
---------------	---------

Kentucky Transportation Cabinet - District 5

Tom Hall	Primary
Tracy Lovell	Alternate

Louisville Metro Planning & Design Services

Emily Liu	Primary
Joe Reverman	Alternate

U.S. Dept. of Housing & Urban Development

Peter Jackson	Primary
David Railey	Alternate

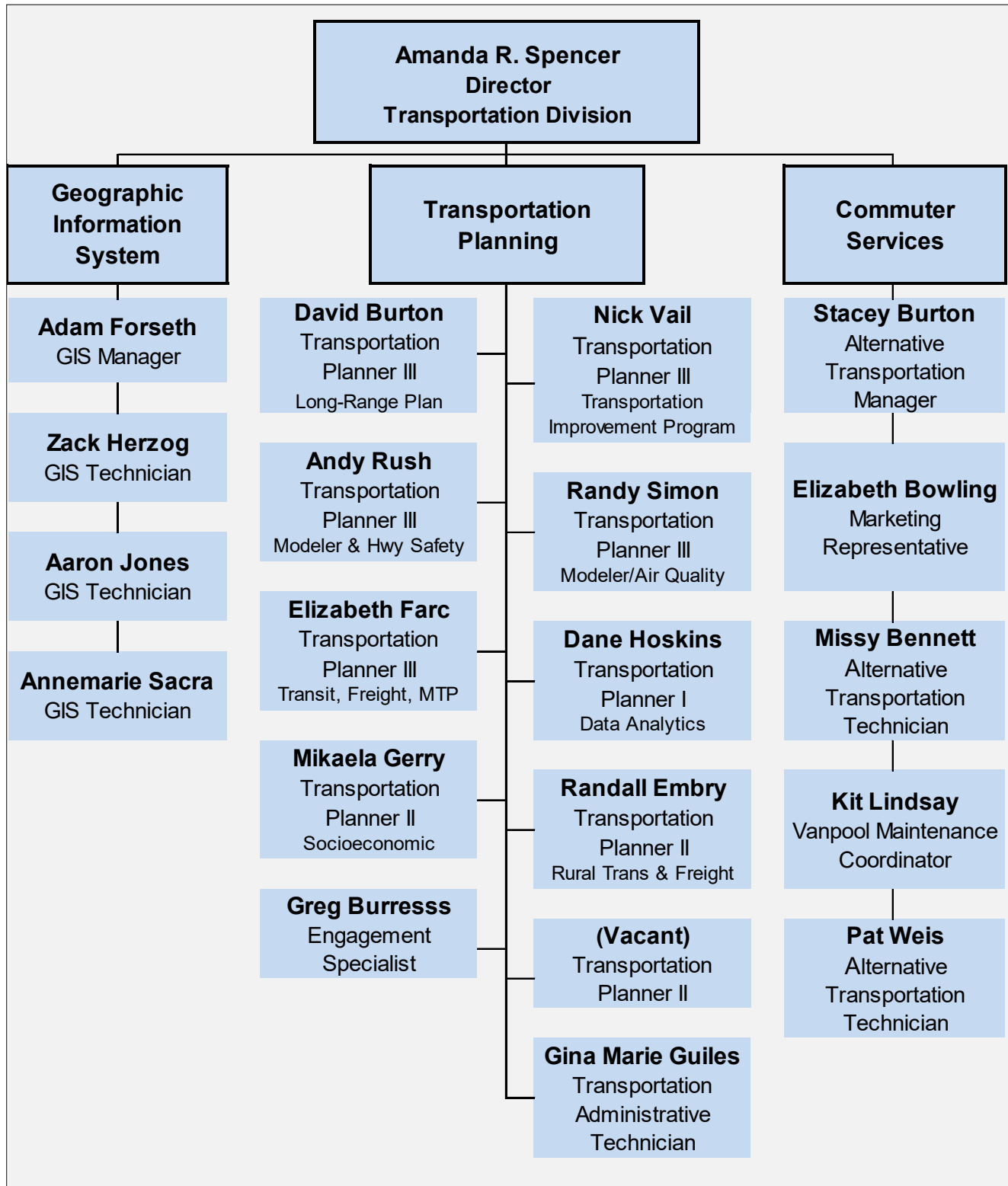
TTCC Membership

VOTING MEMBERS

Bullitt County		
Judge Jerry Summers	Primary	
Felicia Harper	Alternate	
Keith Griffiee	Alternate	
City of Charlestown		
Mayor Treva Hodges	Primary	
City of Jeffersontown		
Matt Meunier	Primary	
Mayor Bill Dieruf	Alternate	
City of Jeffersonville		
Mayor Mike Moore	Primary	
Andy Crouch	Alternate	
Chad Reischl	Alternate	
City of Mount Washington		
Mayor Barry Armstrong	Primary	
Elizabeth Hardin	Alternate	
Lori Puchino	Alternate	
City of New Albany		
Mayor Jeff Gahan	Primary	
John Rosenbarger	Alternate	
Krisjans Streips	Alternate	
Larry Summers	Alternate	
City of Shepherdsville		
Mayor Curtis Hockenbury	Primary	
Arthur Jones	Alternate	
Scott Fleming	Alternate	
City of St. Matthews		
Kenan Stratman	Primary	
Bernie Bowling	Alternate	
Clark County		
Brian Dixon	Primary	
Clark County Air Board		
Jeff Baker	Primary	
Clark County Planning Commission		
Amy Williams	Primary	
Floyd County		
Don Lopp	Primary	
Justin Tackett	Alternate	
Indiana Dept. of Environmental Management		
Shawn Seals	Primary	
INDOT – Public Transportation		
Kathy Eaton-McKalip	Primary	
INDOT – Urban & Long-Range Planning		
Emmanuel Nsonwu	Primary	

INDOT - Seymour		
Deputy Secretary Tony McClellan	Primary	
Taylor Herrin	Alternate	
Jefferson Riverport International		
Maria Bouvette	Primary	
Matt Yates	Alternate	
Kentucky Division of Air Quality		
Leslie Poff	Primary	
KYTC		
Tonya Higdon	Primary	
Matt Bullock	Alternate	
Steve Ross	Alternate	
Thomas Witt	Alternate	
KYTC – District 5		
Tom Hall	Primary	
Tracy Lovell	Alternate	
KYTC – Office of Transportation Delivery		
Eric Perez	Primary	
Derek Morris	Alternate	
Tabitha Martin	Alternate	
Louisville Metro Air Pollution Control District		
Keith Talley	Primary	
Bradley Coomes	Alternate	
Craig Butler	Alternate	
Michelle King	Alternate	
Rachael Hamilton	Alternate	
Louisville Metro Economic Development		
Michael King	Primary	
Rachel Casey	Alternate	
Louisville Metro Planning & Design Services		
Jeff O'Brien	Primary	
Beth Stuber	Alternate	
Emily Liu	Alternate	
Joe Reverman	Alternate	
Louisville Metro Public Works & Assets		
Vanessa Burns	Primary	
Amanda Deatherage	Alternate	
Dirk Gowin	Alternate	
Louisville Regional Airport Authority		
Dan Mann	Primary	
Bob Slattery	Alternate	
Brian Sinnwell	Alternate	

Appendix E - KIPDA Transportation Division Organizational Chart



Appendix F – MPO Certification Review



Federal Highway Administration
Kentucky Division Office
330 West Broadway St
Frankfort, KY 40601

Federal Transit Administration
Region 4 Office
230 Peachtree Street, NW Suite 1400
Atlanta, GA 30303

November 13, 2018

In Reply Refer To:
HDA-KY

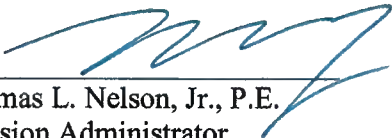
Mr. Bill Dieruf
Louisville Area Metropolitan Planning Organization
Chair
Mayor of Jeffersontown
10416 Watson Trail
Jeffersontown, Kentucky 40299-3749


Dear Mr. Dieruf:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) completed a 2018 Certification Review of the metropolitan transportation planning process for the Louisville Transportation Management Area (TMA). The review was conducted to ensure the existence of a "3-C" planning process that satisfies the provisions of 23 USC 134, 49 USC 5303, and associated federal requirements.

The certification review team found that the MPO planning processes, administered by the Kentuckiana Regional Planning and Development Agency (KIPDA) for the Louisville TMA, are in compliance with the federal planning requirements. The FHWA and FTA jointly certify that the transportation planning process of the Louisville TMA meets the federal planning requirements in 23 CFR 450 Subpart C.

The enclosed certification review report documents the FHWA and FTA's findings. We appreciate the KIPDA MPO's hard work and cooperation, and the Kentucky Transportation Cabinet's participation, during the certification review. If you have any questions regarding the certification report, please call either Mr. Eric Rothermel of FHWA at (502) 223-6742 or Ms. Brittany Lavender of FTA at (404) 865-5475.


Thomas L. Nelson, Jr., P.E.
Division Administrator
Federal Highway Administration


Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

Enclosure



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Louisville Transportation Management Area



October 2018

Table of Contents

1.0	EXECUTIVE SUMMARY	3
1.1	Findings from 2014 KIPDA Certification Review.....	3
1.2	Summary of Current Findings.....	3
2.0	INTRODUCTION	6
2.1	Background	6
2.2	Purpose and Objective.....	7
3.0	SCOPE AND METHODOLOGY.....	7
3.1	Review Process	8
3.2	Documents Reviewed	8
4.0	PROGRAM REVIEW	10
4.1	Overview of KIPDA Planning Process.....	10
4.2	Performance Measures within the TIP and STIP	11
4.3	Environmental Mitigation	12
4.4	Travel Demand Forecast Modeling	13
4.5	Transit Planning	14
4.6	Public Participation.....	15
4.7	Integrating Freight in the Transportation Planning Process	16
4.8	Congestion Management Process.....	18
4.9	Air Quality and Transportation Conformity	19
4.10	Financial Planning	20
4.11	Planning for Bicycle and Pedestrian Facilities.....	24
5.0	CONCLUSION AND RECOMMENDATIONS.....	25
	APPENDIX A - Status of 2014 KIPDA Certification Review	

APPENDIX B - Public Listening Session

APPENDIX C - KIPDA and EPA Presentations

APPENDIX D - List of Acronyms

1.0 EXECUTIVE SUMMARY

On August 22-23, 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the site visit portion of the certification review of the transportation planning process being carried out in the Louisville urbanized area and administered by the Kentuckiana Regional Planning and Development Agency (KIPDA). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Findings from 2014 KIPDA Certification Review

The last certification review from KIPDA was conducted in 2014. The review was finalized on December 15, 2014 and included one corrective action and five recommendations. The corrective action was in accordance with 23 CFR 450.314(a) which defines planning agreements between the MPO and State, and 23 CFR 450.324((f)11)(ii) and 23 CFR 450.326(j) which addresses MPO, State, and public transportation operators' cooperative development of revenue estimates for the MTP and TIP respectively.

The review team issued the corrective action that planning agreements must be updated to more clearly describe the process used by the MPO and the two States to develop revenue estimates and projects' cost. Cooperation between the stakeholders is required to be more thoroughly documented as part of the planning agreement. The corrective action needed to be complete by May 30, 2015.

KIPDA resolved the corrective action on June 2, 2015 when the Kentucky Transportation Cabinet (KYTC), Indiana Department of Transportation (INDOT) and the Transit Authority of the River City (TARC), executed a Planning Memorandum of Agreement. On September 8, 2015, FHWA sent a letter to KIPDA stating that KIPDA fulfilled the requirements of the corrective action.

In addition to completing the activities called for by the corrective action from 2014, KIPDA has implemented all of the review team's recommendations and implemented them prior to the 2018 Federal Certification Review. KIPDA's response to all recommendations can be found in Appendix A.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Louisville urbanized area is being carried out in accordance with of 23 CFR 450 Subpart C and other applicable provisions of Federal law. The review team has recommendations to improve the planning process in the Louisville urban area. These recommendations should be monitored by FHWA and FTA during their ongoing planning oversight and stewardship activities

with KIPDA, as well as at the next certification review site visit. The report also contains commendations where the planning process cooperatively being carried out by KIPDA, KYTC, INDOT, and TARC are performing exceptionally well.

Summary of Findings

Review Area	Recommendation	Commendation
Overview of KIPDA Planning Process	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Performance Measures within the TIP and MTP	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> The MPO went the extra mile and developed an independent document titled, the Performance Management Plan for the MPO Area. As part of that document, the MPO created a table showing the correlation between the National Goals, the MTP Goals and the Transportation Performance Measures. The extensive work that went into creating and correlating this document is exemplary.
Environmental Mitigation within the MTP	<ul style="list-style-type: none"> The MPO needs to include environmental mitigation in the MTP update for 2019, Connecting Kentuckiana. The information needs to meet what is outlined in the environmental requirements, particularly describing potential environmental mitigation activities, as well as potential areas to carry them out. The “Red Flags” component of the KIPDA Transportation Planning Portal, as described below, is a valuable information resource that has been used to inform project development. However, use of this tool during preparation of the next MTP Update, during what could be termed “pre-project development,” could provide a ready means of identifying and addressing potential environmental mitigation issues during the planning process. 	<ul style="list-style-type: none"> As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Portal has an environmental component that “red- flags” environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO, the State Departments of Transportation (KYTC and INDOT), and the Transit Authority of River City (TARC) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets.
Travel Demand Forecast Modeling	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Transit Planning	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> TARC participates actively in the planning process. The planning process appears to be collaborative, cooperative, and comprehensive among KIPDA, TARC, and the States. This proactive collaboration has

		<p>contributed to formulation and implementation of the region's first Bus Rapid Transit (BRT) Project, the Dixie Highway BRT. The Dixie Highway BRT is projected to reduce transit travel times, improve transit service reliability in the corridor, and enhance regional connectivity with other TARC routes.</p>
Public Outreach within the Public Participation Plan	<ul style="list-style-type: none"> It is recommended that KIPDA's Community Assessment & Outreach Program be updated as soon as possible to reflect current demographic data for use in preparation of the next long-range plan. 	<ul style="list-style-type: none"> As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Online Project Application tool has an environmental component that "red-flags" environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Department of Transportation (KYTC and INDOT) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets. The tool also provides public comment that is more understandable because of its GIS based application. Sponsors now have immediate access to comments that may influence the development of their projects.
Freight Planning	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> The MPO should be commended for their identification of "Freight Clusters". Lacking Origin/Destination data for truck traffic in the region, this is a good way to identify where freight is concentrated in the region. Knowing where freight traffic is occurring helps focus analysis efforts, particularly for the development of the Regional Freight Mobility Study.

Air Quality and Transportation Conformity	<ul style="list-style-type: none"> It is recommended that the MPO's Conformity MOA be updated as it is ten years old. 	<ul style="list-style-type: none"> KIPDA ranks in the top tier of MPOs, in the EPA's Southeast Region, that has a great command of the interagency consultation process. KIPDA consistently demonstrates their seamless ability to effectively communicate and demonstrate transportation conformity. KIPDA's conformity documentation is very detailed and leaves nothing lacking for the interagency consultation partners to make informed decisions.
Financial Planning	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> As the non-Federal entity, acting as a sub-recipient of federal funds which are passed on to local public agencies, the Kentuckiana Regional Planning and Development Agency (MPO) is responsible for the oversight of the local public agencies Federal award supported activities. The MPO must monitor such activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring by the MPO must cover each program, function or activity (2 CFR 200.328). See also §200.331 Requirements for pass-through entities. As part of this responsibility, the MPO developed and implemented a financial obligation analysis process which was used to assess each of the metropolitan planning area's local public agencies. Based on the analysis, the MPO identified opportunities to create additional efficiencies in local public agencies and state processes which resulted in the development and implementation of a plan of action to address the identified gaps.

Bike and Pedestrian Planning	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The MPO developed the KIPDA Transportation Planning Portal that shows the current facilities in the MPO area that are a collector or above (bike lanes, crosswalks, multi-use paths, sharrows and sidewalks). The online tool also shows the “gaps” in the facilities. The gaps can help SDOT project managers see where gaps are in the inventory and if future projects in that area could incorporate bicycle and pedestrian projects with the transportation project. The tool will help this region better consider bike and pedestrian projects in the future.
------------------------------	--	--

Details of the certification findings for each of the above items are contained in this report.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the

conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP and STIP) findings, air-quality (AQ) conformity determinations, as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process. While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years. The KIPDA, is the designated MPO for the Louisville urbanized area. The KYTC and INDOT are the responsible State agencies and TARC is the responsible public transportation operator. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report documents the 2018 certification review, which consisted of a desk review, formal site visit and a public involvement opportunity, conducted in August 2018. Participants in the review included representatives of FHWA, FTA, KYTC District and Central Office, TARC, INDOT, EPA, and KIPDA staff. KIPDA's previous certification review is from 2014. A summary of the status of findings from the last review is provided in Appendix A.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight provides a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Overview of KIPDA Planning Process; Performance Measures within the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP);
- Environmental Mitigation Measures within the MTP;
- Traffic Demand Forecast Modeling;
- Transit Planning;
- Public Outreach within the Public Participation Plan;
- Freight Planning;
- Congestion Management Plan (CMP);
- Air Quality and Transportation Conformity;
- Financial Planning; and
- Bike and Pedestrian Planning

3.2 Documents Reviewed

The following KIPDA documents were evaluated as part of this planning process review:

• 2035 MTP	• 2018-2021 TIP
• KIPDA Online Resource Center Tool	• FY 2018 UPWP
• FY 2014-2018 Annual Listing of Obligated Projects	• FY 2017 Performance and Expenditure Report
• Air Quality Summary Report	• ADA Planning Resources

<ul style="list-style-type: none"> • Bike and Pedestrian Inventory and Resource Guide 	<ul style="list-style-type: none"> • Air Quality Conformity MOU
<ul style="list-style-type: none"> • Congestion Analysis 	<ul style="list-style-type: none"> • Congestion Management Process
<ul style="list-style-type: none"> • Coordinated Human Services Transportation Plan 	<ul style="list-style-type: none"> • Environmental Justice Areas and Resource Document
<ul style="list-style-type: none"> • Freight Network and Plan 	<ul style="list-style-type: none"> • High Crash Locations Report
<ul style="list-style-type: none"> • ITS Architecture Report 	<ul style="list-style-type: none"> • KIPDA TPC and TTCC Members Roster
<ul style="list-style-type: none"> • Planning Memorandum of Agreement 	<ul style="list-style-type: none"> • Public Participation Plan
<ul style="list-style-type: none"> • Performance Management Plan 	<ul style="list-style-type: none"> • Planning Assumptions
<ul style="list-style-type: none"> • Program of Projects 	<ul style="list-style-type: none"> • Project Application Assistant for Connecting Kentuckiana
<ul style="list-style-type: none"> • Project Management Process 	<ul style="list-style-type: none"> • Response to 2014 Corrective Action and Recommendations
<ul style="list-style-type: none"> • Socioeconomic Data and Forecasts 	<ul style="list-style-type: none"> • TARC's Long Range Plan
<ul style="list-style-type: none"> • TARC's Budget 	<ul style="list-style-type: none"> • Ticket to Ride Regional Rideshare Program
<ul style="list-style-type: none"> • Traffic Count Database 	<ul style="list-style-type: none"> • Transit Asset Management (TAM) Performance Targets
<ul style="list-style-type: none"> • Transit Planning 	<ul style="list-style-type: none"> • Transportation Policy Committee: Transportation Meeting

	Operations and Logistics Working Group
<ul style="list-style-type: none"> • Transportation Systems Management and Operations Resource Guide 	<ul style="list-style-type: none"> • Travel Demand Forecast Model

4.0 PROGRAM REVIEW

4.1 Overview of KIPDA Planning Process

4.1.1 Regulatory Basis

23 CFR 450.306 (b) requires the metropolitan planning process to be continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the “3C” planning process.

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.1.2 Current Status

KIPDA is currently working on a TIP update for the Fall of 2019 and an MTP update in 2019. KIPDA is implementing all planning regulations and is incorporating performance measures into the planning process.

4.1.3 Findings

The Louisville MPO is in compliance with the requirements for transportation performance measures and should work with the States and TARC as it prepares its safety plan, also with targets that subsequently will be considered by the MPO for adoption, as well as System Performance Reports and Descriptions of the anticipated process in target achievement with TIP implementation.

4.2 Performance Measures within the TIP and STIP

4.2.1 Regulatory Basis

23 CFR 450.324 (f) (3), the Metropolitan Transportation Plan (MTP) must include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306 (d). Per 23 CFR 450.326 (d), the

Transportation Improvement Program (TIP) shall include, to the maximum extent possible, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.

4.2.2 Current Status

The Louisville MPO has expanded their planning MOA to include aspects of the Transportation Performance Measures (TPM), (i.e. supplies of data, use of data, etc.) The MPO has developed an independent document titled, the Performance Management Plan for the MPO Area.

Highway Performance Measures 1: Safety. The MPO Policy Board did not adopt the KYTC or the INDOT measures, but developed their own methodology and regional targets. The MPO Policy Board approved the Safety Performance Targets at the February 22, 2018 meeting.

Highway Performance Measures 2 & 3: The targets for other measures were not due at the time of this report. However, the MPO Policy Board approved the targets for PM2 and PM3 at their October 25, 2018 meeting supporting both Kentucky and Indiana targets and included Level of Travel Time Reliability (LOTTR), Truck Travel Time Reliability (TTTR), etc. in the MPO's Performance Management Plan. The Louisville MPO chose to use the segment-by-segment Level of Service (LOS) analysis in the MPO's Congestion Management Process (CMP) instead of the Travel Time Index (TTI) or LOTTR. This was due in part to the limited coverage of the National Performance Management Research Data Set (NPMRDS) which is interstates and non-interstate NHS Routes only.

Performance Measure	State Target Due Date	MPO Target Due Date	Required in Planning Documents with Next Update or Amendment After:
Highway PM 1 - Safety	08/31/17	02/27/18	05/27/18
Highway PM 2 - Pavement & Bridges	05/20/18	11/16/18	05/20/19
Highway PM 3 - System (Freight & Air Quality)	05/20/18	11/16/18	05/20/19
Performance Measure	Transit Agency Target Due Date	MPO Target Due Date	Required in Planning Documents with Next Update or Amendment After:

Transit PM 1 - State of Good Repair (SGR)	01/01/17	06/30/17	10/01/18
Transit PM 2 - Safety Management Systems (SMS)	TBD	TBD	TBD

Transit Performance Measures 1: The Transit Authority of River City (TARC) has shared its draft State of Good Repair targets with the MPO, and the MPO plans to incorporate those targets directly into their planning documents before the October 1, 2018 deadline. The TARC Board subsequently approved the targets on October 23, 2018.

4.2.3 Findings

The Louisville MPO is in compliance with the requirements for transportation performance measures and should work with the State and TARC as it prepares its safety plan, also with targets that subsequently will be considered by the MPO for adoption, as well as System Performance Reports and Descriptions of the anticipated process in target achievement with TIP implementation.

Commendation:

The MPO went the extra mile and developed an independent document titled, the Performance Management Plan for the MPO Area. As part of that document, the MPO created a table showing the correlation between the National Goals, the MTP Goals and the Transportation Performance Measures. The extensive work that went into creating and correlating this document is exemplary.

4.3 Environmental Mitigation

4.3.1 Regulatory Basis

Environmental mitigation requirements are set forth in connection with the MTP in 23 CFR 450.324(f)(10). The basis for addressing environmental mitigation is detailed in sections addressing consultation (23 CFR 450.316(a) and (b) and 23 CFR 450.324(f)(10), (g), and (m)). The environmental requirements are:

- The MTP shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- The discussion:
 - Should include activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP;
 - May focus on policies, programs, or strategies, rather than addressing the project level;
 - Shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.
- The MPO may establish reasonable timeframes for performing this consultation.

4.3.2 Current Status

On August 28, 2014 KIPDA's Transportation Policy Committee (TPC) adopted the horizon 2035 MTP. The MPO is currently working on a new MTP, *Connecting Kentuckiana* with an anticipated adoption by the TPC in the summer of 2019. *Connecting Kentuckiana* intends to enhance the transportation planning process conducted by the MPO members through the expansion of existing planning tools and the introduction of new ones.

4.3.3 Findings

The MTP does not include a discussion of environmental mitigation as required by 23 CFR 450.324(f)(10). While extensive information is provided on environmental resources, there is no indication of potential environmental impacts, nor how recommended projects may have been modified to mitigate those potential environmental impacts. The MPO does have the information that meets the federal requires but does not include it in the MTP document.

Commendation:

As mentioned above, the MPO has developed an online tool, the KIPDA Online Project Application. The KIPDA Transportation Planning Portal has an environmental component that "red- flags" environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Departments of Transportation (KYTC and INDOT), and the Transit Authority of the River City (TARC) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets.

Recommendations:

The MPO needs to include environmental mitigation in the MTP update for 2019, *Connecting Kentuckiana*. The information needs to meet what is outlined in the environmental requirements, particularly describing potential environmental mitigation activities, as well as potential areas to carry them out. The "Red Flags" component of the KIPDA Transportation Planning Portal is a valuable information resource that has been used to inform project development. However, use of this tool during preparation of the next MTP Update, during what could be termed "pre-project development," could provide a ready means of identifying and addressing potential environmental mitigation issues during the planning process.

4.4 Travel Demand Forecast Modeling

4.4.1 Regulatory Basis

23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.4.2 Current Status

The Kentuckiana Regional Planning and Development Agency (MPO) Travel Demand Forecast Model (TDF) was recently updated (Summer 2018) with a travel demand base year of 2015. The TDF is a Four Step Model that includes (1) Trip Generation, (2) Trip Distribution, (3) Mode Choice, and (4) Trip Assignment. The first step in the process, Trip Generation, uses socioeconomic data to determine the number of trips produced by a traffic analysis zone (TAZ). The second step is trip distribution. Once the number of trips are known, trip distribution determines where the trips will go. The third step is mode choice. This step determines what vehicle trips will utilize when going from one zone to another. The final step is trip assignment. This step takes all trips from mode choice and assigns them to a transportation network. The updated TDF includes 984 TAZ's and 46 external stations. Included within the TAZ's and external stations are all collectors, arterials, freeways, interstates, and some local roadways. Updated social economic data was incorporated into the TDF, including: 2010 United States Census Bureau data, American Community Survey estimates, Kentucky State Data Center population data, infoUSA, and Woods & Poole data. For the purposes of scenario planning, travel demand congestion reduction strategies and growth scenarios were incorporated into the TDF for years 2020, 2025, 2030, 2035, and 2040. The TDF is maintained by the MPO's staff and used during Air Quality conformity analysis and decision making.

4.4.3 Findings

The Kentuckiana Regional Planning and Development Agency transportation demand forecast modeling is in compliance with 23 CFR 450.324(f)(1).

4.5 Transit Planning

4.5.1 Regulatory Basis

23 CFR 450.300(a) states: ...the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process... 23 CFR 450.306(a)(6) states: The metropolitan transportation planning process shall...enhance the integration and connectivity of the transportation system, across and between modes...

4.5.2 Current Status

The coordination between Kentuckiana Regional Planning and Development Agency (KIPDA), the Transit Authority of River City (TARC), and the States of Kentucky and Indiana work cooperatively and effectively in planning for addressing the transit needs of the region. TARC was founded in 1974 and provides service to five counties in two states: Kentucky (Jefferson, Bullitt, and Oldham) and southern Indiana (Clark and Floyd).

In 2016, TARC provided an average of 46,423 weekday unlinked trips and operates 41 routes (Circular, Frequent, Standard, and Express routes) in the region that provided connections to jobs and activity centers.

It was noted that TARC has identified a 10% ridership increase as their target over the next planning horizon and was preparing to evaluate transit improvement scenarios for achieving that target. TARC described their planned Comprehensive Operational Analysis and hiring of a consultant to expand its ridership forecasting capabilities. TARC is known to have one of the largest electric bus fleet in the nation. As of 2016, TARC had a total of 15 all-electric buses in service and provides services on two routes, the Main/Market and Fourth Street.

4.5.3 Findings

It is apparent that transit planning is being incorporated into the metropolitan planning process.

Commendation:

TARC participates actively in the planning process. The planning process appears to be collaborative, cooperative, and comprehensive among KIPDA, TARC, and the States. This proactive collaboration has contributed to formulation and implementation of the region's first Bus Rapid Transit (BRT) Project, the Dixie Highway BRT. The Dixie Highway BRT is projected to reduce transit travel times, improve transit service reliability in the corridor, and enhance regional connectivity with other TARC routes.

4.6 Public Participation

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirement details for public involvement are detailed in 23 CFR 450.316(a) and (b), which call for the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process. Specific requirements include the provision of adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan. In addition, the MPO must seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

4.6.2 Current Status

KIPDA is proactive in reaching-out to engage communities in various facets of the planning process, as well as in offering speakers to attend community events. Over the 2017-2018 period, KIPDA staff participated in more than 40 community events, including activities held at

schools, business expos, festivals, and community organizations. In addition, a positive and growing presence in social media was in evidence on Facebook and Twitter, where nearly 1000 followers are noted.

The Public Participation Plan was updated in FY 2015 and was evaluated in FY 2017 for effectiveness, as part of the Third Annual Community-wide Survey. Nineteen (19) questions focused on KIPDA's transportation planning and public participation processes, and results were presented to KIPDA's Transportation Policy Committee. No changes to the PPP were recommended based upon results of the evaluation.

A particularly effective practice is KIPDA's On-Line Resource Center (KOLRC), which is a GIS database of information that may influence transportation projects as they are developed or modified. The intended audience is comprised of planning partners, stakeholder communities, and the public at large. KIPDA staff has continued the effective practice of geo-coding public comments during the MTP update process, as well as maintaining, updating, and utilizing an extensive database of contacts. Comments are collected on specific projects and on general transportation issues.

Another informational resource, the Community Assessment & Outreach Program, provides data on potential Title VI issues, as well as impacts Environmental Justice (EJ) and other Communities of Concern. Data profiles are provided for minority, low income, and limited English proficiency/low literacy communities. These data are used to identify potential benefits and burdens associated with implementation of KIPDA's plans and programs. Unfortunately, this valuable resource is out of date.

4.6.3 Findings

The FHWA/FTA federal review team finds that the MPO meets public participation requirements found in 23 CFR 450.

Commendation:

As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Online Project Application tool has an environmental component that "red- flags" environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Department of Transportation (KYTC and INDOT) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets. The tool also provides public comment that is more understandable because of its GIS based application. Sponsors now have immediate access to comments that may influence the development of their projects.

Recommendations:

It is recommended that KIPDA's Community Assessment & Outreach Program be updated as soon as possible to reflect current demographic data for use in preparation of the next long-range plan.

4.7 Integrating Freight in the Transportation Planning Process

4.7.1 Regulatory Basis

23 USC 134, The FAST Act specifically calls for the need to address freight movement as part of the transportation planning process. Per 23 CFR 450.306(b), requirements for addressing freight movement as part of the transportation planning process can be found within several of the planning factors. These freight-related factors include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

4.7.2 Current Status

Within the Metropolitan Planning Area (MPA) all five modes of freight exist.

- There are three Class I railroads, and one Class II Railroad, and multiple short line railroads that provide service to the MPA.
- There is one Commercial Aviation Airport, and two General Aviation airports. The Louisville International Airport ranks third in the nation's airports in terms of landed weight of all-cargo operations. The United Parcel Service (UPS) Worldport generates the majority of the air freight at the Louisville International Airport.
- There are two public riverports on the Ohio River, one on the Kentucky side and one on the Indiana side.
- Both liquid petroleum and natural gas pass through the MPA.
- I-64, I-65, I-71, I-264, and I-265 all pass through the Louisville MSA carrying large volumes of freight.

There are 220 Freight Generators in the area. During the site tour, three of those generators were viewed: Ford Truck Plant, the River Ridge Commerce Center, and the Port of Indiana.

The Louisville MPO addresses freight in a variety of ways. The Horizon 2035 MTP lists "supporting freight" as one of its regional priorities. The MPO's prioritization process provides extra points for freight projects that support the goals of the MTP. The CMP is used to develop freight performance measures. The MPO has also has a Regional Freight Network and is currently developing a Freight Study.

The updated Regional Freight Network (formerly the Freight Corridor System) was updated in May 2018. The freight network has two tiers, Tier I contains the National Highway Freight Network and the KY Highway Freight Network. Tier II contains roads that provide access to high-density freight clusters, high density regional shopping clusters, and interstates, and freeways. The freight clusters were identified in 2016 by KIPDA staff through GIS analysis. The clusters show concentrated areas of major freight generators, with the idea that these areas have more freight movement. Freight Corridors were identified by existing truck traffic (10%) and by proximity to freight distribution centers.

In June 2018, the Louisville Area MPO started development of a Regional Freight Mobility Study. The Study is expected to be completed by the end of January 2019. As part of this initiative, two listening sessions with freight stakeholders were held in June and August 2018. The Study is expected to provide: Identification of existing and future conditions in freight logistics, a needs assessment, a list of priorities for improvement that will support the forthcoming Connecting Kentuckiana MTP, ways to address barriers to the efficient movement of freight, and a toolbox to address first and last mile concerns. The Study will be used to inform the planning process.

The MPO has been an active member of Delta Nu Alpha, an international organization that focuses on all level of transportation logistics. In addition, the MPO participates in meetings with the Chamber of Commerce's Transportation Committee where specific needs of the freight community are discussed. The MPO has also initiated contact with Conexus Indiana, an agency that focuses on manufacturing and logistics.

4.7.3 Findings

The Louisville Area MPO is in compliance with the Planning Factors and the FAST Act.

Commendation:

The MPO should be commended for their identification of "Freight Clusters". Lacking Origin/Destination data for truck traffic in the region, this is a good way to identify where freight is concentrated in the region. Knowing where freight traffic is occurring helps focus analysis efforts, particularly for the development of the Regional Freight Mobility Study.

4.8 Congestion Management Process

4.8.1 Regulatory Basis

23 CFR 450.322, the Congestion Management Process (CMP) applies to TMAs and is a systematic approach for managing congestion through a process that *"provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 USC Chapter 53 through the use of travel demand reduction, job access projects, and operational management strategies."* The development of a congestion management process should result in a multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan (MTP) and the Transportation Improvement Program (TIP). Federal regulations also require that the CMP include methods to monitor and evaluate the performance of the multimodal transportation system.

"In a TMA designated as a nonattainment areas for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any projects that will result in a significant increase in the carrying capacity for SOVs, unless the project is addressed through the congestion management process meeting the requirements of 23 CFR 450.322."

Congress specifically established Congestion Reduction as a national goal for the Federal-aid

highway program as provided in 23 USC 150(b)(3).

4.8.2 Current Status

The Louisville, KY-IN airshed has been designated as non-attainment for the 2015 8-hr Ozone standard for all counties in the MPO. Therefore, the requirements of the Clean Air Act dictate that federal funds may not be programmed for any project in a non-attainment area that will result in a significant increase in the carrying capacity of single occupancy vehicles unless the project is modeled and demonstrates air quality conformity and is addressed in a compliant CMP.

The Louisville MPO's Congestion Management Process (CMP) was just updated in July 2018 in preparation for the MTP update. The CMP process utilizes the eight recommended actions and has established performance measures and targets identified in the Louisville Area MPO's Performance Management Plan. The CMP network includes major arterials and above.

The CMP is used in three basic ways:

- 1) To identify congestion locations, and indicate the extent of congestion in the region;
- 2) To evaluate which strategies (i.e. transportation management strategies, traffic operational improvements, ITS technologies and public transportation options) will be most effective in alleviating congestion; and
- 3) To help prioritize projects for the MTP and TIP. The segment-level LOS analysis provides extra points in the scoring process for the following types of projects:
 - Projects that maintain or reduce congestion on or within ½ mile of the CMP Network
 - Projects that reduce existing and/or forecasted congestion on surface streets that are located in or provide access to high employment clusters and/or major employers.

A variety of different types of data is collected and made available to the public on the KIPDA Online Resource Center.

4.8.3 Findings

The Louisville Area MPO's CMP is compliant. However, as an information resource for future CMP and MTP updates, CMP updates should include documentation of the evaluation of the effects of implemented CMP strategies (23 CFR 450.322(d)(6)).

4.9 Air Quality and Transportation Conformity

4.9.1 Regulatory Basis

The Clean Air Act, Section 176(c), requires that transportation plans, transportation improvement programs (TIPs), and projects conform to the purpose of the state implementation plan (SIP). Conformity to the purpose of the SIP means that the transportation

activities will not cause new violations of the National Ambient Air Quality Standards(NAAQS), worsen existing violations, or delay timely attainment of the NAAQS.

4.9.2 Current Status

KIPDA is currently nonattainment for the 2015 8-hour Ozone Standard. They are also required to make a conformity determination for the 1997 8-hour Ozone Standard as a result of the February 16, 2018 D.C. Circuit Court decision in South Coast Air Quality Management District versus EPA. This action struck down portions of the 2008 Ozone NAAQS SIP requirement Rule, which included requirement associated with EPA's revocation of the 1997 Ozone NAAQS. KIPDA completed the update to their Travel Demand Forecasting (TDF) model which now has a base year of 2015. The model will be used for the next conformity determination which will occur with Amendment 3 to the 2018-21 TIP.

The MPO's Conformity Memorandum of Agreement was last updated in 2008.

4.9.3 Findings

KIPDA meets the provisions for Transportation Conformity.

Commendation:

KIPDA ranks in the top tier of MPOs, in the EPA's Southeast Region, that has a great command of the interagency consultation process. KIPDA consistently demonstrates their seamless ability to effectively communicate and demonstrate transportation conformity. KIPDA's conformity documentation is very detailed and leaves nothing lacking for the interagency consultation partners to make informed decisions.

Recommendation:

It is recommended that the MPO's Conformity MOA be updated as it is ten years old.

4.10 Financial Planning

4.10.1 Regulatory Basis

Fiscal constraint of Metropolitan Transportation Plans and Statewide and Metropolitan Transportation Improvement Programs is a cornerstone of the Statewide and Metropolitan Transportation Planning Final Rule published on May 27, 2016. Fiscal constraint has been required since the passage of the ISTEA in 1991 and has been continued with the passage of each subsequent transportation act, up to and including the passage of the FAST Act, which was signed into law on December 4, 2015.

23 CFR 450.216(m), 23 CFR 450.322(f)(10)(ii), and 23 CFR 450.324(h) outline the federal requirements for how MPOs and SDOTs should program the TIP and STIP for funding revenues. MPOs and SDOTs are allowed to base future revenues on historic trends, including consideration of past legislative or executive actions. To be considered "reasonable," the financial information and financial plans that accompany the TIP and metropolitan transportation plan must identify strategies for ensuring the availability of these new revenue sources in the years when they are needed for project development and implementation.

4.10.2 Current Status

KIPDA, in compliance with the Code of Federal Regulations included in the MPO's Horizon 2035 metropolitan transportation plan (MTP) a discussion about project funding over the life of the MTP. As part of this discussion the MTP defined project costs, funding resources, which included traditional and non-tradition funding sources, operational and maintenance and a comparison of the costs verses the resources. For proposed transportation investments, project costs were included and documented within the KIPDA MTP.

8th Street

KIPDA ID# 297

Project Description:

Reconstruct 8th Street as a 2 lane road from Spring Street to Perrin Lane. The project consists of removal of existing pavement, shoulders, curb, gutter and sidewalk. Reconstruction of storm sewers, curb/gutter, sidewalk, side road approaches and driveway entrances.

Project Purpose:

Eighth Street is one of the main east-west corridors from suburban areas to urban areas of Jeffersonville. It is also the westerly extension of the Middle Road. This is an important route to the Clark Maritime Centre.

Contact Agency: Jeffersonville PW

County/Countries: Clark

Project Cost: \$3,480,193

Estimated Open to Public Year: 2020

Introduced to the Plan:

1/4 Mile Bike/Ped Priority Corridor: ☒

1/4 Mile Freight Corridor: ☒

Bicycle Facility: Project/program will not include bicycle facilities

Pedestrian Facility: Project will include sidewalks

State ID #: 9146470

Regional Priority: ☒

Included in AQ Analysis / Regionally Significant: ☐

Supports ITS Architecture: ☐

CMP Candidate: ☐

Title VI Area: ☐

Proposed investments funding estimates are carried forward into the KIPDA transportation improvement program (TIP) and outlined in the published TIP document. As part of the TIP, funding categories are categorized based on the funding programs for each year of the TIP.

Table 8				
FY 2018 - FY 2021 Transportation Improvement Program				
Financial Plan of Federal Funds				
Indiana				
FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,019,163	\$815,330	\$203,833	\$1,019,163
CMAQ-State	\$1,000,000	\$900,000	\$100,000	\$1,000,000
CMAQ-Urban	\$1,677,476	\$1,315,000	\$328,750	\$1,643,750
HSIP-Urban	\$928,618	\$818,938	\$90,993	\$909,931
IM	\$4,968,600	\$4,480,740	\$487,860	\$4,968,600
NHPP	\$43,784,627	\$39,333,859	\$4,450,768	\$43,784,627
NHS	\$15,000	\$13,500	\$1,500	\$15,000
Safety	\$1,970,000	\$1,698,000	\$272,000	\$1,970,000
SMFR	\$2,150,000	\$1,720,000	\$430,000	\$2,150,000
STP-State	\$18,793,204	\$15,034,563	\$3,758,641	\$18,793,204
STP-Urban	\$8,341,251	\$6,636,850	\$1,659,213	\$8,296,063
TAP-Urban	\$287,895	\$226,805	\$56,701	\$283,506
TIGER	\$12,248,331	\$9,013,325	\$3,235,006	\$12,248,331
Total	\$97,184,165	\$82,006,910	\$15,075,265	\$97,082,175

Similar in format of the MTP, the KIPDA TIP includes project costs and proposed funding strategies for all approved investments. As such, KIPDA is able and has showed through this process, that the MTP and TIP are indeed fiscally constraint therefore ensuring that the transportation planning activities have been carried out as outlined in the code of federal regulations.

Heavy Haul Road

KIPDA ID#211Q

Project Description:

Construction of a 2-lane road from the intersection of Indiana 13 to 1-65, Midway, Indiana. The road will be 1.265/0.1 mile long, 20 feet wide, and 10 feet high. The road will be constructed on the right-of-way of the Port of Indiana, and will be used for the transport of heavy haulage materials.

Project Purpose:

The Heavy Haul Road provides direct access to the Port of Indiana, and will be used for the transport of heavy haulage materials. The road will be constructed on the right-of-way of the Port of Indiana, and will be used for the transport of heavy haulage materials. The road will be constructed on the right-of-way of the Port of Indiana, and will be used for the transport of heavy haulage materials.

Corresponding Agency: INDOT

County/County: Clark

Project Cost: \$4,400,000

Estimated Opening to Public: Year: 2019

Project History: Project/Program: D

Funding Source:

Project/Program: Project/Program: D

SBT: IO: 1182612

Project ID:

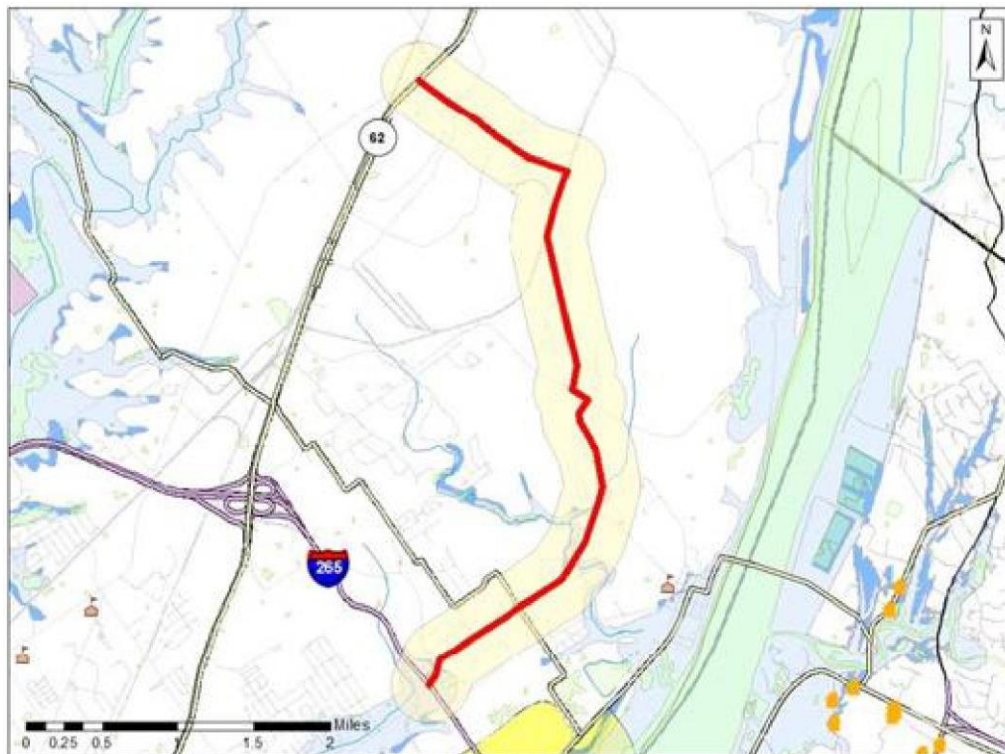
Project ID: D

Project ID: D

Project ID: D

Project ID: D

Project/Program: Project/Program: D



iO I					City History
2018	ROW	\$0	\$ 941,609	\$941,609	LOCIII
2018	C	\$0	\$1,176,256	\$1,475,2 & 6	Local
2018	C	\$5, 201,235	\$1,300,100	\$6 , 1,5 44	STP-ST
2018	C	\$1,338,500	\$334,640	\$1,673,200	SMFR
2018	ROW	\$381,440	\$95,360	\$4 78,800	SMFR
2018	ROW	\$0	\$1,789,3,00	\$1 789,300	Slate
2018	C	\$0	\$1,228,856	\$1 ,228 ,8 56	Local
2018	E	\$0	\$246,400	\$246 ,400	local
2019	C	\$891,520	\$222,880	\$,114,4 00	STP-U
2019	Pt	\$788,480	\$197,120	\$905,610	STP-U
		\$U 01,235	\$7,831,730	\$16,432,965	

As the non-Federal entity, acting as a sub-recipient of federal funds which are passed on to local public agencies, KIPDA is responsible for the oversight of the local public agencies Federal award supported activities. KIPDA monitors such activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring covers each program, function or activity (2 CFR 200.328). See also §200.331 Requirements for pass-through entities. As part of this responsibility, KIPDA developed and implemented a financial obligation analysis process which was used to assess each of the metropolitan planning area's local public agencies. Based on the analysis, KIPDA identified opportunities to create additional efficiencies in local public agencies and state processes which resulted in the development and implementation of a plan of action.

4.10.3 Findings

KIPDA is implementing a cooperative process for estimating future revenues to ensure that the TIP is financially constrained. The MPO is in compliance with federal regulations and guidance for financial planning.

Commendation:

As the non-Federal entity, acting as a sub-recipient of STP Urban funds which are passed on to local public agencies, the Kentuckiana Regional Planning and Development Agency (MPO) is responsible for the oversight of the local public agencies Federal award supported activities. The MPO must monitor such activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring by the MPO must cover each program, function or activity (2 CFR 200.328). See also §200.331 Requirements for pass-through entities. As part of this responsibility, the MPO developed and implemented a financial obligation analysis process which was used to assess each of the metropolitan planning area's local public agencies. Based on the analysis, the MPO identified opportunities to create additional efficiencies in local public agencies and state processes' which resulted in the development and implementation of a plan of action to address deficiencies in the current practices.

Due to the MPO's proactive approach to identifying and addressing process deficiencies, the Review Team would like to commend the MPO for its efforts.

4.11 Planning for Bicycle and Pedestrian Facilities

4.11.1 Regulatory Basis

Requirements for considering bicycling and pedestrian facilities in the MTP and TIP are set forth in 23 CFR 450.324(f)(2) and 23 CFR 450.326(e) respectively. As guidance, the US Department of Transportation issued the United State Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations on March 11, 2010 to reflect the USDOT's support for the development of fully integrated active transportation network. The policy states:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

4.11.2 Current Status

The MPO is creating a Bicycle and Pedestrian Resource Guide which outlines the non-motorized performance goals, describes the bicycle and pedestrian facility inventory, details how bicycle and pedestrian efforts are connected to other MPO planning resources, lists a toolbox of bicycle and pedestrian facilities and describes how bicycle and pedestrian projects are impacted during project development.

The MPO set the following goals for the guide:

- Improve connectivity of the pedestrian network;
- Improve connectivity of bicycle facilities;
- Increase safety for all users;
- Increase the availability and efficiency of person based multi-modal options; and
- Influence positive economic impacts.

4.11.3 Findings

The MPO is including bicycle and pedestrian in the MTP and TIP. The MPO is developing a guide for Bicycles and Pedestrians that will meet the USDOT policy and requirements in the regulations.

Commendation:

The MPO developed the KIPDA Transportation Planning Portal that shows the current facilities in the MPO area that are a collector or above (bike lanes, crosswalks, multi-use paths, sharrows and sidewalks). The online tool also shows the “gaps” in the facilities. The gaps can help SDOT project managers see where gaps are in the inventory and if future projects in that area could incorporate bicycle and pedestrian projects with the transportation project. The tool will help this region better consider bike and pedestrian projects in the future.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA are certifying the transportation planning process conducted by KIPDA, KYTC, INDOT, and TARC meets the federal requirements in 23 U.S.C. 134(k)(5) and 49 U.S.C.

5303(k)(5). There are also recommendations in this report that warrant follow-up, as well as areas that the MPO is performing very well in that are to be commended.

APPENDIX A - Status of 2014 KIPDA Certification Review



MEMORANDUM

Kentucky
Member
Counties

TO: 2018 Federal Certification Review: Desk Audit

FROM: KIPDA Staff

Bullitt

DATE: July 27, 2018

Henry

SUBJECT: Response to 2014 Corrective Action and Recommendations

Jefferson

Oldham

Shelby

Spencer

Trimble

KIPDA has carefully reviewed the Corrective Action and Recommendations found in the *Program Review Certification Review of the Louisville (KY-IN) Metropolitan Planning Organization Final Report, September 3-4, 2014*. We thank the federal review team for the opportunity to enhance the planning process at KIPDA and ask that you review and accept these responses to the Corrective Action and the Recommendations.

Corrective Action 1:

"23 CFR 450.314(a) defines planning agreements between the MPO and State, and 23 CFR 450.322(10)(ii) addresses MPO and State cooperative development of funding estimates for each metropolitan planning area.

Indiana
Member
Counties

Clark

States are required to develop planning agreements with MPOs to clarify roles and responsibilities and to explain how they will work cooperatively in the development of planning tools such as metropolitan transportation plans and transportation improvement programs.

Floyd

Equal
Opportunity
Employer

In 2010, the Federal Review Team found a lack of clarity and certainty regarding identification of projects and revenues in the metropolitan region. The 2010 Review Team issued a corrective action and although the process and communication have improved there is still no updated written agreement. The review team therefore issues a 2014 corrective action to the MPO and two States, that planning agreements must be updated to more clearly describe the process used by the MPO and the two States to develop revenue estimates and projects' cost. Cooperation between the stakeholders is required to be more thoroughly documented as part of the planning agreement. At the time of the issuance of the 2014 Federal Certification Report, a draft MOA was being circulated between the two states and TARC for review. This task must be completed by May 30, 2015."

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



Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

KIPDA Response to Corrective Action 1:

KIPDA, in partnership with the Kentucky Transportation Cabinet, Indiana Department of Transportation, and the Transit Authority of the River City, executed a Planning Memorandum of Agreement on July 2, 2015. A letter was sent by KIPDA on August 13, 2015 to the Federal Highway Administration – Kentucky Division announcing that the new Planning MOA had been completed, thus satisfying the 2014 Federal Certification Review Corrective Action. On September 8, 2015, KIPDA received an email from the Federal Highway Administration – Kentucky Division stating, “The FHWA is pleased to receive the attached Memorandum of Agreement (MOA) in fulfillment of the Corrective Action in the FHWA/FTA 2014 Certification Review.” The 2015 Planning MOA is [available](#) for review in the 2018 Desk Audit material.

Recommendation 1:

“It is recommended for ADA and Title VI that:

- *The ADA Transition Plan (1993) should be updated.*
- *The “Employment Grievance Procedure” be re-titled as “ADA Grievance Procedure”*
- *Outdated documents should be removed from the KIPDA website.*
- *Complaint forms should be reviewed and updated as required.”*

KIPDA Response to Recommendation 1:

An update to the KIPDA ADA Transition Plan is currently underway and completion is anticipated in the next few months. KIPDA’s Title VI Plan is also anticipated to be completed in the near future. Once these documents have been approved by the KIPDA Board of Directors, they will be placed on KIPDA’s website.

The following modifications/updates have been made on the KIPDA website pertaining to ADA and Title VI:

- “Employment Grievance Procedure / Title VI Procedure” has been changed to “ADA Grievance Procedure.”
- KIPDA’s Title VI Assurances and Title VI Policy have been updated.
- The Grievance Procedure, ADA and Title VI Complaint form have been updated.

Recommendation 2:

“It is recommended that the ITS Architecture:

- *Be tied to the MPO’s MTP, TIP, and CMP.*
- *Support the objectives/strategies listed in the MPO MTP.*

- *Utilize Turbo Architecture Version 7.0 capabilities to link planning objectives and strategies with service packages in the ITS architecture. This will facilitate consistency between the MTP and the ITS architecture, and should also be part of the ITS architecture maintenance plan. Turbo training is available on-site and on-line.*
- *Be made available to stakeholders via the MPO website with options to download documents or databases and a link to provide feedback.”*

KIPDA Response to Recommendation 2:

The Transportation Policy Committee adopted an update to the [KIPDA Regional ITS Architecture](#) in June, 2017. Turbo Architecture Version 7.1 was utilized with the update.

The *KIPDA Regional ITS Architecture Final Report* is available on the KIPDA.org website and includes a thorough discussion of the association between the ITS Architecture and KIPDA’s various transportation planning products and processes. In addition to the report, a link to the online ITS Architecture is available for the stakeholders to use and review as well.

Recommendation 3:

“It is recommended for the CMP that:

- *The scheduled CMP Update must include all 8-steps in the CMP including defining performance measures. Performance measures are at the core of the CMP and are parameters to measure the level of congestion, identify locations, and indicate the extent of congestion in the region. Periodic assessment of the effectiveness of CMP strategies is critical and it is suggested that “periodic” be given target timeframes.*
- *Recommendation of a project by the CMP should become an important component when scoring projects during the project prioritization process.*
- *Use CMP data (i.e. delay times and system performance) to conduct small-area studies and corridor analysis and to develop freight-related performance measures.”*

KIPDA Response to Recommendation 3:

KIPDA updated the [Congestion Management Process](#) (CMP) in July 2018. This update includes the following eight steps as recommended:

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

Performance measures are inherent in all KIPDA planning efforts, including the CMP. The CMP incorporates many of the performance measures and targets that are identified in the *KIPDA Performance Management Plan* and are integrated into the *Connecting Kentuckiana* MTP update (the next MTP). The targets include components that address Safety, Transit, Non- Motorized transportation, Motor Vehicle Access and Freight Movement.

The CMP strategies are also integrated throughout the *Connecting Kentuckiana* project development, project evaluation, and project ranking processes. Important to their continued effectiveness is the assessment of strategies that will occur on a four year cycle.

Recommendation 4:

“Over the last few years the carryover balance of available STP Urban funds has increased substantially. The FHWA-KYDO conducted a Program Review of Inactive Projects in 2013 and the Louisville MPO area has a large number of inactive projects in the FHWA FMIS report. Several projects have not moved to construction in an expected and timely fashion, and projects authorized for design and construction are not making reasonable progress. The review team recommends that the MPO and LPA project sponsors work together to reduce the amount of unobligated STP Urban funds available by moving projects to implementation. We also recommend that authorized project activities commence and move to completion without becoming inactive. All projects should have an accurate scope, budget and implementation schedule.”

KIPDA Response to Recommendation 4:

Under guidance from the Transportation Policy Committee, and with the introduction of the *KIPDA Project Management Process* (PMP) in 2017, KIPDA, LPAs, KYTC, INDOT, and TARC have taken significant steps toward advancing projects in a more timely fashion. With the PMP, previous expectations between project sponsors that may have been somewhat unclear have become expectations shared and agreed to by all parties. The PMP assists project sponsors to better understand the importance of more accurate cost estimates, reasonable schedules and obligating project phases in a timely manner. While the PMP offers several new tools to assist with project management, key to the advancement of projects are: the limit on the frequency of shifting a project phase from year to year; a limit on an allowable cost increase relative to its proposed cost estimate; and a change in project types from large scale projects to smaller,

more manageable projects that increase opportunities to advance more projects in a more timely fashion.

While there is more work to be done, significant progress has been realized over a relatively short period of time. FY 2016 and FY 2017 combined obligations (\$32.1 million) exceeded the combined FY 2014 and FY 2015 obligations (\$13.8 million) by over 230%. This increase is an indication that the PMP has affected a shift toward increased obligations that can be sustained over the long term.

Recommendation 5:

“MAP 21 eliminated the Transportation Enhancement Program and created the Transportation Alternatives Program (TAP). The Louisville MPO will receive funding to program on eligible projects by eligible sponsors. MAP 21 guidance defines the selection process for TAP projects and projects must be chosen through a competitive process. The review team recommends that the MPO work with KYTC, INDOT and other planning partners to adopt a competitive selection process and move forward on TAP project implementation.”

KIPDA Response to Recommendation 5:

TAP selection process was adopted by the Transportation Policy Committee in August, 2015. It has been utilized twice since its adoption: fall of 2015 and spring of 2017. Both instances have proven successful.

APPENDIX B - Public Listening Session

There was one member of the public that attend the public listening session. The attendee made comments pertaining to: project selection; meeting locations and times; public transit to and from meetings; and lack of projects in environmental justice areas. She delivered written a Title VI complaint to FHWA during the public listening session. FHWA and FTA Headquarters are reviewing the complaint.

SIGN IN

NAME	CONTACT
Cathy Hinko	Metropolitan Housing Coalition

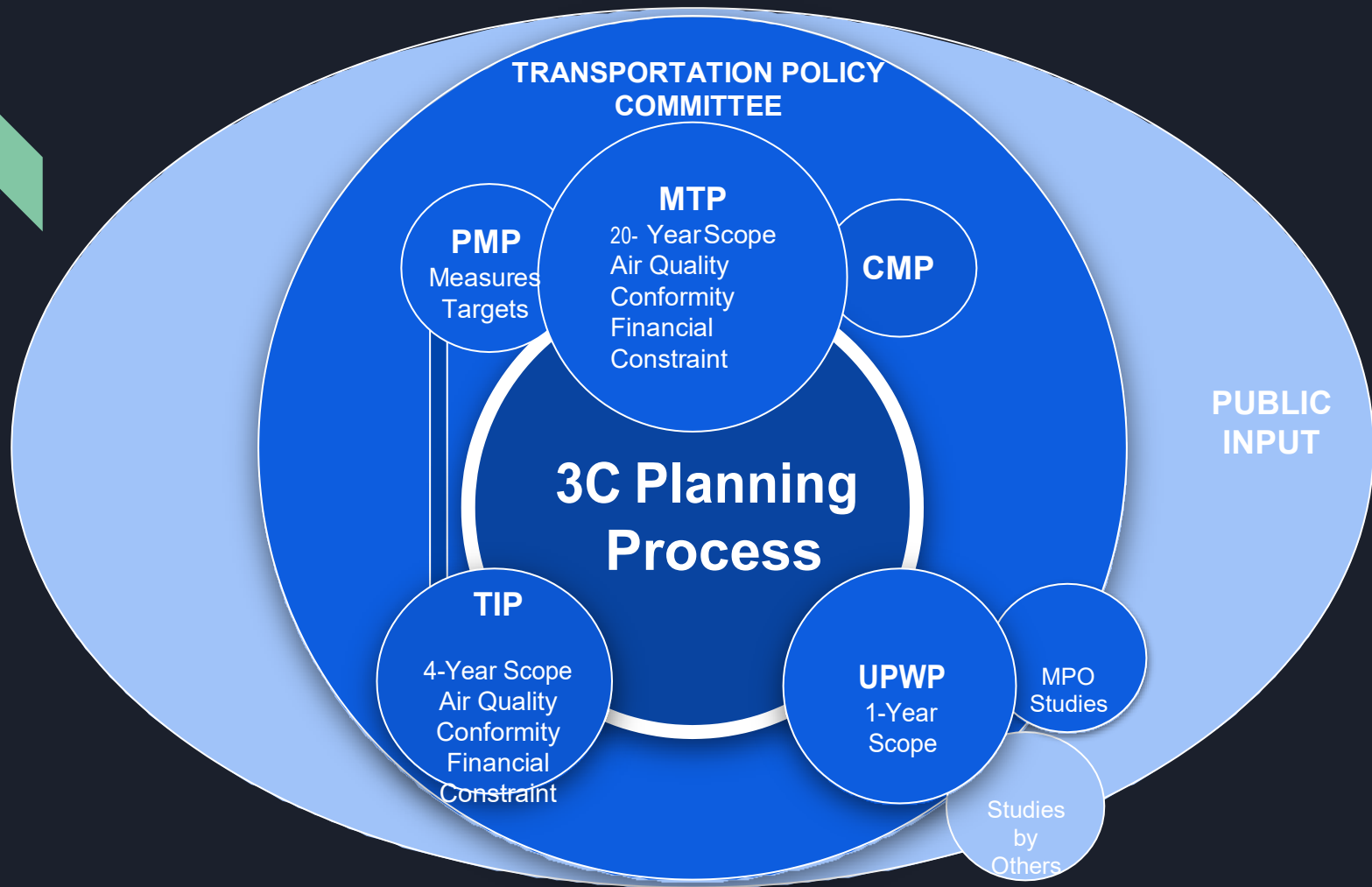
APPENDIX C - KIPDA and EPA Presentations



KIPDA Planning Process & MTP Changes

Federal Certification Review
Wednesday, August 22, 2018





MTP Goals & Objectives

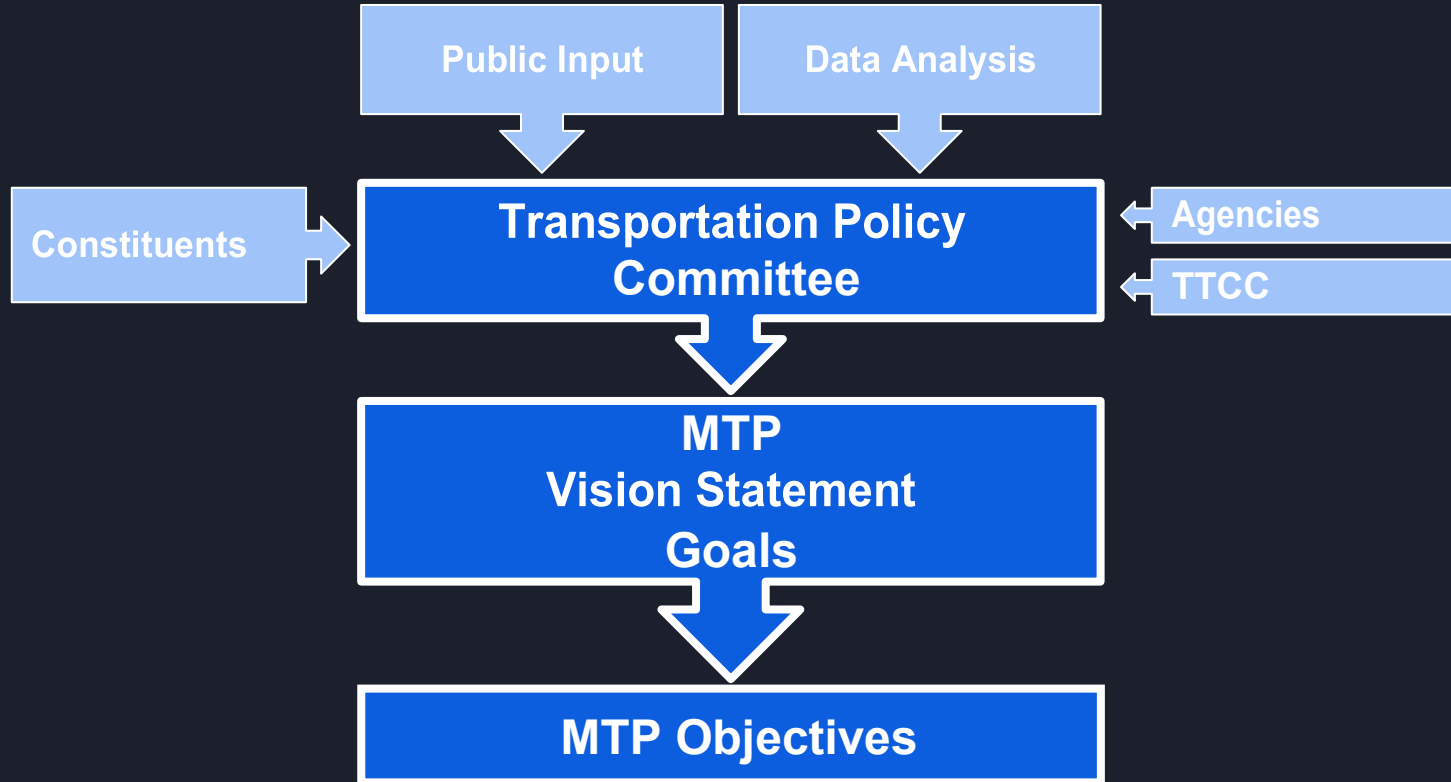


Public
Input



Data
Analysis

MTP Goals & Objectives





RETHINKING TRANSPORTATION

GOALS AND OBJECTIVES

Goal 1: Transit

Improve public transit connectivity to identified Community Access Clusters, including, but not limited to, high density employment, high density residential, high density retail, commerce centers, and Access to Education.

- By 2040, and where opportunities for growth exist, increase by 20% the percent of land area within identified clusters of Community Access, high density employment, high density medical, high density shopping, high density housing, and schools served by public transit.
- Increase the number of occupied spaces in Park and Ride lots by 40% by 2040.
- By 2040 increase the number of park and ride lots with dedicated bicycle access by 10%.
- By 2040 increase the number of park and ride lots with pedestrian access by 20%.

Goal 2: Non-Motorized (Pedestrian)

Improve the connectivity of the pedestrian network.

- By 2040, increase by 10% pedestrian walkways within identified Community Access Clusters (including, but not limited to, high density employment, high density residential, high density shopping, and Access to Education clusters) and to public transit stops.

Goal 3: Non-Motorized (Bicycle)

Improve the connectivity of bicycle facilities.

- By 2040, increase by 10% the number of miles of dedicated bicycle facilities within identified Community Access Clusters, high density employment, high density medical, and high density shopping and within 3 mile of the boundary, and near schools by adding new facilities, filling in gaps in existing facilities, and improving access to transit stops on functionally classified roadways.



PERFORMANCE MANAGEMENT PLAN

UPDATED MAY 2018



Needs Assessment





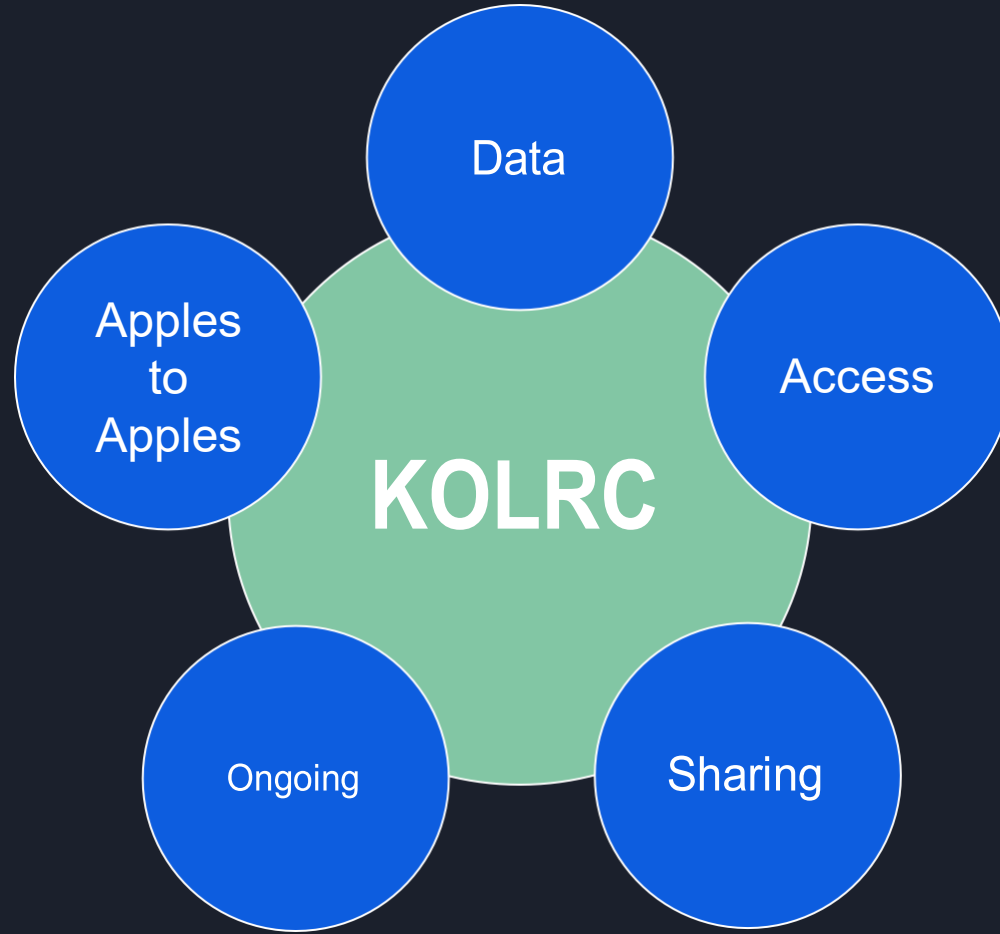
Project Development

Policy Driven : Data Supported

KIPDA
ONLINE
RESOURCE
CENTER



KIPDA Online Resource Center



Project Development

Policy Driven : Data Supported

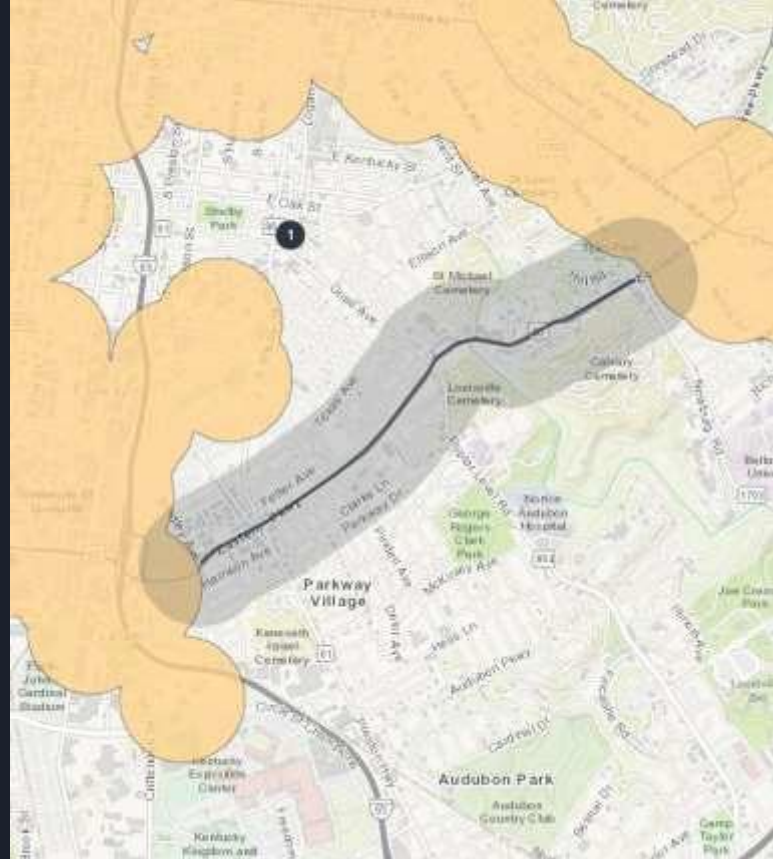
KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT



Project Application Assistant

- Utilizes data for project development
- Interactive project application process
- ESRI ArcGIS Online app
- Project application form



Non-Motorized

Pedestrian Facilities

Is the project/program anticipated to provide additional or enhance existing pedestrian facilities? *

- ☒ Yes
☐ No

Describe the specific improvements or additions. *

This project will add 5' sidewalks and striped crosswalks at side street intersections on Veterans Parkway from Woehrle Rd to Holman Ln.

Is the pedestrian facility project/program located along a transit route? *

- ☒ Yes
☐ No


Refer to the Transit Routes layer.

Does the project/program reduce gaps in the existing pedestrian network? *

- ☒ Yes
☐ No

Refer to the Pedestrian Network Gap Analysis layer.

For the following question adjust your buffer to 1/4 mile (0.25).

A dark grey rectangular box containing a horizontal slider. Above the slider is the text "Buffer Distance (Miles)". The slider has a white circle at the left end and a white circle at the right end. A white circle is positioned on the slider, and below it is a small white box containing the number "0.25".

Is the project/program improving or increasing pedestrian access within 1/4 mile of a school? *

- ☒ Yes
☐ No

Refer to the Schools/Colleges layer.

Bicycle Facilities

Is the project/program anticipated to provide additional bicycle facilities? *

- ☐ Yes
☒ No

Example section of project application form.

Project Development

Policy Driven : Data Supported

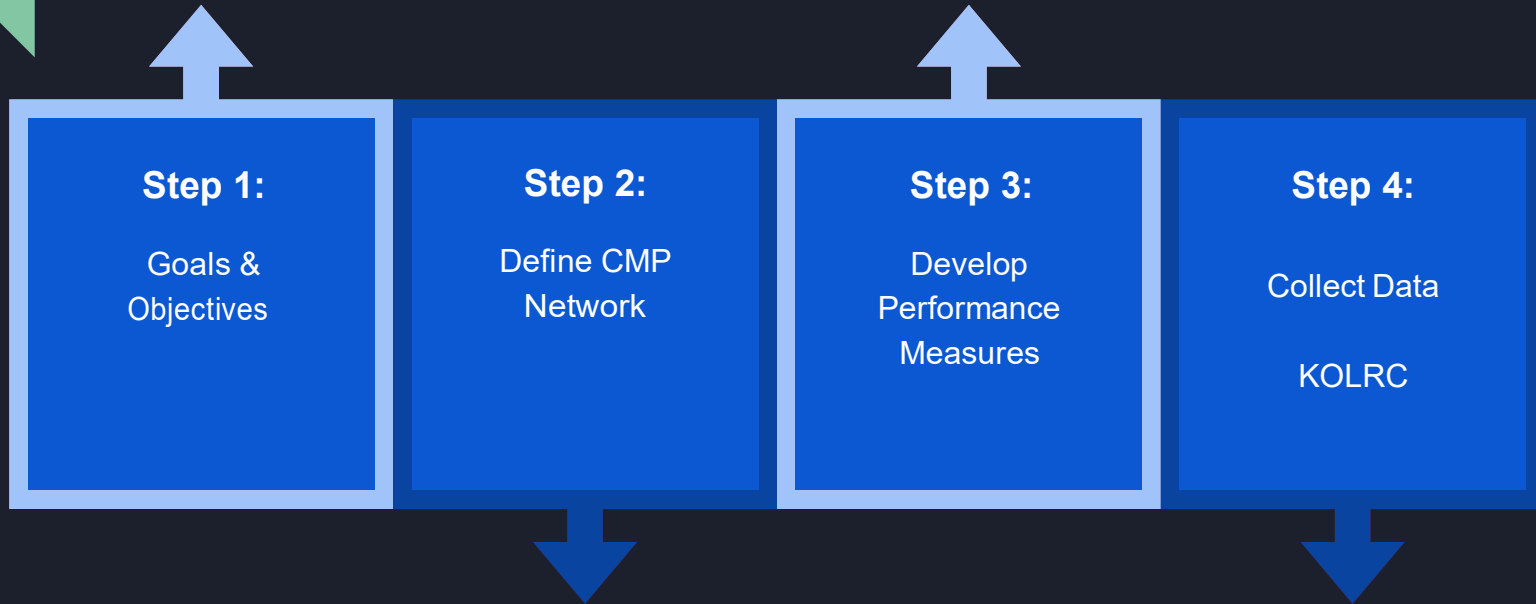
KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT

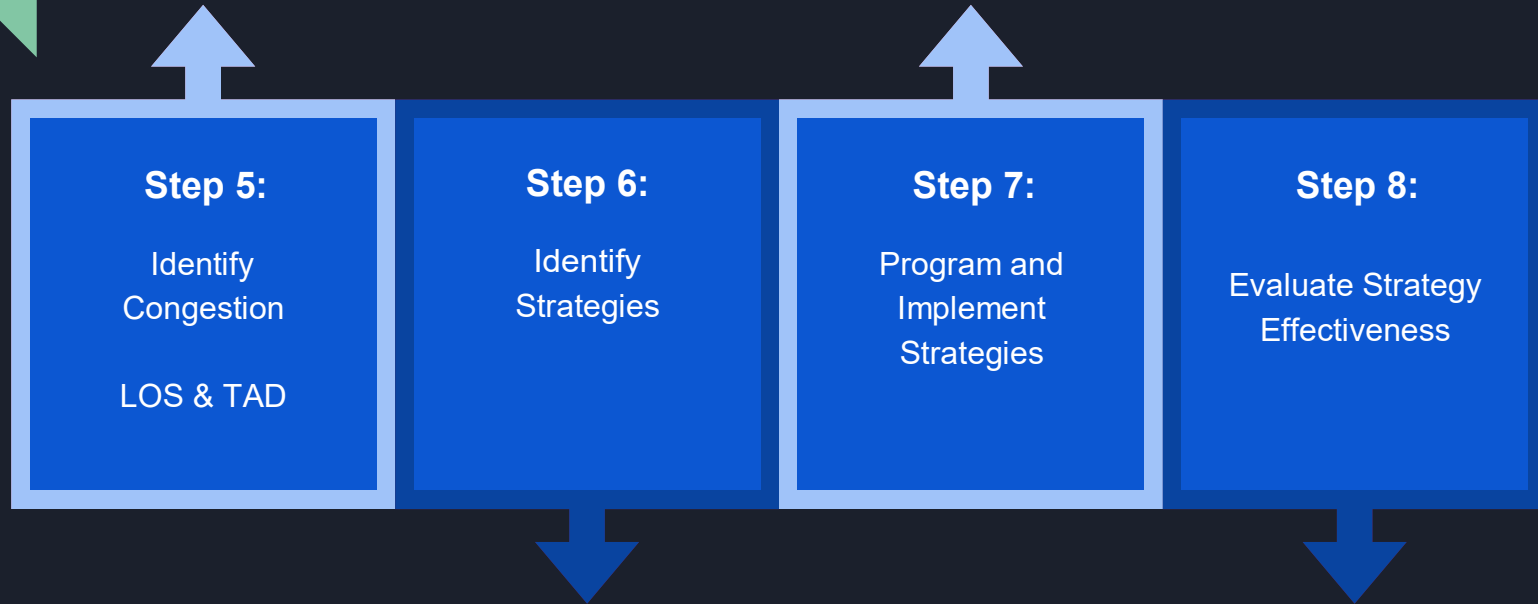
CONGESTION
MANAGEMENT
PROCESS



Congestion Management Process (CMP)



Congestion Management Process (CMP)



Project Development

Policy Driven : Data Supported

KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT

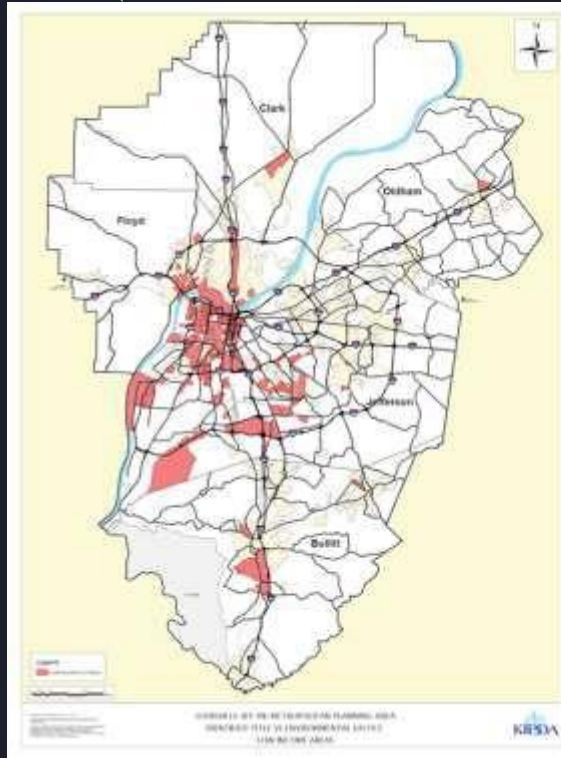
CONGESTION
MANAGEMENT
PROCESS

ENVIRONMENTAL
JUSTICE

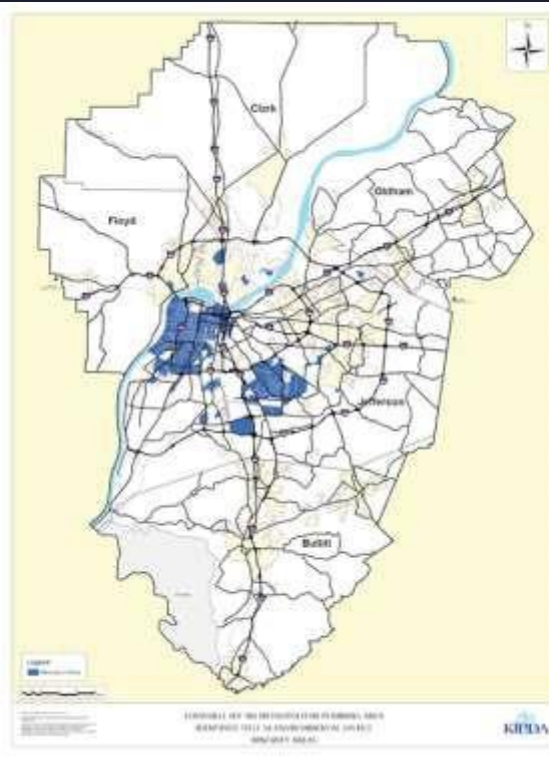


Environmental Justice Analysis

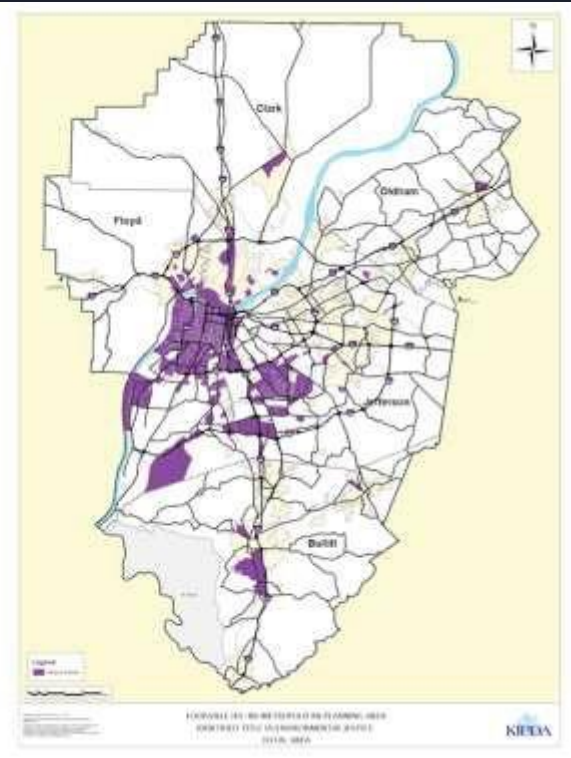
Low Income



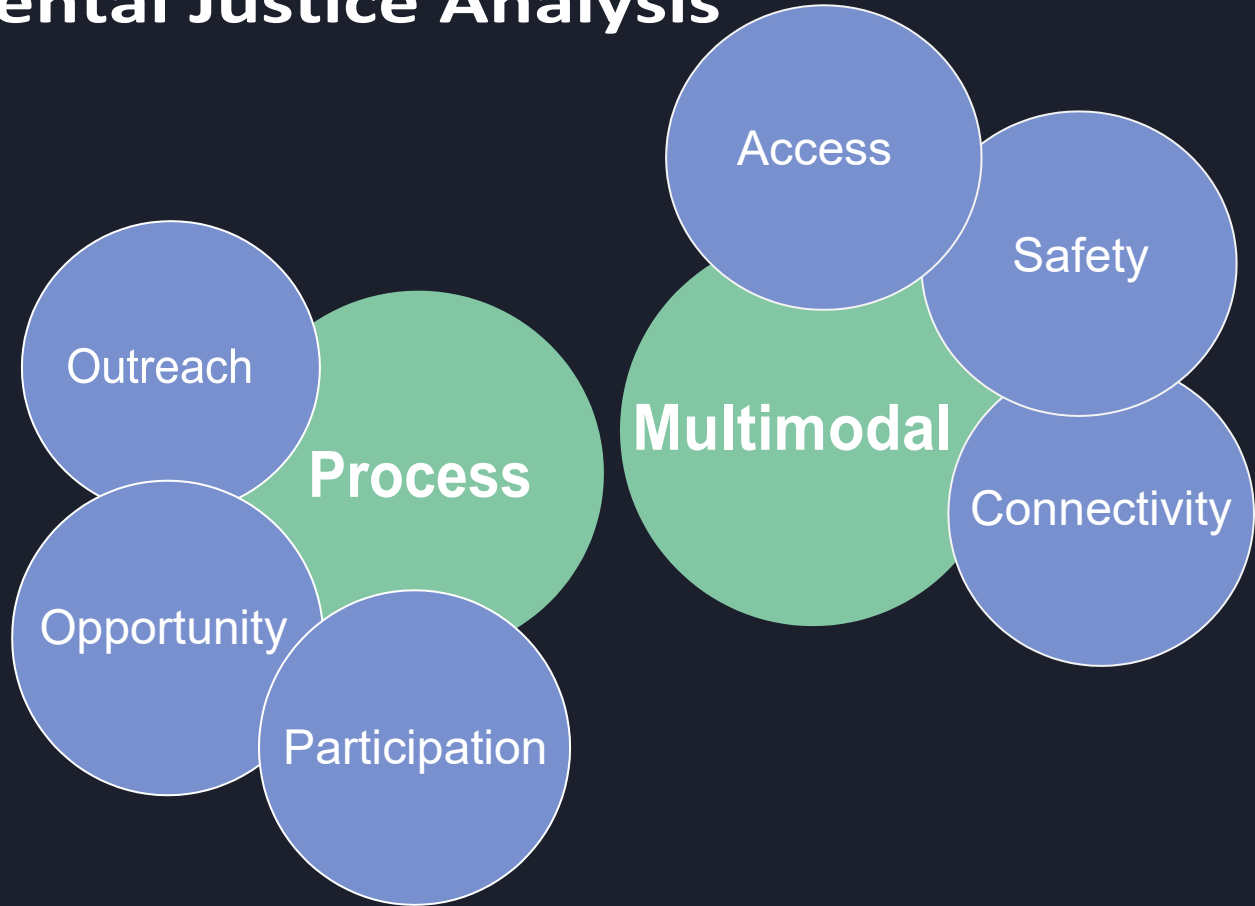
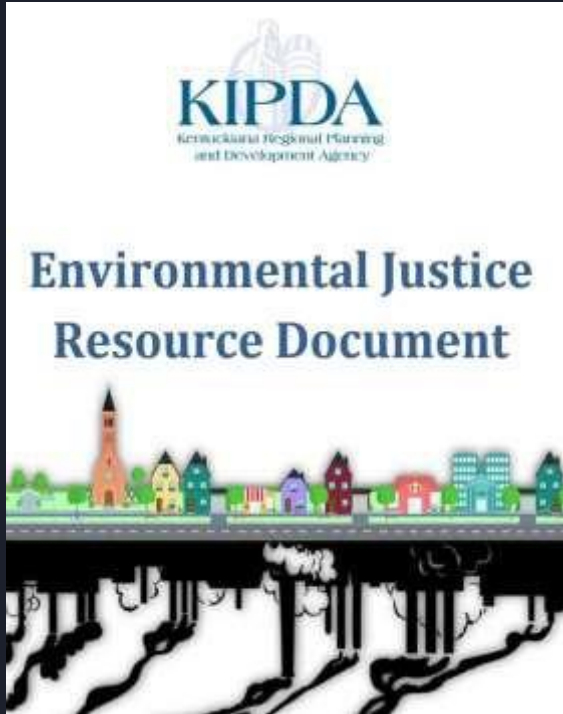
Minority



Total Environmental Justice Area



Environmental Justice Analysis



Project Development

Policy Driven : Data Supported

KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT

CONGESTION
MANAGEMENT
PROCESS

ENVIRONMENTAL
JUSTICE

TRANSIT



Transit

Data Sources

- Routes
- Stops
- Park and ride lots
- Average weekday headway time
- Ridership

Performance Measures

- Priority in Connecting Kentuckiana goals
- Both Federal and MPO measures



Project Development

Policy Driven : Data Supported

KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT

CONGESTION
MANAGEMENT
PROCESS

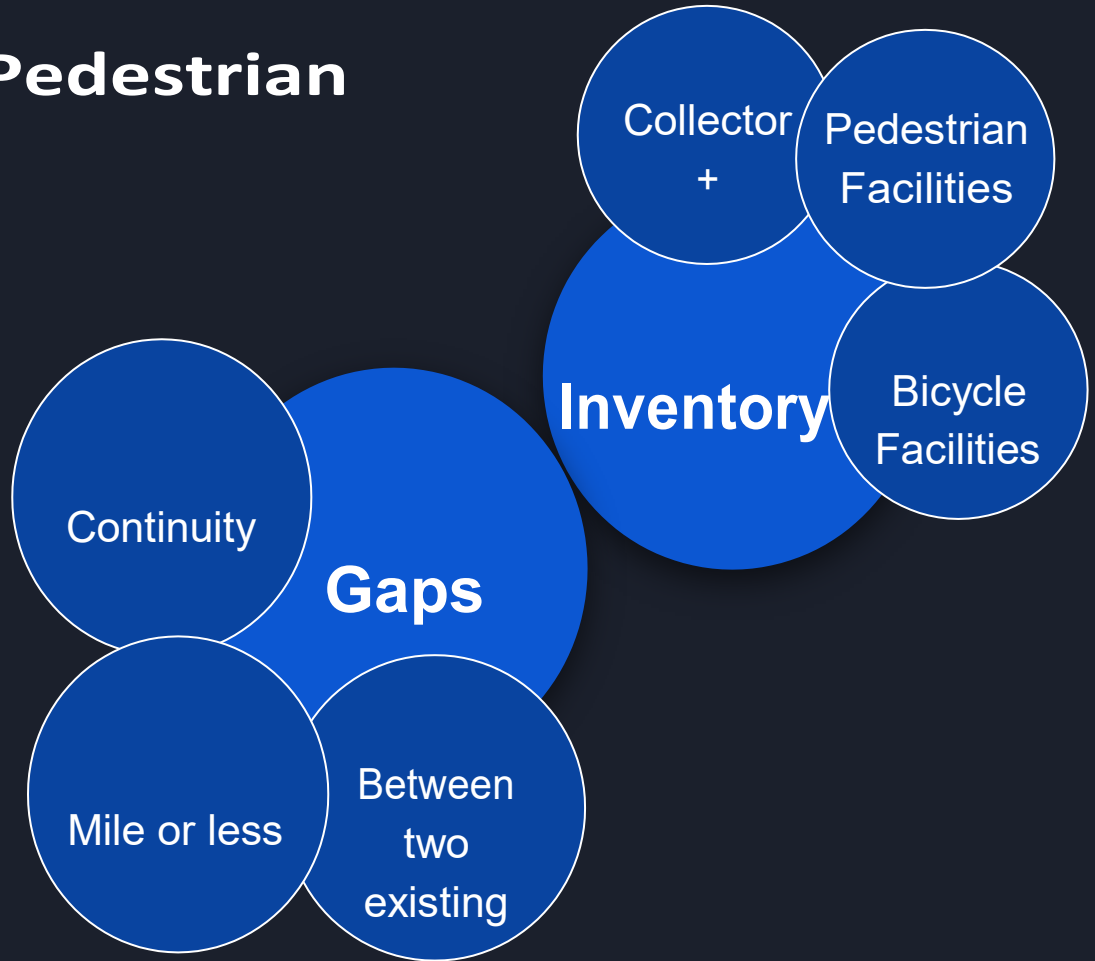
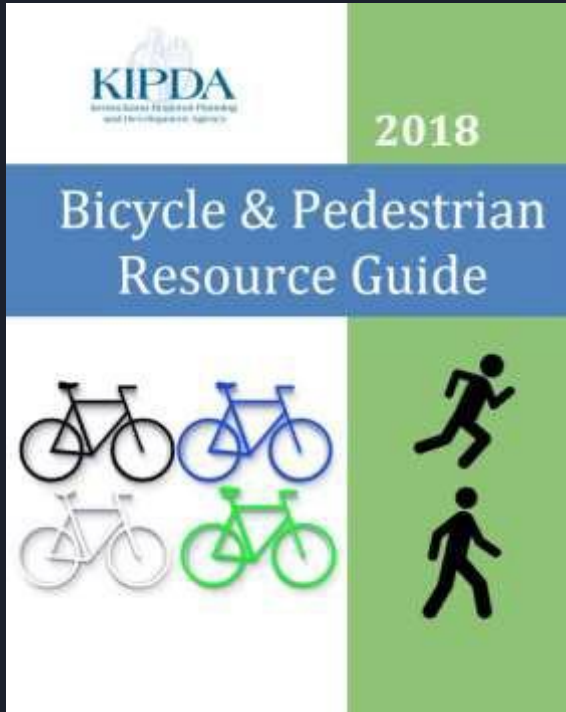
ENVIRONMENTAL
JUSTICE

TRANSIT

BICYCLE &
PEDESTRIAN



Bicycle and Pedestrian



Project Development

Policy Driven : Data Supported

KIPDA ONLINE
RESOURCE
CENTER

PROJECT
APPLICATION
ASSISTANT

CONGESTION
MANAGEMENT
PROCESS

ENVIRONMENTAL
JUSTICE

TRANSIT

BICYCLE &
PEDESTRIAN

ROADWAYS



Roadways

Crashes

Roadways & Intersections

Interstates & Interchanges

Bicycle & Pedestrian

Congestion Analysis

Current D, E, and F

Forecast D, E, and F

Most Congested 10%



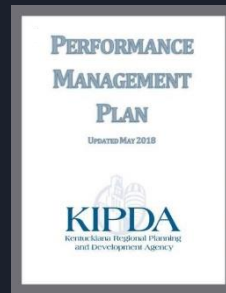
Destinations

Clusters

Corridors

Other Areas of Interest

Performance-Based Planning and Programming



FHWA-Required Performance Measures

PM 1: Safety

Fatalities

Serious Injuries

PM 2: Asset Management

Pavements

Bridges

PM 3: System Performance

Travel Time Reliability

FTA-Required Performance Measures

TAM

Vehicles

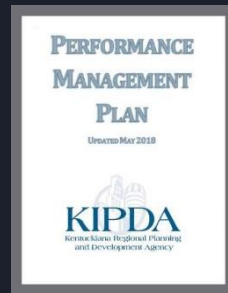
Facilities

PTASP

Safety Plan for agencies that receive Section 5310 funds

KIPDA was the only MPO in Kentucky and Indiana to set their own targets

Performance-Based Planning and Programming



MPO-Developed Performance Measures

Safety

Transit

Non-Motorized
Bicycle and Pedestrian




















Economic
Impact

Motor Vehicle
Access
Congestion

Roadway
Maintenance
Pavement and Bridges

Freight
Movement

Air Quality

National Goals		MTP Goals		Performance Measure Sections and PM Codes
Safety	To achieve a significant reduction in traffic fatalities and serious injuries.		Safety Increase safety for all users.	 Safety S1, S2, S3, S4, S5, S6, N1
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.		Maintenance Maintain the existing network in a state of good repair.	 Roadway Maintenance M1, M2, M3, M4, T2, T9
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.		Congestion Manage roadway congestion.	 Motor Vehicle Access V1, V2, V3, V4 Freight Movement F1, F2, F3
System Reliability	To improve the efficiency of the surface transportation system.			
			Multi-modal Increase the availability and efficiency of multi-modal options.	 Transit T2, T3, T4, T5, T6, T7, T8, E1 Non-Motorized N2, N3, N4, N5, N6, E1, E2
Freight Movement and Economic Vitality	To improve the national freight network and support regional economic development.		Freight Ensure timely movement of freight.	 Freight Movement F1, F2, F3
			Economy Influence positive economic impacts.	 Economic Impact E1, E2
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.		Environment Reduce environmental impacts.	 Air Quality A1
Reduced Project Delivery Delays	To reduce project costs by accelerating project completion through eliminating delays in the project development and delivery process.		Not an MTP Goal: KIPDA Project Management Process KIPDA's policy for planning, programming, and prioritizing federal funds dedicated to the KIPDA MPO.	 Not addressed in the Performance Management Plan, this is a component of the TIP
			Transit Improve transit connectivity to clusters.	 Transit T1, T2, T3, T4, T5, T6, T7, T8, T9, E1
			Non-Motorized Improve connectivity of the pedestrian network. Improve connectivity of dedicated bicycle facilities.	 Non-Motorized N2, N3, N4, N5, N6, T7

Project Evaluation & Ranking

Project Blank		Project Sponsor	KIPDA ID: 0000
Description		This will be the description.	
Purpose		This is the purpose.	
Project Feasibility			
Cost/Revenue		Not	
Project Revenue		Not	
Focus Areas		137. All Focus Areas Below	
FA1: Congestion		Need	Impact
FA2: High Crash Intersection		0	0
FA3: High Crash Roadway Segment		0	0
FA4: High Crash Pedestrian		0	0
FA5: High Crash Bicycle		0	0
FA6: High Crash Block		0	0
Focus Area Score		0	0
Safety and Congestion Areas of Concern		Need	Impact
C1: Surface Street Congestion		0	0
C2: Intersecting Segment Congestion		0	0
C3: High Crash Intersection		0	0
C4: High Crash Roadway Segment		0	0
C5: High Crash Pedestrian		0	0
C6: High Crash Bicycle		0	0
C7: High Crash Block		0	0
Safety and Congestion Areas of Concern Score		0	0
Performance – Proposed Project Contribution to		Need	Impact
Safety		0	0
C1: Reduce the number of crashes at designated High Crash Intersection		N/A	N/A
C2: Reduce the number of crashes involving pedestrian		0	0
C3: Reduce the number of crashes involving bicyclist		0	0
Safety Score		0	0
Transit		Need	Impact
T1: Increase transit ridership		0	0
T2: Reduce the percent of travel time (both rush and non-rush) spent above the state toll threshold		0	0
T3: Add additional walking and/or transit facilities to the public transit fleet		0	0
T4: Increase surface segment travel access to surface within Countywide Access Element		0	0
T5: Increase surface segment travel access to surface within High Density Employment Element		0	0
T6: Increase surface segment travel access to surface within High Density Medium Element		0	0
T7: Increase surface segment travel access to surface within High Density Shopping Element		0	0
T8: Increase surface segment travel access to surface within High Density Business Element		0	0
T9: Increase surface segment travel access to surface within High Density Residential Element		0	0
T10: Increase surface segment travel access to surface within High Density Mixed-Use Element		0	0
T11: Increase surface segment travel access to surface within High Density Office Element		0	0
T12: Increase surface segment travel access to surface within High Density Retail Element		0	0
T13: Increase surface segment travel access to surface within High Density Entertainment Element		0	0
T14: Increase surface segment travel access to surface within High Density Community Element		0	0
T15: Increase surface segment travel access to surface within High Density Institutional Element		0	0
T16: Increase surface segment travel access to surface within High Density Public Element		0	0
T17: Increase surface segment travel access to surface within High Density Other Element		0	0
T18: Increase surface segment travel access to surface within High Density Other Element		0	0
T19: Increase surface segment travel access to surface within High Density Other Element		0	0
T20: Increase surface segment travel access to surface within High Density Other Element		0	0
T21: Increase surface segment travel access to surface within High Density Other Element		0	0
T22: Increase surface segment travel access to surface within High Density Other Element		0	0
T23: Increase surface segment travel access to surface within High Density Other Element		0	0
T24: Increase surface segment travel access to surface within High Density Other Element		0	0
T25: Increase surface segment travel access to surface within High Density Other Element		0	0
T26: Increase surface segment travel access to surface within High Density Other Element		0	0
T27: Increase surface segment travel access to surface within High Density Other Element		0	0
T28: Increase surface segment travel access to surface within High Density Other Element		0	0
T29: Increase surface segment travel access to surface within High Density Other Element		0	0
T30: Increase surface segment travel access to surface within High Density Other Element		0	0
T31: Increase surface segment travel access to surface within High Density Other Element		0	0
T32: Increase surface segment travel access to surface within High Density Other Element		0	0
T33: Increase surface segment travel access to surface within High Density Other Element		0	0
T34: Increase surface segment travel access to surface within High Density Other Element		0	0
T35: Increase surface segment travel access to surface within High Density Other Element		0	0
T36: Increase surface segment travel access to surface within High Density Other Element		0	0
T37: Increase surface segment travel access to surface within High Density Other Element		0	0
T38: Increase surface segment travel access to surface within High Density Other Element		0	0
T39: Increase surface segment travel access to surface within High Density Other Element		0	0
T40: Increase surface segment travel access to surface within High Density Other Element		0	0
T41: Increase surface segment travel access to surface within High Density Other Element		0	0
T42: Increase surface segment travel access to surface within High Density Other Element		0	0
T43: Increase surface segment travel access to surface within High Density Other Element		0	0
T44: Increase surface segment travel access to surface within High Density Other Element		0	0
T45: Increase surface segment travel access to surface within High Density Other Element		0	0
T46: Increase surface segment travel access to surface within High Density Other Element		0	0
T47: Increase surface segment travel access to surface within High Density Other Element		0	0
T48: Increase surface segment travel access to surface within High Density Other Element		0	0
T49: Increase surface segment travel access to surface within High Density Other Element		0	0
T50: Increase surface segment travel access to surface within High Density Other Element		0	0
T51: Increase surface segment travel access to surface within High Density Other Element		0	0
T52: Increase surface segment travel access to surface within High Density Other Element		0	0
T53: Increase surface segment travel access to surface within High Density Other Element		0	0
T54: Increase surface segment travel access to surface within High Density Other Element		0	0
T55: Increase surface segment travel access to surface within High Density Other Element		0	0
T56: Increase surface segment travel access to surface within High Density Other Element		0	0
T57: Increase surface segment travel access to surface within High Density Other Element		0	0
T58: Increase surface segment travel access to surface within High Density Other Element		0	0
T59: Increase surface segment travel access to surface within High Density Other Element		0	0
T60: Increase surface segment travel access to surface within High Density Other Element		0	0
T61: Increase surface segment travel access to surface within High Density Other Element		0	0
T62: Increase surface segment travel access to surface within High Density Other Element		0	0
T63: Increase surface segment travel access to surface within High Density Other Element		0	0
T64: Increase surface segment travel access to surface within High Density Other Element		0	0
T65: Increase surface segment travel access to surface within High Density Other Element		0	0
T66: Increase surface segment travel access to surface within High Density Other Element		0	

Project Assistant

GIS Tools

Data/Public PMP

KOLRC

Staff Evaluation

Project Ranking

Ranking

**Sponsor
Review**



Federal Review

KIPDA Committee Adoption

Public Review

Financial Plan

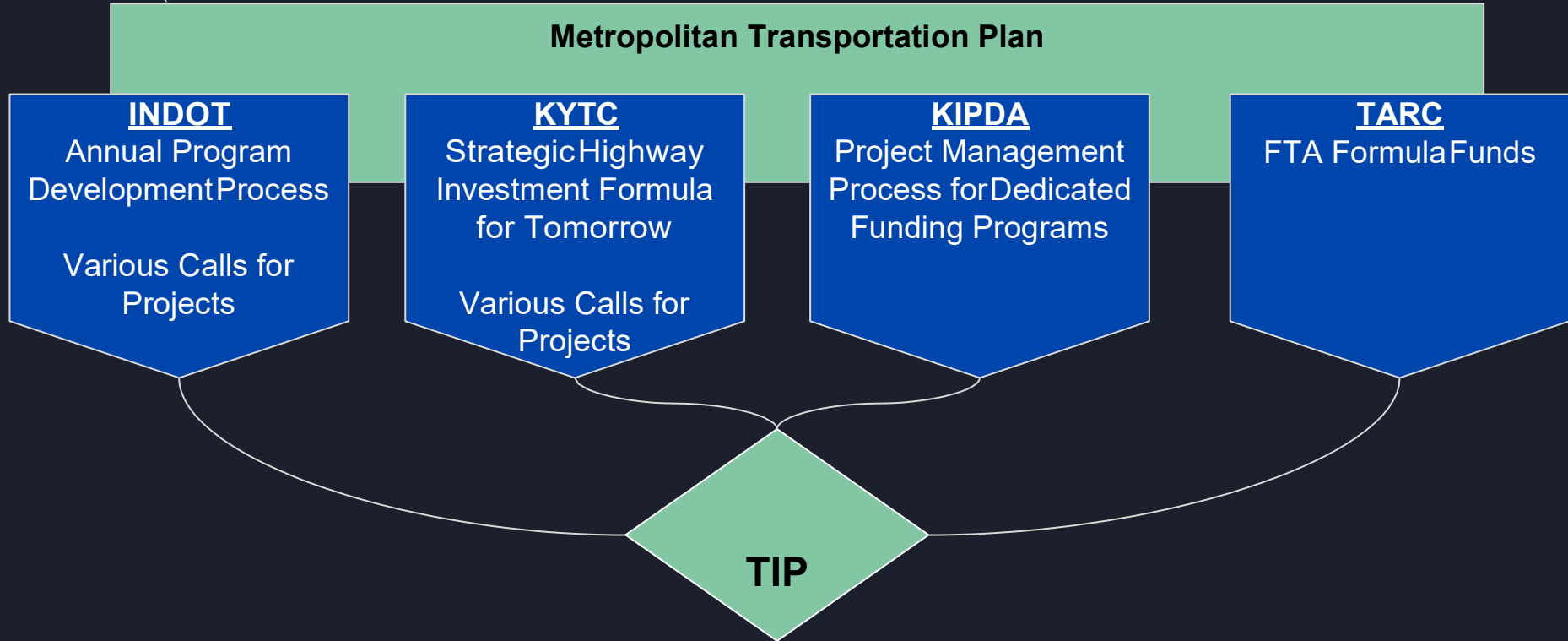
Air Quality Analysis

Resource Review

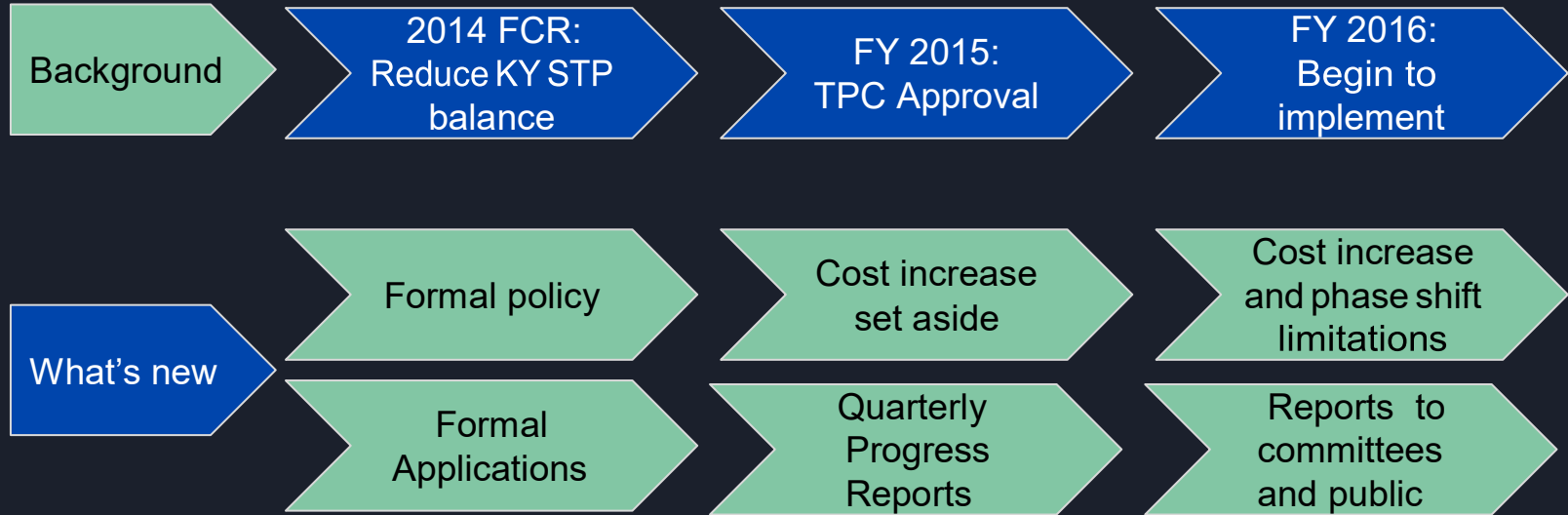
Contributions to Performance

**Metropolitan Transportation
Plan**

Transportation Improvement Program (TIP): Project Selection



TIP: Project Management Process



TIP: Integrating performance based planning into KIPDA project selection





TIP: Final Steps

Air Quality

Incorporate project changes into model
Interagency Consultation
Regional emissions analysis by LMAPCD

Public Outreach

15 day comment period
One public hearing

Approvals

TTCC
TPC
FHWA + FTA + EPA



Kentuckiana Regional Planning and Development Agency

US DOT Certification Review

Dianna Myers, EPA R4

August 23, 2018



Overview

2015 Ozone NAAQS

Transportation Conformity

MOVES Updates

South Coast II Decision



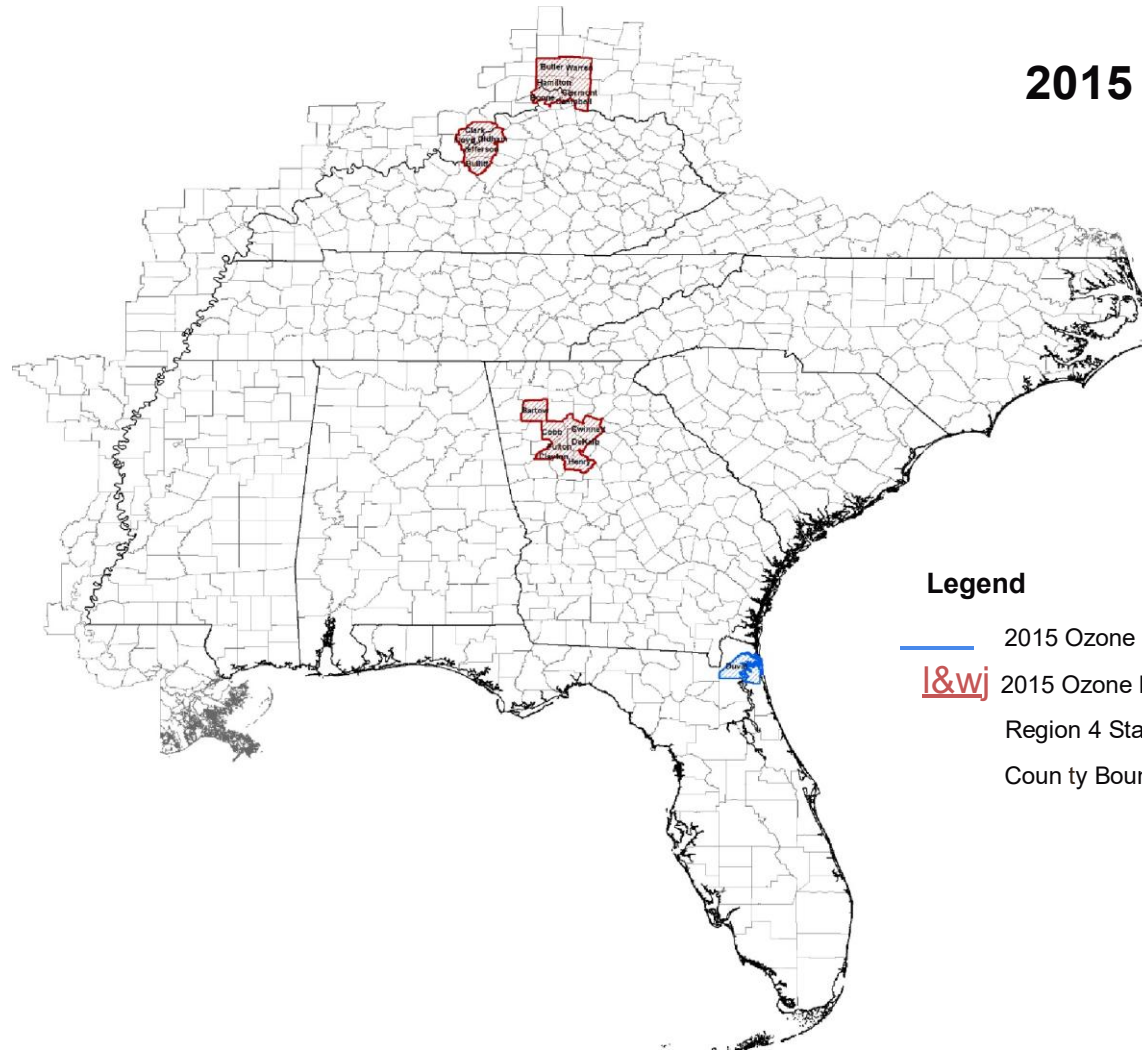
2015 Ozone NAAQS







- On October 1, 2015, EPA revised the NAAQS for 8-hr ozone from 0.075ppm to 0.070 ppm
- November 6, 2017, EPA designated 85% of counties in the U.S. attainment/unclassifiable (82 FR 54232) published November 16, 2017
- EPA designated 52 nonattainment areas for the 2015 NAAQS
 - April 30, 2018, EPA identified 51 nonattainment areas in 22 states, the District of Columbia, and 2 tribal areas (83 FR 25776) published June 4, 2018
 - July 17, 2018, EPA identified San Antonio, TX as a nonattainment area (83 FR 35136) published July 25, 2018
 - Designations were effective August 3, 2018
 - 3 areas in the Southeast, Region 4
 - Louisville, KY-IN Area
 - Cincinnati, OH-KY-IN Area
 - Atlanta, GA
 - 1 area unclassifiable
 - Jacksonville, FL



2015 Ozone NAAQS



Legend

-  2015 Ozone NAAQS Current Unclassifiable Area
-  2015 Ozone NAAQS Current NAAs
-  Region 4 State Boundary
-  County Boundary

Ulls.t Upd.tes 5/1/2019



What is Transportation Conformity?

- Applies in “nonattainment” and “maintenance” areas
- Applies to projects needing federal approval and/or funding
- Applies to ozone (O₃) and precursors VOC and NO_x, carbon monoxide (CO), particulate matter (PM_{2.5} and ₁₀), and nitrogen dioxide (NO₂)
- Ensures transportation activities conform to the purpose of the SIP by:
 - not causing a new air quality violation
 - not worsening existing air quality violations, or
 - not delaying timely attainment of the NAAQS

Transportation Conformity

Connects air quality and transportation planning:



Transportation Conformity 2015 Ozone NAAQS

- ❓ EPA issued transportation conformity guidance for the 2015 ozone NAAQS on June 14, 2018.
- ❓ The guidance is available at: <https://www.epa.gov/sites/production/files/2018-06/documents/420b18023.pdf>
- ❓ The guidance is much like previous transportation conformity guidance for the 1997 and 2008 ozone NAAQS.
- ❓ Timing: The one-year conformity grace period will end on **August 3, 2019** for all areas except San Antonio. The grace period for San Antonio will end on **September 24, 2019**.
- An area's MPO **and** FHWA/FTA must make a conformity determination for the 2015 ozone NAAQS by that date otherwise the area will lapse.
- ❓ EPA and DOT field offices will work closely with affected areas during the grace period.



MOVES Updates

MOVES2014b – Key Points

- ❏ Improves estimation of nonroad emissions
- ❏ Will lower nonroad emissions inventories in many areas
 - Not a comprehensive nonroad update – longer-term improvement work continues
- ❏ No change in onroad emissions
- ❏ No implications for transportation conformity
- ❏ May be used in SIPs or other analyses as needed
- ❏ States should always use the latest version of MOVES for new inventory work
- ❏ Use of MOVES2014b strongly recommended for nonroad inventories
- ❏ Coming later this summer
- EPA will offer informational webinars and update Hands-On training materials, but no new training needed for experienced users



MOVES Updates

MOVES2014b – Nonroad Improvements

- ❏ Updated growth indices used to estimate current and future equipment populations from base years
 - New annual, state-level growth indices for each equipment category
 - Results in lower equipment populations for almost all categories
- ❏ Updated emissions estimates for nonroad diesel engines certified to Tier 4 standards
 - Updated classifications, populations splits, and emissions rates based primarily on EPA certification emissions and projected sales data
- ❏ Updated nonroad diesel fuel sulfur levels
 - Corrected to be consistent with ultra low sulfur diesel standards
- ❏ Other minor changes
- ❏ Technical questions about MOVES mobile@epa.gov
- ❏ Training: www.epa.gov/moves/moves-training-sessions#training



South Coast II Decision

On February 16, 2018, the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA (South Coast II)*, in which parties challenged different aspects of EPA's SIP Requirements Rule for the 2008 Ozone NAAQS, including the revocation of the 1997 ozone NAAQS and its associated anti-backsliding requirements.

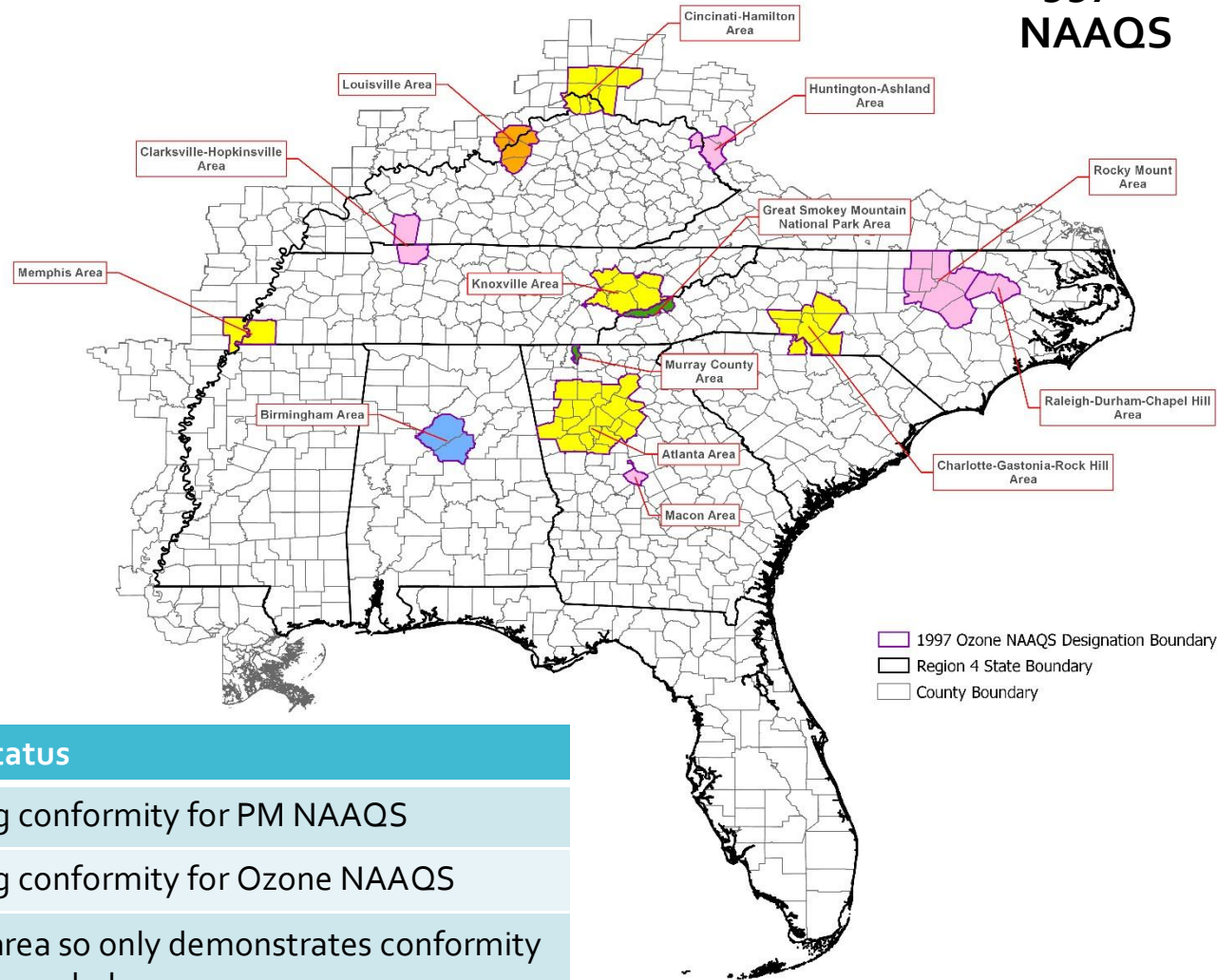
EPA/DOJ filed a rehearing petition on April 23rd seeking:

- Substantive rehearing on the Court's (1) application of anti-backsliding requirements following revocation of the 1997 ozone NAAQS and (2) interpretation of CAA section 176(c) as requiring transportation conformity in areas designated maintenance for the 1997 NAAQS and attainment for the 2008 NAAQS ("orphan maintenance areas").
- Remand without vacatur of the Rule's provisions related to the 2 elements described above.

The Court requested a response from the environmental petitioners on August 1st to EPA's request for a remand without vacatur as well as a potential stay of the vacatur. Per the Court's request, EPA filed a reply on August 15th



1997 Ozone NAAQS



	Conformity Status
	Demonstrating conformity for PM NAAQS
	Demonstrating conformity for Ozone NAAQS
	Isolated rural area so only demonstrates conformity as projects are needed
	Must demonstrate conformity for 2015 ozone NAAQS
	Not demonstrating conformity for any NAAQS



EPA Region 4 Conformity and MOVES Contacts

Kelly Sheckler (404) 562-9222

Richard Wong (404) 562-8726

Egide Louis (404) 562-9240



Contact Information

Dianna Myers

(404) 562-9207

Myers.Dianna@epa.gov



Questions



APPENDIX D - List of Acronyms

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NO₂: Nitrogen Dioxide
O₃: Ozone
PM₁₀ and PM_{2.5}: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation



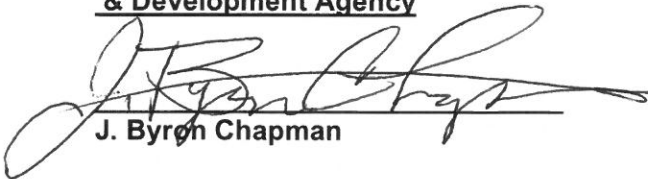
Report prepared by:
FHWA Kentucky Division Office
330 West Broadway Street,
Frankfort, KY
(502)223-6742

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Fiscal Year 2021**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation (INDOT) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency**



J. Byron Chapman

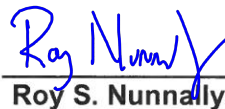
Chairman, TPC

Title

1-8-2021

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT

Technical Planning & Programming

Title

1/13/2021

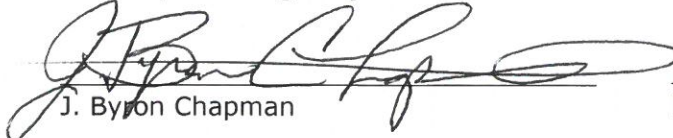
Date

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and 23 CFR part 450.300;
- (2) Sections 174 and 176(c) and (d) of the [Clean Air Act](#), as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and (d)) and [40 CFR part 93](#);
- (3) Title VI of the [Civil Rights Act of 1964](#), as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
- (7) The provisions of the [Americans with Disabilities Act of 1990](#) ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324](#) of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the [Rehabilitation Act of 1973](#) ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning &
Development Agency**



J. Byron Chapman

Chairman, TPC

Title

1-8-2021

Date

Kentucky Transportation Cabinet



Matt Bullock

Executive Director – District 5

Title

1-6-2021

Date

Appendix G – Cost Allocation Plan and Approval Letter

KIPDA FY 2022

COST ALLOCATION PLAN

JULY 1, 2021 TO JUNE 30, 2022

Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive, Louisville, KY 40299
Office 502-266-6084 Fax 502-266-5047

FY 2022 CAP DOCUMENTATION FORM

NAME of ADD: KIPDA

Individual completing form: Thomas W. Pope

The plan submitted is a(n):

☒ Cost Allocation Plan (CAP) ☐ Indirect Cost Rate Proposal (ICRP) ☐ Our plan is blended

NOTE: Some plans may be blended and have elements of both a CAP and ICRP. These plans should meet all the elements of a CAP and the any additional ICRP elements applicable to the entity.

Please verify these required items are included in your CAP or ICRP:

- Introductory Statement explaining the plan and any specific information
- Statement assuring the district has board-approved operation policies.
- Roster of all work elements
- Chart of Accounts
- Formal books of entry
- Organization Chart sufficiently detailed to show operations
- Copy of audited financial statements or Executive Budget
- Certification of compliance with federal requirements, including reference to compliance with OMB Circular A-87.
- A brief description of each allocated central service/shared costs
- Identification of the unit rendering the allocated/shared service and operations receiving the Service
- Items of Expense included in the cost of allocated/shared services. (allowable per OMB Circular A-87)
- Description of method used to distribute costs to all benefiting cost objectives (including federal programs).
 - No changes in methodology of allocation or classification of costs from our FY 2021 CAP
 - Changes from FY 2021 None
 - CAP are as specified: (additional pages may be use if necessary)

Signed: 

Print Name: Thomas W. Pope

Title: Director of Finance

Date: January 27, 2021

CERTIFICATE OF COST ALLOCATION

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this plan dated January 27, 2021 to establish billings and final indirect costs for the fiscal year ending June 30, 2022, are allowable in accordance with the requirements of the Federal and State award(s) to which they apply and 2CFR Part 200. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in the plan are properly allocable to Federal and State awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and funders will be notified of any accounting changes that would affect the plan.

I declare that the foregoing is true and correct.

Governmental Unit

Kentuckiana Regional Planning and Development Agency

Signature:



Name of Official

Thomas W. Pope

Title:

Director of Finance

Date of Execution:

January 27, 2021

I. INTRODUCTORY STATEMENT

The Cost Allocation Plan has been developed along the principles and standards as determined in 2CFR Part 200.

The Cost Allocation Plan is a cost allocation methodology rather than an indirect cost rate proposal. We feel that use of the indicated methodology based on year-to-date actual costs rather than a predetermined rate provides more accurate monthly (including year-end) financial statements and reports to funders.

Due to the amount of direct Federal funding received, it is not necessary for this plan to be submitted to a Federal cognizant agency. However, it is maintained and readily available for any required auditing procedures.

The Cost Allocation Plan is the management tool utilized by the Kentuckiana Regional Planning and Development Agency (KIPDA) to identify, accumulate and distribute costs and has been approved by the KIPDA Board of Directors.

This plan, along with the methodology of accrual accounting and the use of direct salary and wages, leave, and fringe benefits as a basis for distribution of indirect/shared costs, insures that each program and the individual element(s) therein share(s) equitably in the distribution.

While it would be possible to charge all costs directly, it is more practical to establish a system to distribute non-direct program related costs.

Monthly (including year-end) financial statements are prepared using actual direct salary and wages, leave, and fringe benefits as the basis for distribution of actual indirect/shared costs to individual work elements/programs. Indirect/shared costs are distributed based upon the relationship of a work element's/program's direct salary and wages, leave, and fringe benefits to total direct salary and wages, leave, and fringe benefits.

KIPDA has and utilizes Board approved operating policies.

II. COST ALLOCATION PLAN POLICY

- All funds which are disbursed by the Kentuckiana Regional Planning and Development Agency are either chargeable to a specific program element as a direct charge, a divisional shared cost, or spread to all program elements as an organization-wide indirect cost. Direct charges are defined in 2 CFR 200 as those that can be identified specifically with a particular final cost objective. Divisional shared costs are those incurred for a common or joint purpose benefiting a specific group of program elements and not readily assignable to the program element benefited, but is related to the respective group of program elements. Organization-wide

indirect costs are those incurred for a common or joint purpose benefiting all program elements and not readily assignable to the program elements benefited.

- Each month (including year-end), financial statements are prepared with organization-wide indirect costs distributed based upon the relationship of a work element's actual direct salary and wages, leave, and fringe benefits to total actual organization-wide direct salaries, leave, and fringe benefits and reported as indirect costs.
- In addition to the organization-wide indirect cost allocation, each month (including year-end) for billing and reporting purposes actual costs from the divisional shared cost pools are distributed. Three divisional shared cost pools for these costs have been developed. One pool distributes shared administrative costs to the following programs: Title III B, Title III C1, Title III C2 and Title III E and HomeCare. The second pool distributes shared program service related costs to the following programs: Title III B, Title III D, Title III E and SHIP. The final pool distributes shared ADRC program service costs to Title III B, Title III E, HomeCare, and Kentucky Caregiver. The costs in the first two pools are distributed to the respective programs based upon the relationship of each program element's actual direct salary and wages, leave, and fringe benefits to actual direct salary and wages, leave, and fringe benefits for the respective group of program elements. The ADRC shared program service costs are distributed based on the percentage of inquiries on the programs involved. The allocated shared grouped costs are added to the actual related costs in the respective administrative or program element.

Listed below are explanations of the Costs of major expense items utilized by the Kentuckiana Regional Planning and Development Agency in cost distribution.

COSTS

1. Salary and wages - Salary and wages are charged to various element(s) to which their work is attributable. If the work is readily identifiable with particular program elements, or divisional shared cost pools, it is charged to the particular program element of divisional shared cost pool. If the work is performed for a common or joint purpose benefiting all program elements and is not readily assignable to program elements or shared cost pools specifically benefited it is an indirect cost. Agency administrative personnel will generally be charged as an indirect cost.
2. Fringe Benefits, Vacation, Sick, Holiday, and Other Leave - Fringe benefits and vacation, sick, holiday, and other leave costs are accumulated in cost pools. Costs from these pools are distributed in the ratio of actual charged salary and wages of employees based on eligibility for the respective pools.

3. Temporary Services - Temporary services which are charged as a direct cost if the work assigned is readily identifiable with a particular program elements or divisional shared cost pools. Other temporary services are charged as an indirect cost.
4. Postage - Postage expenses which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. Postage expense which is not identified with a particular work element or divisional shared cost pools shall be charged as indirect cost.
5. Advertising - Advertising costs which are directly attributable to specific work elements, or divisional shared cost pools shall be charged to the particular element of particular pool. Other advertising is charged as an indirect cost. Advertising costs include hiring and procurement advertising.
6. Audit Fees - Audit fees are charged as indirect costs.
7. Contract Services - All contracts which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. If, in fact, there should be a contract which could not be identifiable with a particular element or program it would be an indirect cost.
8. Legal Services- Legal services related to procurement, contracts, personnel, and other legal matters are charged as indirect costs.
9. Telephone - If telephone expenses which are directly attributable to specific work elements, or divisional shared cost pools shall be charged to the particular element of particular pool. Other telephone expense is charged as an indirect cost.
10. Travel - All travel costs which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. All other travel costs are charged as indirect costs.
11. Office Maintenance - Office maintenance is charged as an indirect cost.
12. Office Rent – Office rent is charged as an indirect cost. Office rent is required due to space limitations.
13. Equipment – Equipment purchases which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. Other equipment is charged as an indirect cost.
14. Office Supplies - Office supplies are generally charged as an indirect cost. If supplies are needed for specific programs they are charged as a direct cost.

15. Copying - Copying expense which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. Copying expense which is not identified with specific work elements shall be charged as an indirect cost.
16. Depreciation – Depreciation on property and equipment which was not purchased with grant funds is charged as an indirect cost. No depreciation on items purchased with grant funds is charged to program elements.
17. Utilities - Utilities are charged as an indirect cost.
18. Other Expenses - Other expenses which are directly attributable to specific work elements or divisional shared cost pools shall be charged to the particular element of particular pool. Expenses which are not identified with a particular work element shall be charged as an indirect cost.

Transportation Division Allocation

For all MPO transportation grants, expenses are allocated to the MPO grants based upon the relationship of the budgeted revenues for the work element.

III. FORMAL BOOKS OF ENTRY

Journals

- a. Cash Receipts Journal
- b. Cash Disbursements Journal
- c. General Ledger
- d. Payroll Register
- e. Voucher Register

This is to confirm that the Kentuckiana Regional Planning and Development Agency does in fact have in-house and does utilize the above listed formal books of entry in the accounting functions.

IV. WORK ELEMENTS

Listed below are the various work elements used by the Kentuckiana Regional Planning and Development Agency:

PROGRAM ELEMENT CODES AND DESCRIPTIONS

WORK ELEMENTS FOR FY 2022

(Some work elements may not be used)

Element #	Description
300000	Technical Assistance (140)
300200	CDBG (125)
300300	EDA (120)
300400	Program Administration (150)
302000	Inventory Project - BULLITT CTY
303000	Inventory Project - HENRY CTY
304000	Inventory Project - JEFFERSON CTY
305000	Inventory Project- OLDHAM CTY
306000	Inventory Project - SHELBY CTY
307000	Inventory Project - SPENCER CTY
308000	Inventory Project - TRIMBLE CTY
301000	WRIS Maintenance
301100	Nightingale MSD
301200	Hite Creek MSD
301600	Henry County Comp Plan
301700	Shepherdsville GPS
309000	Hazard Mitigation
309100	Lebanon Junction
319000	LaGrange SRF
319100	EDA Covid-19 Response
319300	Bedford SRF
310100	System Monitoring
310200	Long Range Plan
310300	Short Range Plan
310400	Administration
310600	MPO Contracts
315000	Rideshare
316000	Statewide Planning
317110	Charlestown Road
317200	Air Pollution
317400	Downtown Study
320000	Aging Pool
320100	Program Pool
320200	Title III B - Administration
320210	Title III C1 Admin
320220	Title III C2 Admin

320240	Title III E Admin
320300	COVID-19
320500	Title III B Subcontractors
320510	Get There - IIIB Trans
320600	Title III Training
320700	Title III B - I & A
320800	Title III C 1 Subcontractor
320900	Title III C 2 Subcontractor
321000	Title III D In-House Services
322000	Title III D H P Subcontractors
322200	Title IIIB case management
322300	Title IIIB assessment
323000	National Caregivers - In-house services
324000	National Caregivers - Vouchers
325000	National Caregivers - Subcontractors
326000	SHIP Administration
327000	SHIP In-house Services
327500	SHIP Subs
328000	Title VII - Elderabuse Subcontractors
329000	Ombudsman Title VII
330000	Long Term Care Ombudsman
331000	KY Caregivers Coordination
332000	KY Caregivers In-house Services
333000	KY Caregivers - Vouchers
334000	KY Caregivers - Subcontractors
335000	Homecare Administration
336000	HC - Expenses (non-sub)
337000	HC Subcontractors
338000	HC - Assessment
339000	HC - Case Management
344000	NSIP October-June
345000	NSIP- July-September
345100	FAST
348000	ADRC
348100	ADRC Medicaid
349300	MIPPA SHIP July- Sept
349400	MIPPA AAA July-Sept
349500	MIPPA ADRC July-Sept
359300	MIPPA SHIP Oct-June
359400	MIPPA AAA Oct-June
359500	MIPPA ADRC Oct-June

351000	HCB Financial Management
352000	HCB Client Costs
354300	Case Management HCB
354400	Case management SCL 2
354500	Case management M P
356000	HCB Traditional Support Broker
364100	Mental Health Coalition
364200	SE4A Funds
364300	Falls Grant
364600	Plan 4 Health
364700	Meals on Wheels Stipend - Meals
364800	Meals on Wheels -Friendly Visits
365000	FAN PROGRAM
365800	United Healthcare Grant
366000	Mental Health Grant
371000	Edith Grigsby Trust
372000	Humana Holiday Meals Grant
373000	Centenarians Event
373500	PCHP/Anthem
374100	GWEP #1
374300	BHWET Grant
347900	SE4A start up
375000	SE4A
368400	Enroll Metro
368500	KCHIP/Enroll Metro
370000	Kellogg Grant
380000	Local Funds
391000	GASB 68
392000	GASB 75
995100	Annual Leave
995200	Sick Leave
995300	Holiday Leave
995400	Jury Duty
995500	Other Leave
995600	Annual Leave Termination Pay
995700	Emergency Sick Leave
997000	General Ledger
998000	Fringe Benefit Pool
999000	Indirect Cost Pool

V. UNIFORM CHART OF ACCOUNTS

KIPDA CHART OF ACCOUNTS JULY 1, 2021

GL Code	Description
Assets	
10000	Payroll Cash Account
10100	Cash Account
10110	CDO Payroll Account
10200	A/R CDO Credit Card
10400	Investments
10500	Accrued interest receivable
11500	GASB 68 Pension Outflow
11600	GASB 75 OPEB Outflows
12000	Accounts Receivable
12100	Accounts Receivable - Other
12110	A/R - CDO Other
12200	A/R DAIL
12300	A/R Medicaid
12400	A/R Transportation
12500	A/R Contracts
12600	A/R DLG
12900	A/R CDO Patient Liability
15000	Prepaid Insurance
15100	Prepaid Expenses
16000	Fixed Assets
16500	Accumulated Depreciation
17000	Travel Control
Liabilities	
20000	Accounts Payable
20100	Federal Tax W/H
20200	FICA Tax W/H
20300	State Tax W/H
20400	Local Tax W/H
20500	GASB 68 Deferred Inflow Pension
20510	GASB 68 Pension Liability
20520	GASB 75 OPEB Liability
20530	GASB 75 Deferred Inflows OPEB
20600	Deferred Comp-401K

20700	Deferred Comp-457
20800	401(K) Roth IRA
20900	Vision-125K
21000	Medical Ins - 125K
21200	Roth After Tax
21300	AFLAC W/H
21400	Dental - 125K
21500	Life insurance-after tax
21600	AFLAC - 125K
21700	Loan
21800	Retirement Purchase - AT
21900	FSA - Medical
22000	FSA -Dependent care
22100	Med Ins - AT
22200	Direct Deposit #2
22300	Direct Deposit #3
22400	Retirement Purchase - Before Tax
22500	Direct Deposit 4
22600	Direct Deposit 5
23100	Retirement W/H
23200	Annuity - 1%
24000	Debt - Employee
24100	United Way W/H
24900	Fan Donations
25000	Debt on Building
25100	CDO Federal tax W/H
25200	CDO State Tax W/H
25300	CDO Local Tax W/H
25400	CDO FICA Tax W/H & Accrued
25500	State Unemployment Ins (CDO)
25600	Federal Unemployment (CDO)
25700	CDO Other Withholdings
25800	CDO Accounts Payable - Other
25900	CDO Accrued Payroll
25910	CDO Medicaid deposits
26000	Accrued Payroll
26100	Accrued Travel Expenses
26200	A/P - CHS
26300	Unearned Grant
26400	A/P - DLG
26500	Accrued Annual Leave

26600	Accrued Legal Expense
26700	A/P - Other Contracts
26800	A/P Subcontractors
26900	Accrued KY Unemployment
27000	Accrued Interest
27100	CDO Advances
27200	Meeting donations
27300	A/P Tarc
27310	A/P Transportation
27400	Vanpool Fees Due Tarc
27410	Deferred Vanpool Fees
27500	Vanpool Deposits
27600	Mental Health Aging Coalition-MHAC
27610	GWEP #1
27620	GWEP #2
27700	BHWET
27710	Mental Health Grant
27720	MOWA
27800	Edith Grigsby
27900	SE4A
27910	FASI
27920	PCHP - Deferred Rev
28000	A/P Contractors Retainage
28100	Other Payables

Projects

30000	PAS Operations
30200	Inventory Project
30700	Contract Work
31000	MPO Operations
31500	Rideshare
31600	Statewide Planning
31700	Contract Services
32000	Aging
35000	CDO
36400	Special Projects
36500	SE4A
36800	In Person Assister
37000	Kellogg Grant
38000	General Fund
39000	Fund Balance
39100	GASB 68 Pension Equity

39200	GASB 75 OPEB Equity
39700	General Ledger
39800	Fringe Benefit Pool
39900	Indirect Cost Pool
Revenues	
40000	Bullitt County
40100	Charlestown
40200	Clark County
40300	Clarksville
40400	Floyd County
40500	Henry County
40700	Jeffersonville
40800	Louis/Jeff Metro Gov't
40900	New Albany
41000	Oldham County
41100	Shelby County
41200	Spencer County
41300	Trimble County
41400	Shelby Co. Bike/Ped
41500	Apple Patch
41550	Bedford SRF
41600	LaGrange SFE
41700	Lebanon Junction
41800	Hazard Mitigation
41900	Henry County Comp Plan
42000	DLG - CDBG Federal
42100	DLG - CDBG Match
42200	DLG - Unmatched
42310	Shepherdsville GPS
42320	SPGE Training
42330	New Castle B
42400	Debris Plan
42410	Nightingale MSD
42450	EDA Covid-19 Response
42500	Hite Creek MSD
42700	Other Revenue - PAS
42800	Water Management
42899	EDA - State
42900	EDA - Federal
42910	Mapping Project
43000	KY FHWA

43100	KY FTA
43300	KY Statewide Program
43400	KY STP
43500	KTC Match
43600	not in use
43700	Not in use
43800	INDOT CMAQ
44000	IN FHWA
44100	IN FTA
44400	IN STP
44500	Inventory Project
44600	Vanpool fees
44700	Other Match
44800	TARC Share FTA
44900	Other - Transportation
45000	Local Road Updates
45100	Homecare in Title III E
45700	Support Community Living
45710	Michell P.
45800	Donations
45900	IPA - FEDERAL
45901	IPA - STATE
45902	IPA - COVID19
45903	IPA/KCHIP
45910	Meals on Wheels
45920	United Healthcare Grant
46000	Title IIIB - Administration-Federal
46010	Title III-B Administration - STATE
46020	III-B Admin CARES Fed
46100	Title III B Support Svcs- Federal
46110	Title III-B Support Svcs- State
46120	Title III-B Support Services - FED Carryover
46130	Title III-B Ombudsman - FEDERAL
46140	Title III-B Ombudsman - STATE
46150	III-B Supp - CARES Fed
46200	Title III-C1 Services - FEDERAL
46210	Title III-C1 Administration - FEDERAL
46220	Title III-C1 Administration - STATE
46230	Title III-C1 Services - STATE
46240	Title III-C1 Services - FED Carryover
46260	IIIC1 COVID-19 Federal

46261 III C1 Admin-COVID19 FED
 46270 III-C1 CARES Federal
 46280 CRF Funds - C1
 46300 Title III-C2 Services - FEDERAL
 46310 Title III-C2 Administration - FEDERAL
 46320 Title III-C2 Administration - STATE
 46321 III-C2 Admin CARES Fed
 46322 C2 Admin Covid19 Federal
 46330 Title III-C2 Services - State
 46340 Title III-C2 Services - STATE
 46350 Title III-C2 Services - FED Carryover
 46360 III-C2 COVID-19 Federal
 46370 IIIC-2 CARES Federal
 46380 CRF Funds - C2
 46400 III-D - Preventive Health Services FEDERAL
 46410 III-D - Preventive Health Services - STATE
 46420 III-D - Prev Health - FED Carryover
 46500 Title III-E Caregiver Support Services - FEDERAL
 46510 Title III-E Administration - FEDERAL
 46520 Title III-E Administration - STATE
 46530 Title III-E Administration - Fed Carryover
 46540 Title III-E Caregiver Support Services - STATE
 46550 Title III-E Caregiver Support Services - FED Carryover
 46560 Title III-E Grandparent Support Services - FEDERAL
 46570 Title III-E Grandparent Support Services - STATE
 46580 Title III-E Grandparent Support Services - FED
 Carryover
 46590 III-E Supp - CARES Fed
 46600 Title VII - Elderabuse
 46650 VII OMB - NHOA
 46700 Homecare Admin
 46710 Homecare Services – Non-Meals
 46720 Homecare Services - Meals
 46800 Adult Day
 46900 Personal Care Attendant Program
 47000 NSIP July- Sept
 47050 NSIP Oct to Sept
 47100 PCHP/Anthem
 47110 FAST
 47200 DAIL Meetings
 47300 Donations

47400	SHIP - Administration - FEDERAL
47410	SHIP - Services - FEDERAL
47450	SHIP April to March
47500	ADRC Medicaid - Federal
47510	ADRC Medicaid State
47515	SHIP - Services - FED Carryover
47520	Program Implementation
47600	Title VII Ombudsman
47601	VII OMB- CARES Fed
47610	GWEP #1
47620	GWEP #2 Alz
47700	Medicaid Client Costs
47710	Medicaid Staff Costs
47750	Medicaid Client fees
47800	Long Term Care Ombudsman
47900	FASI Program
47910	FASI 3
48000	KY Caregivers Program
48100	BHWET Grant
48110	Humana Holiday Meals
48200	Other - CHS
48300	Mental Health Grant
48400	General Fund Transfer Expenses in excess of Revenue
48500	Kellogg Grant
48600	Edith Grigsby Trust
48700	MIPPA Ends September
48710	MIPPA Starts October
48800	KSPAN Falls Prevention
48900	Mental Health Coalition
49000	Homecare client fees
49100	CDC Grant
49110	CDSME
49200	RWJ Grant
49210	Planned Parenthood Project
49220	Plan 4 Health
49230	Planned Parenthood 16
49300	CDO Client Tax Refund
49400	SE4A
49500	Interest Income
49600	CDO Client Paid Services
49700	Transfer from General Fund

49800	In-kind Match
49890	Miscellaneous CDO
49900	Miscellaneous
Expenses	
50000	Salaries
50500	Fringe Benefits
50600	FICA Expense
50700	Medical Insurance
50800	Life Insurance
50900	Retirement Expense
50910	OPEB Expense
51000	Unemployment Insurance
51100	Worker's Comp Insurance
51200	Vision Insurance
51300	Dental Insurance
51400	Other Benefits
51410	GASB 68 Pension Expense
51420	GASB 68 Deferred Inflow Pension
51500	Internet Fees
51600	Equipment & Computer Maintenance
51700	Temporary Services
51800	Postage/Shipping
51900	Subscriptions & Publications
52000	Insurance - Other
52100	Registration Fees
52200	Software Maintenance &/or License
52300	Membership Dues
52400	Legal
52500	Advertising
52600	Audit
52700	Interest Expense
52800	Contract Services
52900	Drug Screens/TB Test
53000	Background Checks
53200	Telephone
53400	Car expenses & related
53600	Travel in Region
53700	Board Travel
53800	Travel out of Region
53900	Utilities
54000	Meeting Expense

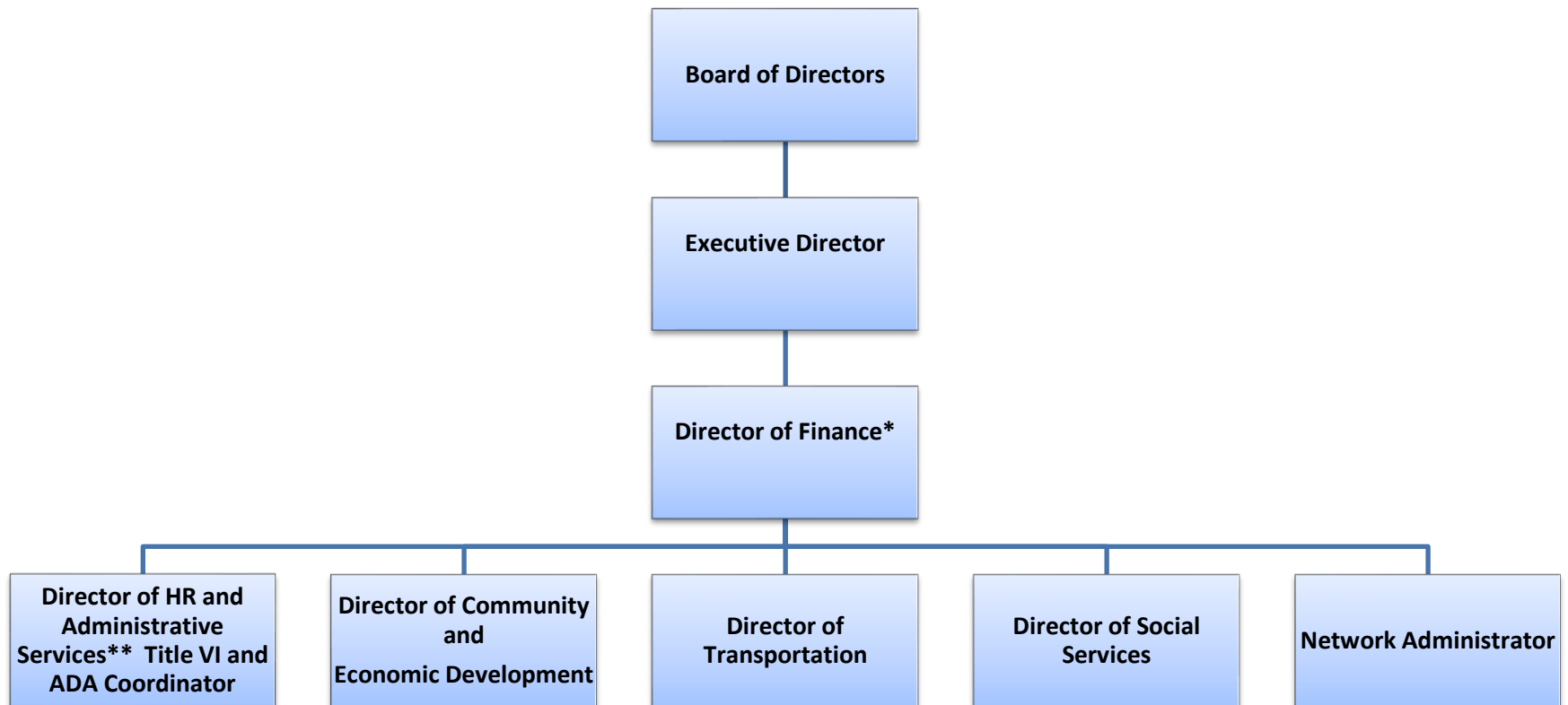
54100	Office Maintenance
54200	Equipment Rental
54300	Office rent
54400	Office Supplies
54500	Van maintenance supplies
54600	Printing
54700	Copying
54900	Depreciation
55000	Vanpool subsidies
55100	Emergency Ride Home
55200	Outreach Materials
55300	Fleet Operating Expense
55400	Vanpool bank fees
55500	Minor Equipment
58800	Interpreters
58900	Miscellaneous CDO
59000	Miscellaneous
59100	Assets Purchased w/Grant
59200	Equipment purchased w/aging funds
59300	Equipment purchases
59400	In-kind services
59500	Transfer from General Fund
59700	Indirect Costs
60100	Guardian Med Monitoring - HC
60110	VRI - HC
60200	Home Repair
60300	Mental Health Expenses
60400	United Health Care
60800	Bullitt Cty Health Dept
60900	Fan Program
61200	PMF - HC
61300	HDIS - HC
61400	Training Contract
61500	Homecare on-line training
61550	HC - Special COVID
61600	Louisville Wheels, Inc. - III-B
61700	Homecare if Title III E
62000	TCCAA Caregivers
62100	Catholic Charities - Elderabuse
62200	Catholic Charities III B
62300	Catholic Charities - Ombudsman

62400	Catholic Charities - LTC
62500	Center for Accessible Living - PCAP
62550	Catholic Charities Caregivers
62600	Elderserve - III B
62700	Elderserve - III D
62710	Elderserve IIIE
62720	Elderserve FM
62780	Falls Talk - III D
62800	Catholic Charities - IIIE
63100	Highlands Community Ministries - III B
63200	Highlands Community Ministries - III D
63310	Jewish Community - NSIP
63330	Jewish Community of Louisville III-D
63400	Jewish Family & Career Services - III E
63500	Jewish Family & Career Service - III D
63600	Jewish Family & Career Service - III B
63900	Legal Aid Society - III B
64000	Louisville Metro - III C
64200	Louisville Metro Parks - III B
64210	Masterson's - NSIP
64300	Multi-Purpose - III B
64400	VII SLTCO - NHOA
64420	IIID - UofL Trager Institute
64490	IIIE - UofL Trager Institute
64500	TARC III B Travel Training
64700	Tri-County - III B
64710	Tri-County III B Travel Services
64800	Tri-County - III D
65000	U of L Medication Management
67200	CDO Home Improvement Equipment
67300	CDO Client Payroll
67400	CDO Employer taxes
67500	CDO Goods Purchased
67600	CDO Purchased Services
67700	Vouchers FCG & KY Caregivers
67710	Caregiver vouchers
67800	Caregiver Training Forum
67900	Get There - IIIB Trans
68000	Elderserve HC
68100	Help At Home HC
68110	TCCAA HC

68120	Lifeline HC
68130	Masterson's HC
68140	Southern - HC
68150	Pennyrile HC
68160	KRADD - HC
68170	GWADD - HC
68180	Commonwealth Care - HC
68190	Interim Healthcare - HC
68200	Elderserve IIIB ADC
68210	TCCAA IIIB ADC
68300	Special Program Purchases
68400	Pharmacy Review
68700	Caregiver Informational Mtg - III E
69000	Respite - Other
69200	Support Services - Other
69300	Respite - GP
69400	Support Services - GP
69500	Program Costs
70000	Edith Grigsby Trust
70001	Masterson"s-MOW
70002	Needs Assessment
70800	Elderserve IIIB In-home Services
70810	Lifeline IIIB In-Home Services
70820	TCCAA IIIB In-Home Services
70830	Southern IIIB In-Home Services
70840	IIIB In-House Svcs Commonwealth Care
70850	IIIB In-house Svcs Interim Healthcare
71000	Legal Aid - Caregivers
76000	Jewish Community Assoc of Louisville
76100	Masterson's - III C
76200	Multi-Purpose - III C
76300	Tri-County - III C
76400	SE4A Expense
76500	Centenarians expense
76600	Masterson's Holiday Meals
76700	LMSNP Holiday Meals
79900	Unallocated

Kentuckiana Regional Planning and Development Agency

Organizational Chart

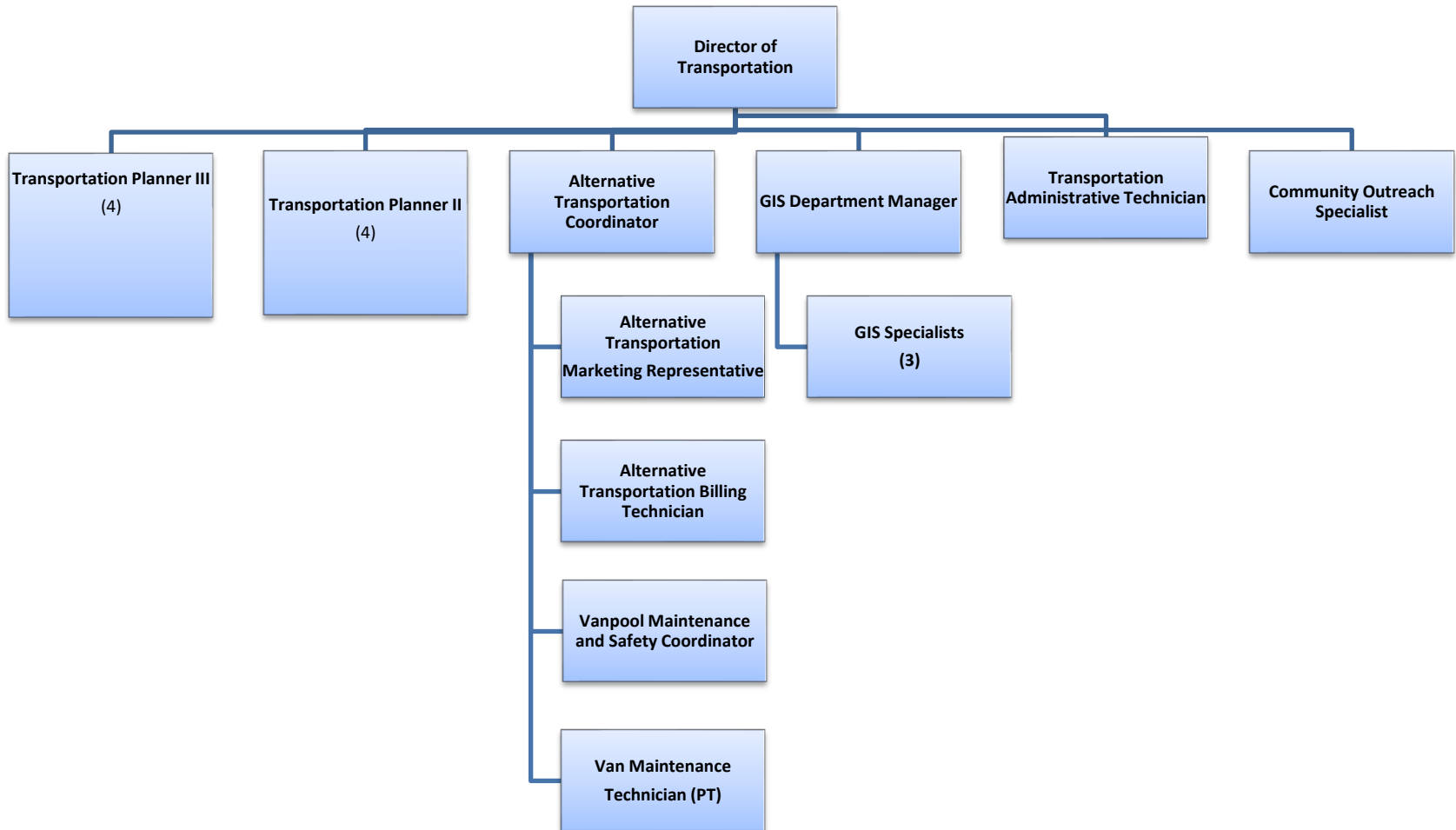


*The Director of Finance will serve as the Executive Director's designee when the Executive Director is out of the office.

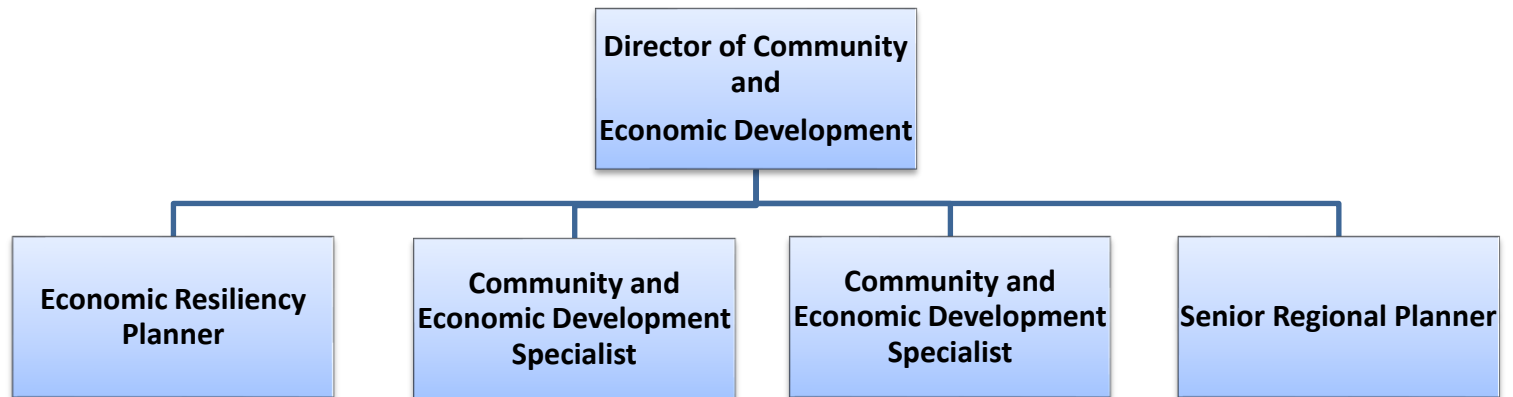
** When the Executive Director and the Director of Finance are both out of the office the Director of Human Resources and Administrative Services will act as the Executive Director's designee.

1/28/2021

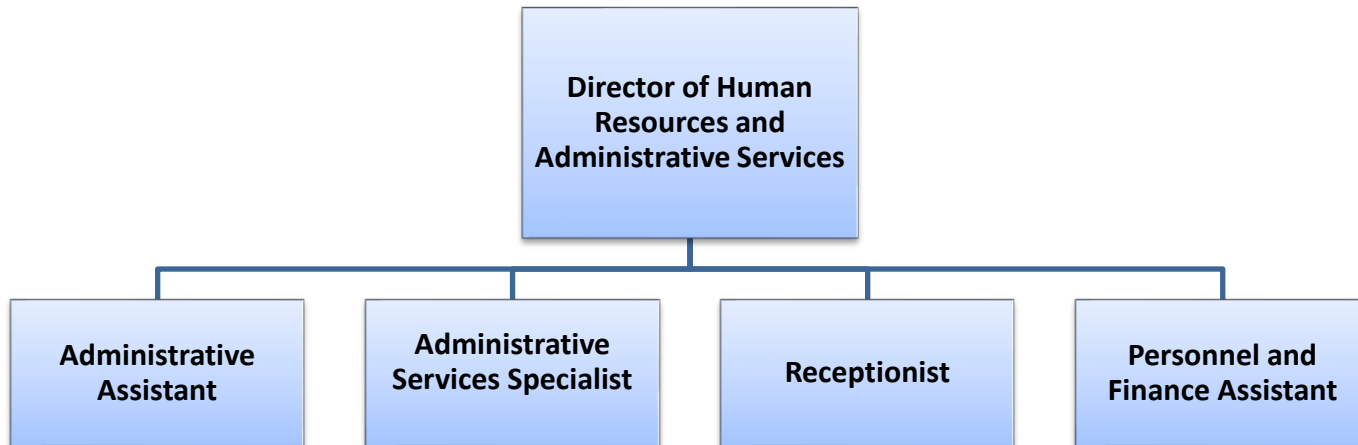
Transportation Division



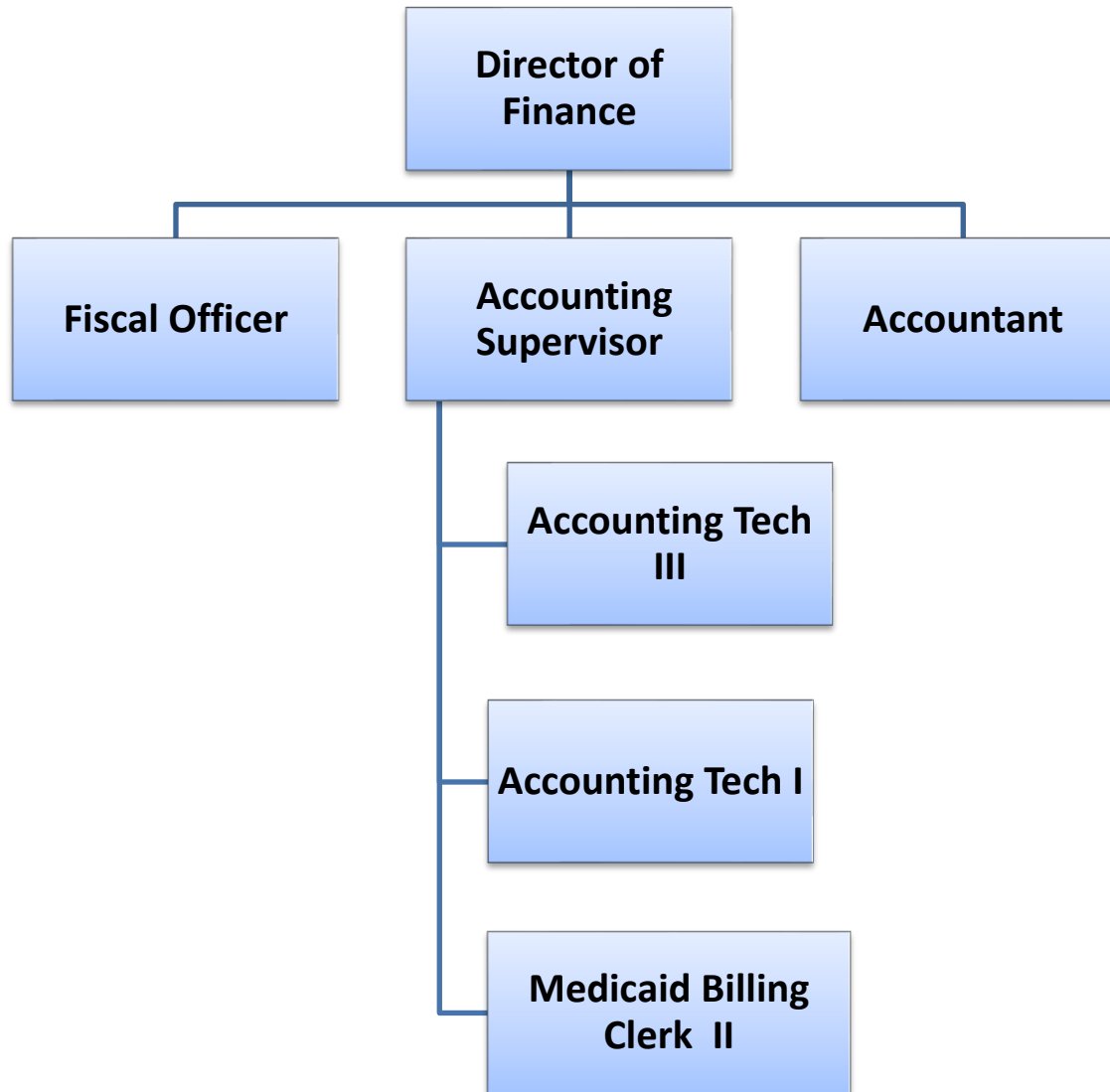
Community and Economic Development Division



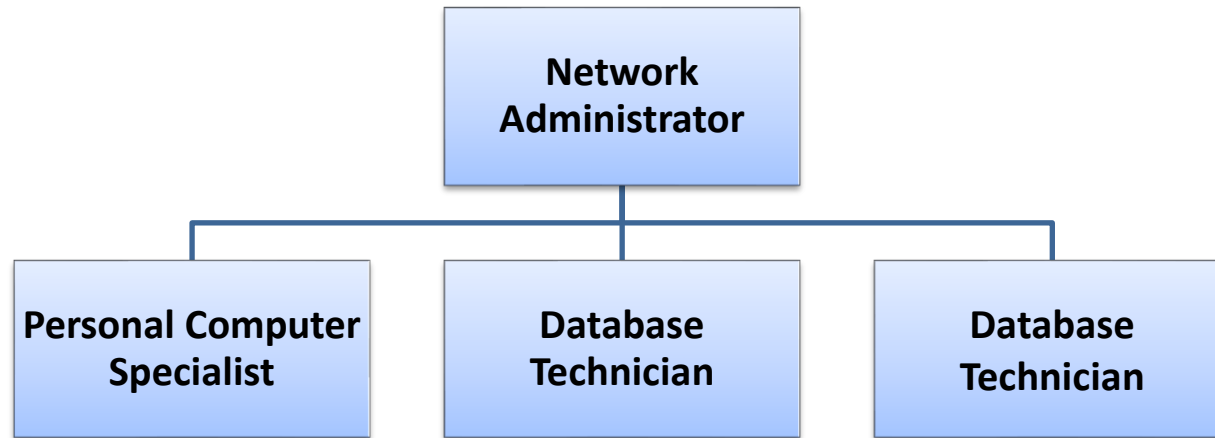
Human Resources and Administrative Services Division



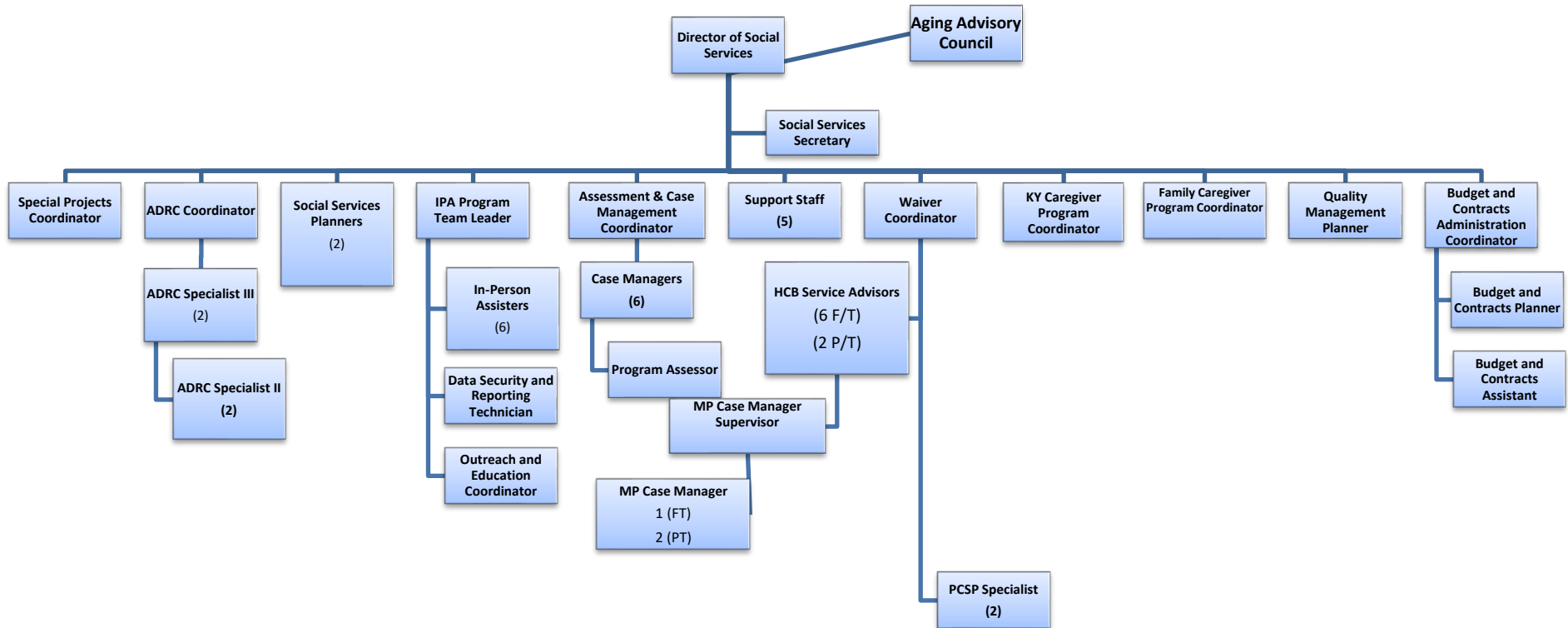
Finance Division



Computer Services Division



Social Services Division



Cost Allocation Approval Letter



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
www.transportation.ky.gov/

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

July 16, 2020

Mr. John Ballantyne
Planning Environmental Team Leader
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

Subject: Transmittal of FY 2021 CAPs

Dear Mr. Ballantyne:

The Kentucky Transportation Cabinet has approved the Kentuckiana Regional Planning and Development Agency's (KIPDA) indirect cost allocation methodology for the fiscal year ended June 30, 2021.

The Office of Audits reviewed the Draft Cost Allocation Plan (CAP) to ensure compliance with 2 CFR Part 200. This approval does not constitute "establishment of a rate by a cognizant agency". The final CAP will be approved by the Department of Local Government upon completion of the FY 2021 audit. The Kentucky Transportation Cabinet retains the right to audit the rates or adjust them should a cognizant approval occur after this date.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carly Cockley".

Carly Cockley
Audit Manager
External Audit Branch

cc: Thomas Whitt
Attachment

Appendix H – Planning MOA

MEMORANDUM OF AGREEMENT

By and Between

Kentuckiana Regional Planning and Development Agency

the

Indiana Department of Transportation

the

Kentucky Transportation Cabinet

and the

Transit Authority of River City

This Memorandum of Agreement (MOA) is made by and between the Kentuckiana Regional Planning and Development Agency (hereinafter referred to as KIPDA), the Indiana Department of Transportation (hereinafter referred to as INDOT), the Kentucky Transportation Cabinet (hereinafter referred to as KYTC), and the Transit Authority of River City (hereinafter referred to as TARC),

Whereas, Moving Ahead for Progress in the 21st Century (MAP-21) and its previous legislative acts the Safe, Accountable, Flexible, & Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) require the establishment of Agreements among certain agencies involved in the transportation planning process, and

Whereas, the aforementioned agreement shall include specific provisions for the Metropolitan Planning Organization, the State(s), and the public transportation operator(s) to clearly identify their mutual responsibilities in carrying out the continuing, cooperative, and comprehensive metropolitan transportation planning process; and

Whereas, KIPDA is the designated Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, consisting of Clark, Floyd, and a portion of Harrison counties in Indiana and Bullitt, Jefferson, Oldham and a portion of Shelby counties in Kentucky; and

Whereas, INDOT and KYTC are the state agencies responsible for the planning, operation, and maintenance of the transportation systems of Indiana and Kentucky, respectively, and are members of the Metropolitan Planning Organization; and

Whereas, TARC is the provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area and is a member of the Metropolitan Planning Organization; and

Whereas, TARC is the designated recipient for Section 5307, 5310 and 5339 funds in the Louisville/Jefferson County KY-IN Urbanized Area.

Now, therefore, KIPDA, INDOT, KYTC, and TARC mutually agree as follows:

RESPONSIBILITIES OF THE KIPDA METROPOLITAN PLANNING ORGANIZATION (MPO):

KIPDA Structure

1. The Metropolitan Planning Organization (MPO) organizational structure consists of the Transportation Policy Committee (TPC) and the Transportation Technical Coordinating Committee (TTCC).
2. The TPC serves as the decision-making body of the MPO, and has responsibilities including approval of plans, implementation of programs, provision of transportation planning and guidance, and other similar related actions. Membership includes the chief elected official from each unit of local government within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area that is represented on the KIPDA Board of Directors, as well as the state departments of transportation from Indiana and Kentucky, provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, Regional Airport Authority, and other agencies as defined by the TPC. Membership may be updated from time to time at the discretion of the TPC. Voting members include:
 - Bullitt County
 - Charlestown
 - Clark County
 - Clarksville
 - Floyd County
 - Indiana Department of Transportation, Commissioner
 - Indiana Department of Transportation, Seymour District
 - Jefferson County League of Cities
 - Jeffersontown
 - Jeffersonville
 - Kentucky Transportation Cabinet
 - Louisville Metro
 - New Albany
 - Oldham County
 - Shively
 - St. Matthews
 - Louisville Regional Airport Authority
 - Transit Authority of River City
3. The TTCC serves as an advisory body to the TPC and provides transportation related technical review and assistance. Membership on the TTCC may be updated from time to time with a recommendation from the TTCC to the TPC, who retains final approval of TTCC membership. Voting members include:
 - Bullitt County
 - Charlestown
 - Clark County
 - Clark County Air Board
 - Clark County Planning Commission
 - Clarksville
 - Floyd County
 - Indiana Department of Environmental Management
 - Indiana Department of Transportation – Asset Planning and Management
 - Indiana Department of Transportation – Public Transportation
 - Indiana Department of Transportation – Seymour District
 - Jeffersontown

- Jeffersonville
 - Kentuckiana Regional Planning and Development Agency
 - Kentucky Division of Air Quality
 - Kentucky Transportation Cabinet – District 5
 - Kentucky Transportation Cabinet – Division of Planning
 - Louisville & Jefferson County Riverport Authority
 - Louisville Metro Air Pollution Control District
 - Louisville Metro Economic Development
 - Louisville Metro Planning & Design Services
 - Louisville Metro Public Works
 - Louisville Regional Airport Authority
 - New Albany Planning Commission
 - Oldham County Judge Executive
 - Oldham County Planning Commission
 - Port of Indiana - Jeffersonville
 - TARC Elderly & Disabled Advisory Council
 - Transit Authority of River City
4. KIPDA utilizes advisory committees, subcommittees and working groups, which may include members such as: transit consumers, bicycle groups, various technical staff, members of the TPC and/or TTCC, and other interested parties.
 5. The TPC and the TTCC generally meet on the fourth Thursday and the second Wednesday, respectively, of each month. When utilized, the other committees and working groups meet on an as-needed basis.
 6. KIPDA will concur with the planning regulations for Self-Certification to INDOT, KYTC and the Federal Highway Administration (FHWA) regarding the MPO's ability and intention to provide and fulfill the transportation planning requirements for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Performance Based Transportation Planning Coordination

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC and other agency partners, will develop a Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. The Performance Management Plan will utilize the framework established by the Federal Highway Administration and the Federal Transit Administration by incorporating the National Performance Measures and Planning Factors as defined in MAP-21.
3. The Performance Management Plan will identify goals, objectives, performance measures, and performance targets that will be reflected in KIPDA's:
 - a. Metropolitan Transportation Plan
 - b. Transportation Improvement Program
 - c. Congestion Management Process
 - d. Unified Planning Work Program
 - e. Safety Plan
 - f. Security Plan
 - g. Coordinated Human Services Transportation Plan
 - h. Other relevant KIPDA planning documents, programs, and procedures

4. Through the TPC, and other means, KIPDA, KYTC, INDOT, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
5. KIPDA will consider integration of relevant goals, objectives, and performance measures developed by KYTC, INDOT, and TARC into KIPDA's Performance Management Plan within 180 days of the establishment of performance targets by those agencies.
6. KYTC, INDOT, TARC, and other agency partners will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
7. KIPDA will participate in the development of and provision of data for performance based asset management plans developed by KYTC, INDOT, TARC and other agency partners.
8. The Performance Management Plan will be approved by the TPC.

KIPDA Metropolitan Transportation Plan (MTP)

1. KIPDA will develop (and subsequently maintain) a Metropolitan Transportation Plan (MTP) in cooperation with INDOT, KYTC, TARC and other agency partners at least every four years as required by law. The KIPDA MTP shall cover at least 20 years at the time of its adoption by the TPC.
2. KIPDA will utilize 23 CFR Part 450 in the development of the MTP.
3. As stated 23 CFR Part 450, and as a reflection of good planning practice, KIPDA is responsible for developing a financially reasonable MTP in consultation with INDOT, KYTC, TARC and other agency partners.
4. The MTP Financial Plan will be developed by KIPDA in consultation with KYTC, INDOT, TARC and other agency partners. The process for completing the financial plan will be as follows:
 - a. Using previous annual elements from the Transportation Improvement Program (TIP) KIPDA will identify an average annual dollar amount based on what has been programmed in the TIP for any given annual element. Projects whose primary funding source in the TIP is not from federal formula funds will be removed from the analysis. The average annual dollar amount will be identified by state.
 - b. KIPDA will straight-line project the average annual dollar amount to the horizon year of the MTP in order to identify, by state, the amount of federal formula funds that, for planning purposes only, may be used in developing the MTP Financial Plan.
 - c. KIPDA, in collaboration with KYTC, INDOT, TARC, and other agency partners will review and consider proposals for funding projects where all or part of the anticipated dollars for implementation are not federal formula dollars, and considered innovative funding, etc.. Input from FHWA and FTA may be sought relative to the reasonableness of the funding proposal.
 - d. In order to reflect Year of Expenditure of anticipated federal funds in the Financial Plan, KIPDA will modify the straight-line projections by adjusting each year of the MTP

- estimated available funds by 5% (compounded annually). The Year of Expenditure rate for anticipated funds may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
- e. KIPDA, working with KYTC, INDOT, TARC and other agency partners, will identify planning level project costs for each project or line item in the KIPDA MTP.
 - f. In order to reflect Year of Expenditure for project costs, KIPDA or the assumed project sponsor will adjust the identified project costs at a rate of 4% compounded annually. The Year of Expenditure rate for project cost may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
 - g. KIPDA will initiate a cooperative review with KYTC, INDOT, and TARC in order to collaboratively develop, for TPC consideration, the dollar amounts for planning purposes of estimated available funds and estimated project costs. KIPDA will provide first drafts for consideration that include:
 - Draft of anticipated federal funds available for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the estimated federal funds.
 - Draft of estimated project costs identified for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the identified project costs.
 - h. The MTP Financial Plan is considered reasonable when the total estimated federal funds by state and the total identified project costs, also by state, are within 10% of each other. The defined range for a reasonable MTP Financial Plan may be modified following collaboration and cooperation between KYTC, INDOT, TARC, other agency partners, with final approval by the TPC.
 - i. At any time, KIPDA, KYTC, INDOT, or TARC may propose modifications to the process for developing a MTP Financial Plan. KIPDA, KYTC, INDOT, and TARC shall review and discuss any proposed modifications. Changes to the process used in developing the MTP Financial Plan must be approved by the TPC. Any modification to the above described process for completing the MTP Financial Plan will be done so with approval by all parties, and will be documented in the appropriate MTP update.
 - j. The TPC will approve the MTP Financial Plan.
5. Through the TPC and TTCC, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to collaboratively develop projects for inclusion in the KIPDA MTP that address the MTP Goals and Objectives, and contribute to attaining the MTP performance measure targets as identified in the KIPDA Performance Management Plan. At a minimum, proposed projects must include:
 - a. Detailed description and purpose so as to further the public's understanding of the project and to adequately assess the project
 - b. The anticipated year the project will be open to the public and available for use
 - c. Estimated project costs in Year of Expenditure dollars
 6. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA MTP for both air quality conformity and for public information purposes.
 7. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a Congestion Management Process (CMP). Coordination and cooperation will include, but will not be limited to:
 - a. Collection of data necessary for completing the CMP document and implementation of the process

- b. Review selection, and prioritization of projects (including those projects located on the State's highway network) to address congestion-related needs identified through the implementation of the CMP
8. The CMP will be approved and modified by the TPC.
9. At a minimum, KIPDA will provide opportunity for public input on the draft KIPDA MTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
10. A Conformity review/determination shall be completed for each MTP developed by KIPDA, as well as for each amendment to the document, indicating that the plan maintains the area's air quality standard as identified by the Interagency Consultation Group (ICG) Procedures and the States' Implementation Plans for Air Quality.
11. The TPC will approve KIPDA MTP updates and MTP amendments.
12. Following TPC approval of the KIPDA MTP, KIPDA is responsible for forwarding copies of the TPC-approved KIPDA MTP to FHWA, EPA, FTA, and the Interagency Consultation Group.
13. Following the federal conformity review, KIPDA will submit the MTP to KYTC, INDOT, and TARC for inclusion, directly or by reference, in the respective State's Long Range Plan, as well as TARC's Long Range Plan.
14. All proposed changes to the KIPDA MTP must include a project description, project purpose, project cost, Open to Public (OTP) date, federal, state, local and total dollar amount and must be submitted to KIPDA using a KIPDA Project Information Form. The KIPDA MTP may be revised by amendment only.
15. Each project proposed for amendment to the KIPDA MTP will be assessed relative to its impact on the community and its contribution toward achieving the performance targets identified in the KIPDA Performance Management Plan.
16. KIPDA will provide and maintain a website that includes the MTP, its associated amendments, and the CMP for interested parties, public and agency consumption

KIPDA Transportation Improvement Program (TIP)

1. KIPDA will develop and maintain a Transportation Improvement Program (TIP), in cooperation and coordination with KYTC, INDOT, TARC, and other agency partners.
2. The KIPDA TIP will be updated at least every four years as required by 23 CFR Part 450. At the time of adoption by the TPC, the TIP shall cover no less than four years.
3. All federal aid funded transportation projects, regardless of funding category, must be consistent with the KIPDA MTP and be included in the fiscally constrained KIPDA TIP.
4. KIPDA is responsible for developing a fiscally constrained TIP. The cooperative process for completing the TIP Financial Plan shall be as follows:
 - a. For the federal funding categories not suballocated to the MPO, the financial plan is based on the fiscal constraint of the KYTC and INDOT STIPs
 - b. KYTC and INDOT will provide an estimate of available federal funds for the funding categories that are suballocated to the MPO

- c. KIPDA is responsible for ensuring that the estimated available funds and project costs in the TIP reflect year of expenditure. KYTC, INDOT, TARC, and other agency partners will assist KIPDA in identifying Year of Expenditure costs for TIP projects. The rates for Year of Expenditure shall be consistent with the Year of Expenditure rates utilized in the development of the KIPDA MTP.
 - d. At any time, KIPDA, KYTC, INDOT, TARC, or other agency partners, may cooperatively review and update the estimated balances for those federal funds suballocated to the MPO. At a minimum, the above agencies will collaborate on ensuring accurate estimates of available funds for each funding category suballocated to the MPO.
5. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the Air Quality Conformity Determination for the TIP is based on the Air Quality Conformity of the MTP.
 6. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the contribution of the TIP toward achieving the performance targets identified in the KIPDA Performance Management Plan is based on the contribution of the MTP to achieve the performance targets identified in that document.
 7. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA TIP for public information purposes.
 8. KIPDA, in collaboration and coordination with KYTC, INDOT, TARC and other agency partners, will develop and maintain a project priority process for federal funds that are suballocated to the MPO. The project priority process will be consistent with the MTP and may be modified at the discretion of the TPC.
 9. During a TIP update, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners in order to identify projects and programs for the KIPDA TIP.
 10. At a minimum, KIPDA will provide opportunity for public input on the draft TIP and proposed amendments as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
 11. At the discretion of KIPDA, the TIP may be modified by completing a TIP update, amendment, or administrative modification. The KIPDA TIP will be amended semi-annually unless special circumstances require more frequent amendments.
 12. There are two methods used to revise the KIPDA TIP: by Administrative Modification or by Amendment. All TIP modifications and amendments will be processed in consultation with the Interagency Consultation Group (ICG) and in accordance with MTP air quality conformity procedures.
 13. All requests for administrative modification will be presented to the TPC for information purposes. No approval is required of the TPC for administrative modifications.
 14. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners will develop a KIPDA Project Management Process. The Project Management Process will:

- a. Focus its efforts toward addressing the MAP 21 National Goal of Reduced Project Delivery Delay
 - b. Strive to advance projects with the greatest benefit for the region and contribute to achieving the performance targets identified in the Performance Management Plan
 - c. Utilize limited funding sources in the most efficient and cost effective manner
 - d. Provide the mechanism for monitoring and managing the obligation of federal funds
 - e. Assist in facilitating advancement of projects that are able to obligate federal funds in lieu of currently programmed projects that have suffered a delay in their implementation and/or are unable to obligate federal funds as originally scheduled
15. At a minimum, the KIPDA Project Management Process will provide the basis for:
- a. Establishing priority processes relative to the advancement of projects from the KIPDA MTP to the KIPDA TIP
 - b. Establishing priority processes for those projects in the KIPDA TIP that are programmed with federal formula funds suballocated to the KIPDA MPO
 - c. Ensuring that projects proposed to use MPO suballocated federal funds are ready for programming/obligation and able to proceed in an expeditious manner and without delay
 - d. Monitoring the progress of projects and programs in the KIPDA TIP
16. The Project Management Process will be approved, and if necessary, may be modified by the TPC.
17. The TPC will approve KIPDA TIP updates and TIP amendments.
18. KIPDA, with cooperation from KYTC, INDOT, and TARC will produce an Annual List of Obligated projects for inclusion in each TIP update and for placement on the KIPDA website.
19. The TPC approves the KIPDA TIP, followed by approvals from the INDOT Commissioner and the KYTC Secretary (on behalf of the respective Governors). It is then included in the Statewide Transportation Improvement Programs (STIPs) of both states by reference or amendment.
20. KIPDA will provide and maintain a website that includes the KIPDA TIP and associated amendments and administrative modifications for interested parties, public and agency consumption.

KIPDA Coordinated Human Services Transportation Plan

- 1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a KIPDA Coordinated Human Services Transportation Plan (CHSTP).
- 2. The CHSTP will include the MPO counties of Clark, Floyd, Bullitt, Jefferson, Oldham, and a portion of Harrison County, Indiana and Shelby County, Kentucky as well as non MPO counties of Henry, Shelby (outside the MPO area), Spencer and Trimble in Kentucky.
- 3. To the extent possible, the CHSTP will reflect the Goals and Objectives from the MTP.
- 4. The CHSTP will identify performance measures and targets that reflect the KIPDA Performance Management Plan.

5. Given the transit-oriented nature of the CHSTP, KIPDA will seek direct input and collaboration from TARC, its advisory committees, and other interested parties.
6. At a minimum, KIPDA will provide opportunity for public input on the draft CHSTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
7. The TPC and the Regional Transportation Committee (RTC) will approve the CHSTP.
8. KIPDA will provide and maintain a website that includes the CHSTP and associated amendments for interested parties, public and agency consumption.

KIPDA Participation Plan

1. KIPDA will develop and maintain a KIPDA Participation Plan (PP) in accordance with 23 CFR Part 450, and good planning practice, that is adopted by the TPC. The PP will coordinate with the INDOT, KYTC and TARC participation processes.
2. The participation process identified in the PP shall be followed during the development of the MTP, TIP, CHSTP, PP and other studies, documents, programs, and procedures as defined in the PP.
3. The PP also defines opportunities and guidelines for engaging the public at KIPDA Committee meetings.
4. KIPDA will provide and maintain a website that includes the PP and associated amendments for interested parties, public and agency consumption.

KIPDA Regional Travel Demand Forecasting

1. KIPDA, with cooperation and consultation from KYTC, INDOT, TARC, and other agency partners, is responsible for developing and maintaining a travel demand forecasting model for the Louisville/Jefferson County KY-IN Metropolitan Planning Area.
2. KIPDA may make available to KYTC, INDOT, TARC, and other agency partners the inputs to and outputs from the KIPDA Regional Travel Demand forecasting model.

KIPDA Unified Planning Work Program

1. In accordance with 23 CFR Part 450, a Unified Planning Work Program (UPWP) will be prepared by KIPDA in cooperation and consultation with INDOT, KYTC, TARC, other agency partners, and FHWA, and FTA.
2. KIPDA will include the planning emphasis areas (PEA's) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received in a timely manner so that they can receive proper consideration.
3. KIPDA will develop annual MPO Planning Priorities for inclusion in the UPWP. The planning priorities will identify the key tasks and outcomes for the upcoming fiscal year that are necessary to maintain and advance the transportation planning activities at KIPDA.
4. Along with MPO Planning Priorities, KIPDA will include in the UPWP the MPO performance measures and their applicability to the transportation planning process.

5. In cooperation and coordination with KYTC, INDOT, TARC, and other agency partners, KIPDA will incorporate directly or by reference the roles and responsibilities associated with the tasks identified in the KIPDA Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
6. KIPDA, in collaboration with KYTC, INDOT, TARC and other agency partners will utilize the Planning/Studies Selection Process for identifying studies and projects that may utilize PL funds, should they be available. At a minimum, the projects and studies will:
 - a. Further the transportation planning process within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
 - b. Improve the community
 - c. Contribute to attaining the performance targets identified in the KIPDA Performance Management Plan, or providing necessary data relative to the performance measures
7. The TPC approves the UPWP.
8. KIPDA will submit to both states a final KIPDA Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
9. KIPDA will provide and maintain a website that includes the KIPDA UPWP and associated amendments for interested parties, public and agency consumption.

KIPDA Title II, Title VI, and Environmental Justice

1. KIPDA will comply with all appropriate federal assurances, civil rights and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.
2. In implementing its transportation planning process, KIPDA will, at a minimum, reflect the transportation related elements of the:
 - a. Americans with Disabilities Act of 1990, Title II
 - b. Civil Rights Act of 1964, Title VI
 - c. Civil Rights Restoration Act of 1987
 - d. Executive Order #12898 (Environmental Justice)
 - e. Executive Order #13166 (Limited English Proficiency)
 - f. USDOT Order 5610.2(a) (Environmental Justice)
 - g. FTA Circular 4702.1(b) (Title VI)
 - h. FTA Circular 4703.1 (Environmental Justice)
 - i. FHWA Order 6640.23(a) (Environmental Justice)
3. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain the KIPDA Community Impact and Assessment (CIA) resource document for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. The CIA ensures consideration of communities of concern in the KIPDA transportation planning process. At a minimum, the CIA will include:
 - a. Community socio-economic profiles
 - b. Benefits and Burdens Assessment and Planning
 - c. Environmental Justice Study Areas
4. KIPDA, KYTC, INDOT, TARC and other agency partners will collaborate on the collection of data, the analysis of data, and the reporting of findings associated with completing the CIA and its subsequent implementation

5. The findings and analysis tools identified in the CIA will be reflected, at a minimum, in the KIPDA:
 - a. Metropolitan Transportation Plan
 - b. Transportation Improvement Program
 - c. Coordinated Human Services Transportation Plan
 - d. Participation Plan
 - e. Unified Planning Work Program
 - f. Performance Management Plan
6. The CIA will be approved, and may be modified, by the TPC.
7. KIPDA will monitor, and report to the TPC, the progress of the development and implementation of ADA Transition Plans by KIPDA MPO member agencies.

RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT):

The Indiana Department of Transportation (INDOT) Commissioner (or designee) and an INDOT – Seymour District Representative (or designee) will attend the Transportation Policy Committee (TPC) and both will have voting representation for INDOT. INDOT representatives (or designees) from INDOT – Asset Planning and Management, INDOT – Public Transportation, and INDOT – Seymour District will attend Transportation Technical Coordinating Committee (TTCC) meetings and all Sections will have voting representation for INDOT.

Performance Based Transportation Planning Coordination

1. INDOT will cooperate and collaborate with KIPDA, KYTC, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, INDOT and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from INDOT and other agency partners into KIPDA's Performance Management Plan.
4. INDOT will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. INDOT will participate in updates to KIPDA's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications
2. The INDOT Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. INDOT will develop a list of planned improvement needs on State jurisdiction highways, developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. INDOT will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. INDOT will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Indiana portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area

- c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
 - d. Initiated at the request of either KIPDA or INDOT, collaboration in the development of funding estimates and project costs for updates to the KIPDA Transportation Improvement Program. The cooperation between KIPDA and INDOT concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.
- 5. INDOT will participate in the KIPDA Project Management Process, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the TIP
 - 6. INDOT will develop the Indiana Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety.
 - 7. INDOT will provide timely lists (based upon KIPDA's TIP update schedule) of INDOT projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, INDOT will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Information Form.
 - 8. INDOT will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
 - 9. INDOT will provide Central and District Office coordination for KIPDA on all matters including the KIPDA MTP and TIP.
 - 10. INDOT Central and District Offices will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

- 1. INDOT will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP) (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and also assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
- 2. INDOT will provide updated consolidated PL figures based on the current PL Distribution formula approved by FHWA and INDOT. INDOT will provide these figures in a timely manner each year to allow for development of the KIPDA UPWP.
- 3. INDOT will review and provide approval of the KIPDA UPWP and concurrence with the Cost Allocation Plan in a timely manner, and will develop required contracts and purchase orders.

RESPONSIBILITIES OF THE KENTUCKY TRANSPORTATION CABINET (KYTC):

The Kentucky Transportation Cabinet (KYTC) Secretary of Transportation (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for KYTC. The KYTC Chief District Engineer for District 5-Louisville (or designee) and a representative from the KYTC Division of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and both will have voting representation for KYTC.

Performance Based Transportation Planning Coordination

1. KYTC will cooperate and collaborate with KIPDA, INDOT, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, KYTC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from KYTC and other agency partners into KIPDA's Performance Management Plan.
4. KYTC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. KYTC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.
2. The KYTC Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. KYTC will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. KYTC will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. KYTC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Kentucky portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area

- c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
 - d. Initiated at the request of either KIPDA or KYTC, collaboration in the development of funding estimates and project costs for updates to the Transportation Improvement Program. The cooperation between KIPDA and KYTC concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.
5. KYTC will participate in the KIPDA Project Management Process, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
6. KYTC will develop the Kentucky Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety
7. KYTC will provide timely lists (based upon KIPDA's TIP update schedule) of KYTC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, KYTC will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Information Form.
8. KYTC will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) from the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
9. KYTC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

1. KYTC will participate in transportation planning activities related to the UPWP (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and also assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
2. KYTC will provide updated consolidated PL (FHWA) and Section 5303 (FTA) figures based on the current PL Distribution formula approved by FHWA and KYTC. KYTC will provide these figures in a timely manner each year to allow for development of the UPWP.
3. KYTC will review and provide approval of the UPWP and concurrence with the Cost Allocation Plan in a timely manner, and will develop required contracts and purchase orders.

RESPONSIBILITIES OF THE TRANSIT AUTHORITY OF RIVER CITY (TARC):

The Transit Authority of River City (TARC) Board Chairman (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for TARC. The Director of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and have voting representation for TARC.

Performance Based Transportation Planning

1. TARC will cooperate and collaborate with KIPDA, INDOT, KYTC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from TARC and other agency partners into KIPDA's Performance Management Plan.
4. TARC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. TARC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.
2. TARC will develop a list of planned improvement transit needs in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. TARC will also review and consider projects and programs identified through the KIPDA development of the MTP.
3. Upon KIPDA request, TARC will provide a Capital Improvement Program (Program of Projects) to KIPDA for inclusion in the KIPDA TIP.
4. TARC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes
 - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
 - d. Initiated at the request of either KIPDA or TARC, collaboration in the development of funding estimates and project costs for updates to the KIPDA TIP. The cooperation

between KIPDA and TARC concerning the KIPDA TIP Financial Plan is not limited to updates.

5. TARC will participate in the KIPDA Project Management Process, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
6. TARC will provide timely lists (based upon KIPDA's TIP update schedule) of TARC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum TARC will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Information Form.
7. TARC will provide in a timely manner lists of projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
8. TARC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

TARC will participate in transportation planning activities related to the UPWP (such as review of the document, and preparation of contracts following its approval).

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature.

INDIANA DEPARTMENT OF TRANSPORTATION


Deputy Commissioner – Innovative Project Delivery

Date 6/10/2015


INDOT Legal Counsel

Date 6/11/2015

KENTUCKY TRANSPORTATION CABINET


Secretary

Date 7/2/15

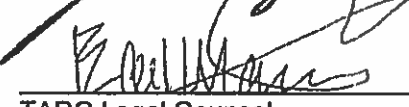

KYTC Legal Counsel

Date 6/29/15

TRANSIT AUTHORITY OF RIVER CITY


Executive Director

Date 6/9/15


TARC Legal Counsel

Date 6.5.15

KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY


Executive Director

Date May 27, 2015


KIPDA Legal Counsel

Date 6/2/15

Appendix I – UPWP Checklist (KYTC)



Unified Planning Work Program Checklist

Item	Page #	Comment	Regulation or Law Cited
1 FORMAT GUIDELINES			
Bound document			
Dated (left hand corner)			
Page numbers			
2 COVER/TITLE PAGE			
Name of MPO agency and area represented	title page		
FY of UPWP, contact information, web site	title page		
Agencies providing funds or support	title page		
3 INTRODUCTION/PREFACE			
Table of Contents	i		
MPO Approval Resolution (signed)	Appendix C		
Committee Members & Responsibilities	Appendix D		[See 23 CFR 450.310 (d)]
Staff Members, Positions & Responsibilities	Appendix E		
Maps - MPO Planning, Urbanized & A.Q. Areas	pg 8-9		[See 23 CFR 450.312]
Planning Factors	1		[See 23 CFR 450.306 (a)(1-8)]
UPWP - Definition of UPWP and purpose	1		[See 23 CFR 420.111]
4 WORK ELEMENTS* - Each Work Item should include the following:			
Work Element Number & Title			
Description, including Goals, Objectives and Products			23 CFR 420.111(b)(1) & 450.308(c)
Schedule for Completion			23 CFR 450.308(c)
Agency Responsible			23 CFR 450.308(c)
Estimated Cost			23 CFR 420.111(e)
Funding Sources			23 CFR 450.308(c)
ISSUES TO ADDRESS (May be addressed under various work elements listed below or as standalone work elements)			
Safety/Security	31		
Resilience/Reliability (Consider KYTC evaluations of damage-prone areas)	31		23 CFR 667
Multimodal Planning			
-Freight	24		23 U.S.C. 134(h), (i)(6)
-Transit	22		23 U.S.C. 134(c)(2), (i)(2)(H)
-Bike/Pedestrian	25		23 U.S.C. 134(i)(6)(A), 135(f)(3)(A)
Travel Demand Modeling: MTP update, project analysis, report of housing and employment changes and employment-based traffic patterns to KYTC. If not a standalone work element, include summary of modeling-related tasks.	19		[See 23 CFR 450.104, Regionally significant project]
Conformity Analysis	19		
ITS Architecture	19/20		23 CFR 940
Congestion Management Process (TMAs only)	20		23 CFR 450.322
ADA Transition Plans	24		FHWA Civil Rights Guidance: www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q12
ADMINISTRATION Work Element			
Major Purchases/Training/Audits	38		
General Committee Meetings	36		
Planning Agreement: Update as needed	3		23 CFR 450.314
UNIFIED PLANNING WORK PROGRAM Work Element			
UPWP Development & Maintenance	34		23 CFR 420.111 & 450.308
Annual Performance & Expenditure Report	34		23 CFR 420.117(b)
PUBLIC INVOLVEMENT & REPORTING Work Element			
Participation Plan Development & Maintenance	35		23 CFR 450.316
Annual Listing of Obligated Projects	28		23 CFR 450.334
DATA COLLECTION & ANALYSIS Work Element			
Census/Socioeconomic Data	12		
Transportation Systems/Urban Boundaries	13		
Performance Measures & Targets	14,25		23 CFR 450.306(d)
PROJECT IDENTIFICATION & PRIORITIZATION Work Element			
Identify and Update Projects in CHAF	12		
Assist with SHIFT Project Prioritization Activities	26		
Assist with CMAQ Prioritization (CMAQ-eligible areas only)	19		
Dedicated-STP & Dedicated-TAP Project Selection (TMAs only)	28		
TRANSPORTATION IMPROVEMENT PROGRAM Work Element			
TIP Development & Maintenance	28		23 CFR 450.326
METROPOLITAN TRANSPORTATION PLAN Work Element			
MTP Development & Maintenance	16		23 CFR 450.324
TRANSIT Work Element			
SPECIAL STUDIES Work Element(s): Corridor studies, sub-area studies, etc. (as needed)			
5 UPWP SUMMARY			
Funding Sources & Matching Rates	Appendix A		23 CFR 450.308(c) & 420.111(b)
Indirect Costs (if applicable)	Appendix A		
Estimated Effort - Person-Weeks/Hours	Appendix A		
Expenditures by Work Item & Funding Source	Appendix A		
6 APPENDICES			
Planning Agreement	Appendix H		
CAP Approval Letter from KYTC (if charging indirect costs)	Appendix G		

* The Work Elements organizational structure presented in this table is provided as an example only; MPOs may adjust the organizational structure to suit their needs.