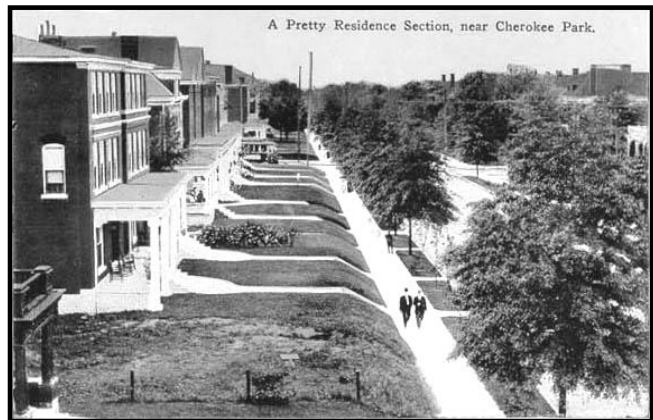
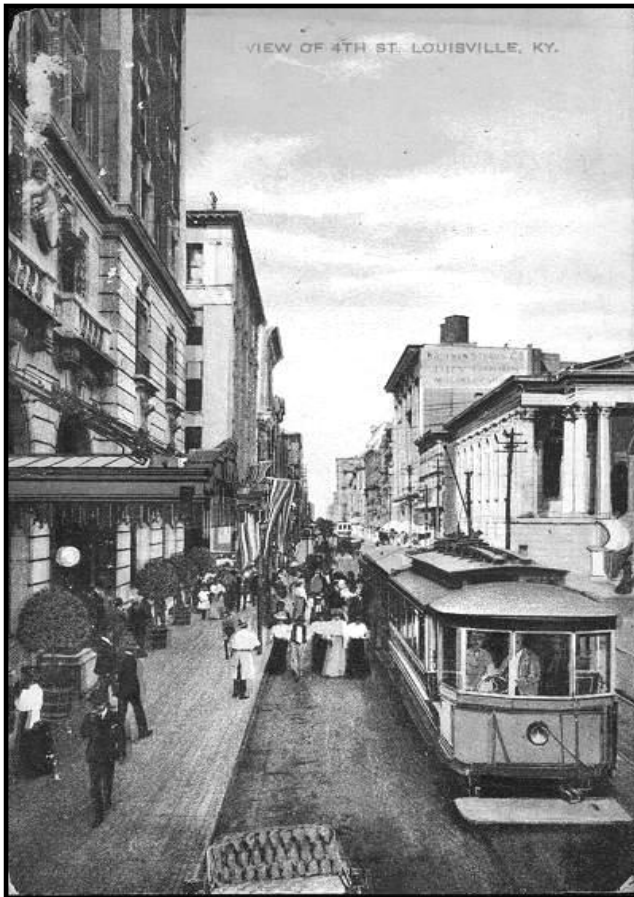


# Fiscal Year 2011 Unified Planning Work Program

Louisville (KY-IN) Metropolitan Planning Area



**Fiscal Year 2011**  
**Unified Planning Work Program**  
**Louisville (KY-IN) Metropolitan Planning Area**

Transportation Policy Committee Approval 04/22/2010

**Kentuckiana Regional Planning and Development Agency**  
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***This document is available in accessible formats when requested in advance.***



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## 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 Metropolitan Planning Organization of the Kentuckiana Regional Planning and Development Agency in the fiscal year beginning July 1, 2010 and ending June 30, 2011. 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 (KY-IN) metropolitan planning area. It provides for surface transportation planning in all or portions of Clark, Floyd, and Harrison counties in Indiana and Jefferson, Bullitt, and Oldham counties in Kentucky. This planning boundary encompasses the area that may become urbanized over the next twenty years and includes the Louisville interstate air quality nonattainment area, designated by the U.S. Environmental Protection Agency.
- This document also outlines transportation, land use, and air quality planning by other local, state, and federal agencies.

### Federal Planning Factors

The FY 2010 Unified Planning Work Program addresses a number of issues and areas of concentration aimed at meeting the planning needs of the metropolitan study area and maintaining compliance with the federal planning regulations issued February 14, 2007 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The Planning Factors established through federal regulations to promote national priorities in developing the Unified Planning Work Program have been refined over the last few Transportation Acts. The most recent version (23 CFR 450.306(a)) lists eight factors:

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.

This Work Program will include activities intended to maintain compliance with the metropolitan transportation planning regulations (23 CFR Parts 450 and 500, and 49 CFR Part 613) under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) issued February 14, 2007 and any subsequent federal guidance.

## **Status of KIPDA Region Transportation Planning Activities**

### **Transportation Plan**

- *Horizon 2030 Transportation Plan* was completed in December 2005 and has been amended 18 times through June 30, 2010. The plan is currently in a lapse, with the Conformity Grace Period of one year expiring on December 8, 2010. An update to the current MTP is underway, with an anticipated adoption by the Transportation Policy Committee in October 2010.

### **Planning Administration**

- Staff and Transportation Policy Committee efforts continue to address findings from the May 2006 Federal Certification Review of the MPO planning process. A Federal Certification Review was originally scheduled for March 2010, but has been postponed without a rescheduled date. It is expected to occur later this summer, and Staff is continuing to update the material originally prepared for the March review date.
- Member Guides for the Transportation Policy Committee and Transportation Technical Coordinating Committee were updated to reflect various changes.

### **City/County Plans**

- The Oldham County Thoroughfare Plan was initiated in January 2009 and was completed in FY 2010.
- The Louisville Metro Bicycle/Pedestrian Master Plan was completed in 2010.
- The Bullitt County Transportation Study began in January 2009 and was completed in FY 2010.
- The Prospect Mobility Study began in February 2009 and was completed in FY 2010.
- The Louisville Metro Bridge Improvement Plan began in FY 2008 and was completed in FY 2010.

### **Air Quality**

- Bullitt, Clark, Floyd, Jefferson, and Oldham counties were designated as nonattainment of the eight-hour ozone standard in June, 2004. In addition, Bullitt, Clark, Floyd, and Jefferson counties, along with one township in Jefferson County (IN), were designated as nonattainment of the fine particulate (PM<sub>2.5</sub>) standard (effective April, 2005) in December, 2004. One federal conformity determination was issued in FY 2010.

### **Public Transportation**

- TARC continues to lead the Coordinated Human Service Transportation Plan process with the involvement of many of the region's social service agencies and KIPDA's Transportation and Social Services divisions
- Access to Jobs planning initiated in 1999, is ongoing
- Continued transit service revisions responsive to annual market research
- Ongoing cooperation and coordination of the efforts of TARC and *Ticket to Ride* (the regional rideshare program) to encourage alternatives to single occupant vehicle travel through service marketing, rideshare matching, and vanpool fleet management

### **Other Transportation Planning Efforts**

- Bullitt County Transportation Study was initiated in December 2009 and will be completed in FY 2010.
- Prospect Area Mobility Study was begun in FY 2009 and was completed in FY 2010.
- Alternatives Study for a new interchange on I-265 at Rehl Road in eastern Jefferson County, conducted by consultants for the Kentucky Transportation Cabinet, was initiated in 2007 and completed in October 2009.
- Alternatives Study for new interchange on I-71 near the Jefferson County/Oldham County line, conducted by consultants for the Kentucky Transportation Cabinet, was initiated in 2003 and is ongoing.
- Oldham County Thoroughfare plan was initiated in FY 2009 and will be completed in FY 2010.

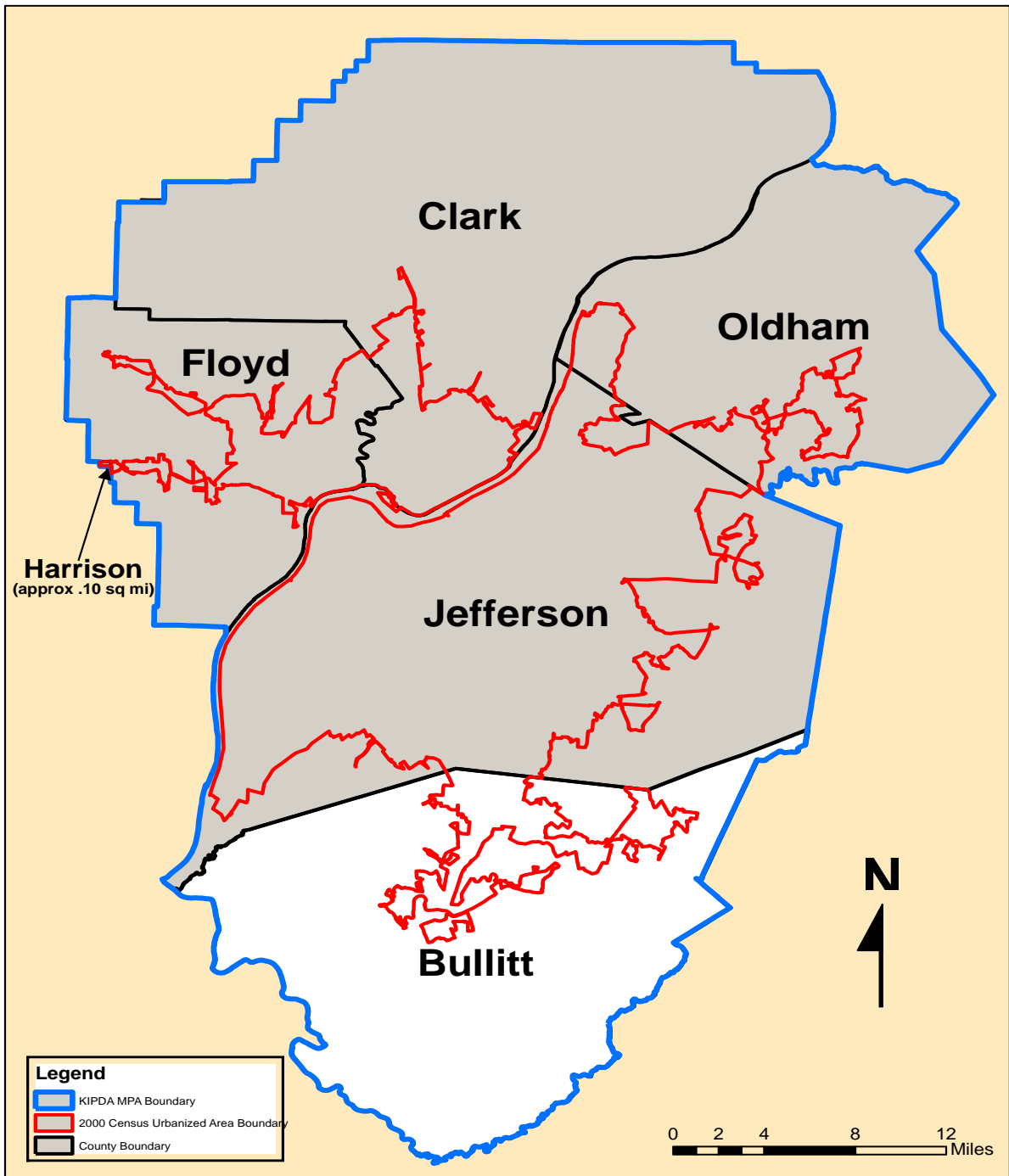
### **Coordination with other Metropolitan Planning Organizations**

- Each year, KIPDA staff participates in the five coordination meetings organized by the Kentucky Transportation Cabinet and attended by the state's 9 MPOs and the Federal Highway Administration.
- KIPDA staff attends monthly coordination meetings of the Indiana Metropolitan Planning Organization Council attended by the state's 14 MPOs, the Indiana Department of Transportation, and the Federal Highway Administration. The Annual Indiana MPO Conference will be hosted by KIPDA in September 2010.
- KIPDA staff participates in the Kentucky Metropolitan Planning Organization Council activities.
- KIPDA staff is coordinating planning efforts and exchanging information with the Radcliff/Elizabethtown MPO. Likely coordination activities will 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 monthly air quality conference calls organized by the Federal Highway Administration-Kentucky Division office for the exchange of information amongst the Kentucky MPOs, the Kentucky Transportation Cabinet, the Kentucky Division for Air Quality, FHWA, the Federal Transit Administration, and the US Environmental Protection Agency.

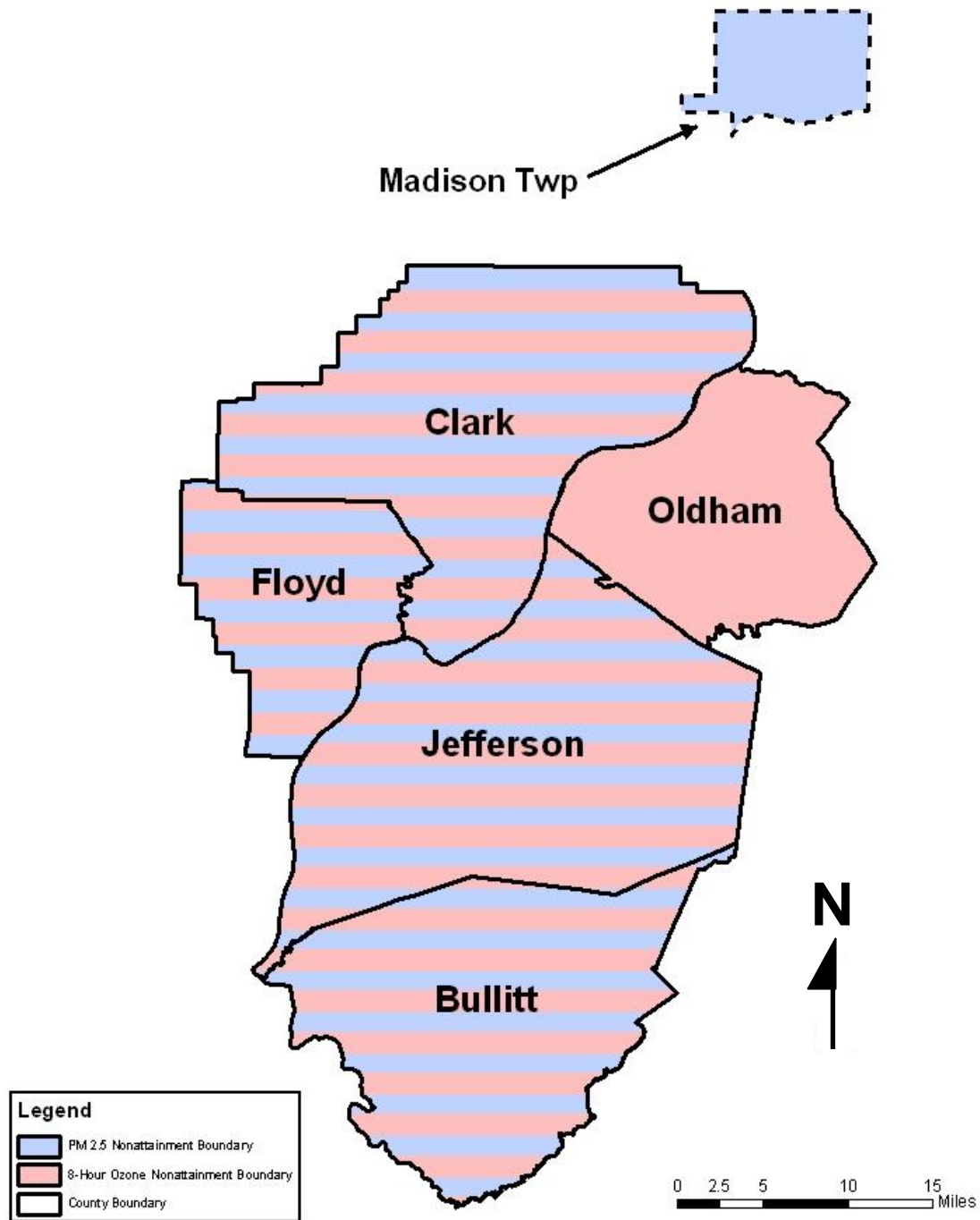
## Status of Comprehensive Plans/Other Land Use Planning Activities

County	Jurisdiction	Plan/Regulation	Last Adopted	Last Amended	Current Status
<b>CLARK</b>	Clark County	Clark County Comprehensive Plan	2007		Most recent adoption in December 2007.
	Clark County	Clark County Zoning Ordinance	1998	2007	Most recent adoption in December 2007.
	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	1992		Update underway; adoption expected in 2009.
	Clarksville	Clarksville Zoning Regulations	1993	2003	Update underway; adoption expected in 2009.
	Clarksville	Subdivision Regulations	1993		Update underway; adoption expected in 2009.
	Jeffersonville	Jeffersonville Comprehensive Plan	2008		Adopted 2008.
	Jeffersonville	Jeffersonville Unified Development Ordinance	2001	2005	Adoption expected in 2008. The Unified Development Ordinance will replace the separate Subdivision and Zoning regulations.
	Sellersburg	Sellersburg Comprehensive Plan	1993		No update planned at this time.
Sellersburg	Downtown Revitalization Study	2006		No update planned at this time.	
Sellersburg	Sellersburg Zoning Regulations	1993	2004	No update planned at this time.	
<b>FLOYD</b>	Floyd County	Floyd County Comprehensive Plan	2005		Minor updates to include the Floyd County Park Plan & Floyd County Major Thoroughfare Plan are anticipated in 2008.
	Floyd County	Floyd Co. Subdivision Control Ordinance	2004		Minor revisions are anticipated in 2008.
	Floyd County	Floyd County Zoning Regulations	2006		Minor revisions are anticipated in 2008.
	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	2000	2002	No update planned at this time.
	New Albany	Fringe Area Zoning Regulations	2003	2004	Updates and revisions expected in 2007.
<b>HARRISON</b>	Harrison County	Harrison Co. Comprehensive Plan	1996	2003	Major update underway; adoption expected in 2008.
	Harrison County	Harrison Co. Zoning Regulations	1974	2005	No update planned at this time.
<b>BULLITT</b>	Bullitt County	Bullitt County Comprehensive Plan	1989	2005	Updates being studied. No completion date at this time.
	Bullitt County	Bullitt County Zoning Regulation	1999	2005	Updates to the subdivision regulations are underway; adoption expected in 2008.
<b>JEFFERSON</b>	Louisville Metro	Cornerstone 2020 Comprehensive Land Use Plan	2000	2005	Additional neighborhood plans adopted since plan adoption in 2000 and incorporated by reference in the Comprehensive Plan. Plan under review; amendment expected in 2008.
	Louisville Metro	Land Development Code	2003	2006	Ongoing revisions as needed; no major update plans 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	Old Louisville/Limerick Neighborhood Plan	1982	2000	No update planned at this time.
	Louisville Metro	Old Henry Subarea Study	2000	2007	Executive Summary amended to Cornerstone 2020
	Louisville Metro	Fern Creek Small Area Plan	2001		No update planned at this time.
	Louisville Metro	Smoketown-Shelby Park Neighborhood Plan	2002		No update planned at this time.
	Louisville Metro	Bonnycastle Neighborhood Plan	2003		No update planned at this time.
	Louisville Metro	Belknap Neighborhood Plan	2000	2005	Executive Summary amended to Cornerstone. 2020
	Louisville Metro	Eastwood Neighborhood Plan	2005		No update planned at this time.
	Louisville Metro	Dupont Transportation Planning Study	2006		No update planned at this time.
	Louisville Metro	Fairdale Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Highlands-Douglass Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Wolf Pen Branch Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Mockingbird Valley Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Original Highlands Neighborhood Plan	2006		No update planned at this time.
	Louisville Metro	Hurstbourne Transportation Study & Small Area Plan	2007		
	Louisville Metro	Portland Neighborhood Plan	2008		Metro Council Adoption Pending
	Louisville Metro	South Broadway (SoBro) Neighborhood Plan	2007		
Louisville Metro	Tyler Rural Settlement Neighborhood Plan	2008		Metro Council Adoption Pending	
Louisville Metro	Butchertown Neighborhood Plan	2008		Metro Council Adoption Pending	
Louisville Metro	Phoenix Hill Neighborhood Plan	2008		Metro Council Adoption Pending	
<b>OLDHAM</b>	Oldham County	Oldham Co. Comprehensive Plan	2002	2007	Adopted February 2007.
	Oldham County	Comprehensive Zoning Ordinance & Subdivision Regulations	1997	2007	Adopted in 2007.

**Map of Louisville (KY-IN) Metropolitan Planning Area**



## Map of Louisville (KY-IN) Nonattainment Areas



The ozone air quality planning area includes all of Bullitt, Clark, Floyd, Jefferson and Oldham counties, while Bullitt, Clark, Floyd, and Jefferson counties, along with Madison Township in Jefferson County, Indiana were designated as nonattainment of the fine particulate matter (PM<sub>2.5</sub>) standard.

## **Program Elements**

### **1.0 Transportation System and Development Monitoring**

The purpose of the following elements is to monitor 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.

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#### **1.1 Traffic Counting**

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##### **Objectives**

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 their area;
2. KIPDA staff will conduct traffic counts and collect other Highway Performance Monitoring System (HPMS) data requested by the Indiana Department of Transportation;
3. KIPDA staff will conduct other traffic counts and data collection in the MPA; and
4. KIPDA staff will maintain a traffic count file by processing the above information as well as data collected and provided by the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

##### **Products**

- Traffic volume information
- Critical intersection peak period volumes
- Vehicle classification and operating speed information
- Report on HPMS traffic counts/other data for INDOT
- Travel Time information is being collected as part of the CMP performance measure package, and will be a benefit to transportation system monitoring and system development.

##### **Methodology**

KIPDA 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 staff will maintain a database of HPMS data, utilize the HPMS software version 6.0 in analyzing, evaluating, and reporting that data to INDOT.

##### **Previous Efforts**

KIPDA has contracted with the Louisville Metro Public Works and its predecessor agencies for several years to collect traffic data. KIPDA staff has collected HPMS traffic data for the Indiana Department of Transportation and for its own purposes for many years.

## **Relationship to Other Work Elements**

Traffic count information collection is directly related to the Project Design Traffic Data Request, Travel Model Development, and Congestion Management tasks.

## **Equipment**

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

## **Responsible Agency**

With the exception of contracted data collection performed by Louisville Metro Public Works, all other activities will be carried out by KIPDA staff.

## **Estimated KIPDA Staff Hours**

1085

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## **1.2 Geographic Information System**

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### **Objectives**

To develop a geographic information system capable of addressing transportation planning analysis needs and desires. This is addressed by implementing a set of recommendations developed by a GIS subcommittee of the Transportation Technical Coordinating Committee.

### **Products**

- A functional GIS to provide a variety of data analysis and graphical presentation capabilities
- Transportation infrastructure and service, land use, socioeconomic, and environmental resource databases acquired from outside sources or produced by staff
- Maps, LOJIC-compatible GIS products

### **Methodology**

KIPDA staff will utilize the agency's Geographic Information System hardware and software to process and analyze information needed for transportation planning purposes.

### **Previous Efforts**

KIPDA has completed the implementation of a geographic information system (hardware/software acquisition, staff training, and agreement to formalize a relationship with the LOJIC). Staff continually works toward keeping data layers current through cooperative efforts between KIPDA and the MPO counties. Additional databases have been created and maintained as part of KIPDA's regional geographic information system. Data collection and updates continue to progress on a county-by-county basis in the MPO study area. KIPDA Staff is currently actively participating in the collection and validation processes of the 2010

Census. Discussions have been held with local government entities concerning the potential adjustment of urban and TAZ boundaries. As the 2010 Census data becomes available, it will be incorporated into all of KIPDA's planning efforts.

### **Relationship to Other Work Elements**

KIPDA's GIS will support nearly all other elements of the work program.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

3465

## **1.3 TARC Route Monitoring**

### **Objectives**

To collect ridership information on selected transit routes. The Transit Authority of River City, 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
- Database and mapping of ridership information applicable to other planning purposes

### **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.

### **Previous Efforts**

This activity has been included annually as an element of the Unified Planning Work Program for many years, providing a historical profile of transit system performance at the route level.

### **Relationship to Other Work Elements**

Information provided by this data collection effort is used in the Responding to Information Requests element, for congestion management analysis, and in the travel model development element.

### **Responsible Agency**

Transit Authority of River City

### **Estimated KIPDA Staff Hours**

0

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## 1.4 Maintenance and Update of Information

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- Traffic Count Database
- Project Information Database
- Contacts Database
- KYTC Project Information Forms
- Socioeconomic/Census Data
- Crash Data
- Bicycle And Pedestrian Facilities
- Park And Ride Inventory
- Intermodal Facilities
- Transportation Library Database

### Objectives

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

To assist the Census Bureau in preparation for the 2010 census by providing technical assistance and coordination for updates of local census boundaries and information.

### Products

- Databases for use in carrying out the planning process
- Information to be utilized as part of the GIS
- Reports on various subjects
- Transportation system infrastructure, service, and performance; land use, socioeconomic, and environmental resource databases acquired from outside sources or produced by staff
- Safety project identification/development from INDOT and KYTC crash data
- Revised census geography for tracts, block groups, census county divisions, and census designated places through participation in the Participant Statistical Areas Program (PSAP)

### 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 will coordinate local census geography and address updates according to the schedule(s) established by the Census Bureau. These activities may include, but are not limited to, data collection and processing and organization and coordination of local participant committees.

KIPDA staff will continue to add features to the KIPDA website (such as the recently added translator) to assist project sponsors and to better inform the public concerning project development.

## **Previous Efforts**

KIPDA has established many databases for use in planning activities, as well as to serve the needs of other agencies and the public. Many of the databases have been refined over time to stay current with computer software capabilities and meet increased demand for information. Recent efforts include enhancement of the Project Management Database and development of an electronic version of the Project Information Form (PIF) used by project sponsors. KIPDA participated in Census-related activities prior to the 2000 Census. KIPDA hosted promotional and technical LUCA & PSAP training opportunities for governments in the region in preparation for the 2010 Census.

## **Relationship to Other Work Elements**

The information provided through this system will support nearly all other elements of the work program.

## **Responsible Agency**

KIPDA Staff

## **Estimated KIPDA Staff Hours**

490

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## **1.5 Response to Information Requests**

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### **Objectives**

To provide information from the datasets and other sources to constituent agencies, the public, 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.

### **Methodology**

KIPDA staff researches questions received and provides information by mail, telephone, fax, e-mail, and in person. When appropriate, inquiries are referred to other agencies/organizations for response.

### **Previous Efforts**

KIPDA has provided available information to other agencies and the public. Last fiscal year over 300 requests for information were fulfilled.

### **Relationship to Other Work Elements**

Responding to information requests is closely related to the data collection and database maintenance work elements

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

595

## **2.0 Long Range Transportation Planning**

The Transportation Plan for the Louisville (KY-IN) Metropolitan Planning Area, *Horizon 2030*, was completed in December 2005. The *Horizon 2030 Metropolitan Transportation Plan* provides project and policy oriented recommendations concerning the management and development of the area's transportation system through the year 2030. 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.

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### **2.1 Transportation Plan Maintenance/Update**

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#### **Objectives**

To maintain a SAFETEA-LU compliant metropolitan transportation plan for the Louisville (KY-IN) Metropolitan Planning Area.

To process proposed amendments and administrative modifications to the *Horizon 2030 Transportation Plan* according to established procedures.

To initiate and complete an update to the Horizon 2030 Transportation Plan.

To initiate data collection efforts in preparation for a full MTP update (perhaps in late FY 2011) with a horizon year of 2035.

#### **Products**

- A SAFETEA-LU compliant plan which addresses the long range surface transportation needs of the area
- Documentation of the plan amendment/administrative modification processes
- Processes for identification and scoping of future transportation needs

#### **Methodology**

Plan amendments, including analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input, are processed

according to procedures developed by KIPDA staff and approved by the Transportation Policy Committee.

Update of the Plan began in FY 2008, with project review and development occurring in April 2009. The Update was delayed as a result of funding issues associated with the Louisville Indiana Ohio River Bridges Project. The establishment of a Bi-State Bridge Authority was enacted to explore and develop funding issues for the Bridges project. In anticipation of a grace period lapse, KIPDA staff is developing an update to the current Metropolitan Transportation Plan, with anticipated Transportation Policy Committee adoption by October, 2010. The development of a full MTP update will likely occur sometime in FY 2011. Preparation of this Plan will include extension of the horizon year to 2035 and a re-calibration of the travel model.

### **Previous Efforts**

The *Horizon 2030 Transportation Plan* has been amended 18 times since adoption.

### **Relationship to Other Work Elements**

Several elements of the FY 2011 Work Program are relevant to this item.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

2800

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## **2.2 Travel Model Development**

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### **Objectives**

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 to meet the analysis requirements of the area's transportation and related air quality planning program
- Demographic/socioeconomic data projections
- Data collection activities that support modeling, as appropriate
- Documentation of the model development process in concert with this year's update of the Horizon 2030 Metropolitan Transportation Plan
- Update of the model to a 2007 base year
- Expand the TDM to include a horizon year of 2035 in preparation for a change in the horizon year for the upcoming Metropolitan Transportation Plan

- Posting of the updated Travel Demand Model documentation on the KIPDA website
- Periodic upgrade of travel model software and technical support/maintenance

### **Methodology**

KIPDA 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. Documentation of the model development process is also prepared.

### **Previous Efforts**

KIPDA has completed the transition to a TransCAD model as part of the *Horizon 2030 Plan* development process. The transition involved the calibration of a 2000 base year model, the development of interim analysis years, and a 2030 horizon year. In preparation for a Full MTP update, a re-calibration of the travel model will be required. A new base year for that effort is currently being considered, and Staff will work with the appropriate agencies to determine a representative and pertinent set of data for that use..

### **Relationship to Other Work Elements**

KIPDA's travel model is one of the tools used to conduct planning analyses for the maintenance of the metropolitan transportation plan and the Transportation Improvement Program, 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 transportation plan, Transportation Improvement Program, scoping and subarea studies, project-level design technical assistance, and air quality conformity analyses.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

1735

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## **2.3 Air Quality Analysis/Conformity Consultation**

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### **Objectives**

To conduct air quality analyses as part of long range plan and Transportation Improvement Program 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 funding

To participate with other agencies in the development of the new State Implementation Plans and mobile source emissions budgets for 8-hour ozone and particulate matter (PM<sub>2.5</sub>).

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.

### **Products**

- Dissemination of information resulting from the analyses directly to planning partners and to the public through the KIPDA website.
- Documentation of the process
- Maintenance of an up-to-date Memorandum of Understanding among the participants in the process and procedures for consultation and determination of transportation conformity per 40 CFR Parts 51 and 93

### **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 the Indiana Department of Transportation, the Kentucky Division for Air Quality, and the Louisville Metro Air Pollution Control District in performing the travel demand forecasting model-based emissions calculations.

### **Previous Efforts**

Air quality analyses have been part of KIPDA's transportation planning process for over 20 years. One air quality conformity analysis was conducted in FY 10.

### **Relationship to Other Work Elements**

This element is most directly related to the metropolitan transportation plan maintenance but affects other elements as well.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

750

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## **2.4 Intelligent Transportation Systems Planning**

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### **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**

- The planning and programming of projects that are consistent with the Regional ITS Architecture Plan
- A review and update of the FY 2005 Regional ITS Architecture Plan. A stakeholder survey of ITS market packages will be performed and any necessary updates made to the Regional ITS Architecture Plan to be compliant with Federal Regulations.
- The stakeholder survey may also be used in the development of an RFP for consultant services for an update of the KIPDA Regional ITS Architecture.
- Posting of the updated ITS Architecture Plan on the KIPDA website

### **Methodology**

KIPDA staff works with the implementing agencies and participants in the Freeway Incident Management System to coordinate the planning and deployment of ITS measures with long range plan objectives. Staff will continue to promote the implementation of ITS projects through the CMAQ call for projects process, a KIPDA web site ITS information page, and consideration in the TIP project priority ranking process.

### **Previous Efforts**

Regional ITS Architecture Plan update was completed by the University of Kentucky Transportation Center in FY 2005. An additional study was conducted by the Transportation Center in FY 2010. ITS projects implemented locally include the TRIMARC program and the Downtown Louisville Signal System.

### **Relationship to Other Work Elements**

This task is most closely related to elements 2.1 (Transportation Plan Maintenance) and 2.5 (Intelligent Transportation System).

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

390

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## **2.5 Congestion Management Process**

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### **Objectives**

To more effectively coordinate travel demand reduction and operational management measures in the Louisville area. The approved congestion management work program and “state of the system” reports provide guidance and

information for local efforts. In addition, KIPDA will provide support to the Traffic Response and Incident Management Assisting the River Cities (TRIMARC) project. TRIMARC will provide the basis for Intelligent Transportation System (ITS) deployment, consistent with the KIPDA Regional ITS Architecture plan. In addition, the CMP will provide planning and coordination with TRIMARC, Louisville Metro, KYTC, INDOT and FHWA in promoting and developing appropriate reliability based congestion performance measures.

## **Products**

- Data collection from the CMP network.
- Updated congestion management process (CMP) analysis procedure document, state of the system, and status report for Transportation Policy Committee approval.
- Identification of priority corridors and critical intersections for congestion management process analysis using criteria in the operational document. The analysis will give full consideration to transit, non-motorized alternatives, and measures to assist in the movement of people and goods.
- Staff assistance in freeway incident management system (TRIMARC), and other transportation system management (TSM)/transportation demand management projects.
- Staff assistance in maintaining KIPDA ITS Regional Architecture plan consistency associated with the TRIMARC project, and transportation demand, operational and congestion activities in the work program.
- A travel time study for the metropolitan area was initiated by KIPDA staff. Data will be collected by staff, KYTC and other sources to expand the range of the study.
- Promote and assist in the development of a reliability based performance measure in priority corridors. A reliability based performance measure will assist in coordination of signalized roadway sections as well as performance of local highway systems. This effort will assist TRIMARC, Louisville Metro, KYTC, INDOT and FHWA in developing appropriate plans and projects to effectively manage congestion within the TMA.

## **Methodology**

KIPDA staff will incorporate data collected (Element 1.1) into Highway Capacity Software procedures to identify congestion levels for state of the system reports. Staff will apply the analysis procedures described in the CMP process document to assess the effectiveness of congestion mitigation measures relative to projects proposed for amendment into Horizon 2030. In addition to existing methodology; KIPDA staff will (with support from TRIMARC, Louisville Metro, KYTC, INDOT and FHWA) explore the development of reliability-based performance measures. These performance measures will be implemented and will be included in updates to the overall CMP process document 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 factors.

## Previous Efforts

The congestion management system operational plan was developed by KIPDA in 1995 as a guide for implementing operational or low-capital transportation actions in the Louisville area. The CMS Corridor Process and Analysis Procedure were developed in 1999 to update and supplement the original operational plan. The Congestion Management Process Overview document was completed in 2006. A status report known as the “state of the system” report was completed. The area’s metropolitan transportation plan identified potential future congestion and included funding for both area wide and facility-specific improvements.

KIPDA staff has attended meetings to help plan the TRIMARC Project. KIPDA staff has participated in developing TRIMARC by providing information to project consultants and input through committee processes. The KIPDA Regional ITS Architecture plan was completed by the University of Kentucky Transportation Center in 2004.

## Relationship to Other Work Elements

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

## Responsible Agency

KIPDA Staff

## Estimated KIPDA Staff Hours

860

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## 2.6 Public Transportation Planning

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### Objectives

Increase the opportunities for trips in the region to be made using transit or other forms of public transportation.

Increase the efficiency and coordination between public transportation, private transportation providers, and other travel modes.

Increase safety for users of public transportation by assisting implementing agencies in development of boarding area improvements (sidewalks, crosswalks, shelters, etc.)

### Products

- Creation of a transit element of the long-range transportation plan.
- With the Transit Authority of River City, initiate long range transit planning efforts in conjunction with the update of the *Horizon 2030 Metropolitan Transportation Plan*. Planning efforts may focus on increasing transit trips in the region, the efficient use of available funding opportunities, development of new and

innovative funding strategies, and increasing overall transit use in the region. Elements of long range transit planning may include items 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; increased commuter trips; advanced transit technologies; etc.

- Cooperative public transit/transportation planning process with the Transit Authority of River City, including assisting with the update of the Coordinated Human Services Transportation Plan. A combination of the plan for the urbanized area with the recently completed rural Coordinated Plan is currently under consideration.
- Coordinated Federal Section 5310 Application to the Indiana Department of Transportation
- Inventory of public transit stops and associated amenities
- Coordination with (and advice to) LPAs in funding pursuits

## **Methodology**

KIPDA staff will coordinate planning activities with TARC staff in the areas of long range transit planning, regular, express, and elderly/disabled transit service; the Ticket to Ride rideshare program; bicycle/pedestrian access to transit; and cooperate with TARC in the development of a coordinated non-emergency human service transportation plan in order to comply with SAFETEA-LU requirements regarding JARC, New Freedom, and Section 5310 funding. Staff will also coordinate planning activities with other transportation providers and groups, such as those included in the Southern Indiana Transportation Advisory Group (SITAG).

## **Previous Efforts**

The KIPDA and TARC staffs have a well-established relationship in cooperative planning activities. Various planning studies, data collection efforts, and the Ticket to Ride program are examples of previous and ongoing activities undertaken by both agencies, including the adoption of the Coordinated Human Services Transportation Plan adopted in 2007. Staff also regularly coordinates the annual INDOT Federal Section 5310 with members of SITAG and other interested parties.

## **Relationship to Other Work Elements**

Transit/public transportation planning is most closely related to the *Horizon 2030 Metropolitan Transportation Plan*, including strategies to enhance the performance of existing infrastructure, maintenance and the Congestion Management Process elements.

## **Responsible Agency**

KIPDA Staff

## **Estimated KIPDA Staff Hours**

660

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## 2.7 Freight Planning

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### Objectives

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

### Products

- Freight Information System—a GIS-based decision support tool containing freight-related network, facility, and volume data. The Freight Information System is updated and supplemented with other data, as needed.
- Identification and maintenance of priority freight corridors (Freight Corridor System)
- Freight Resource Network—a database of industry freight contacts used for surveys, general outreach, and to provide input to planning activities
- KIPDA Freight Working Group—a subset of the Freight Resource Network used to provide targeted, consistent input to planning activities
- Freight survey(s)—to provide information about the state of the industry and freight movements in the metropolitan area, and to aid in the identification of problem areas in the transportation system
- Freight element of the metropolitan transportation plan
- Coordination with state and local agencies to identify and address safety, air quality, and freight issues related to the supply of truck parking in the region.
- Staff assessment on inclusion of truck travel information into regional travel demand forecasting model.
- Coordination with planned airport, riverport, and railroad improvements through the Transportation Technical Coordinating Committee members and others
- Assistance to the states and local municipalities with development and implementation of freight-related plans. This will include technical assistance with studies and inventories.

### Methodology

KIPDA staff will use the Freight Information System and input from stakeholders, including the Freight Resource Network and the Freight Working Group, to identify and address transportation system deficiencies. Staff will also provide support for the Freight Resource Network and the Freight Working Group, as well as maintain the Freight Information System and the freight element of the long-range transportation plan. Staff will also perform outreach activities to members of the freight community through the Freight Resource Network, Freight Working Group, and industry associations, such as Delta Nu Alpha.

### Previous Efforts

KIPDA staff continued to develop the regional Freight Information System, updating existing data, such as modal facility and industrial area locations, and adding new layers, including:

- heavy commercial vehicle crash locations,
- bridge locations and weight limits,

- overpass locations and height restrictions, and
- railroad crossing locations and safety data.

Freight was promoted as a priority and addressed in the Horizon 2030 document. Staff began to develop an introductory regional freight stakeholder survey to focus on problem issues and locations. Staff also continued with development of the Freight Resource Network, updating current contacts and adding new ones. Planning continued for the logistics and membership of the Freight Working Group.

### **Relationship to Other Work Elements**

Freight planning is most closely related to the Transportation Plan, Congestion Management Process, and Maintenance and Operations elements, but affects other elements of the transportation planning program.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

610

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## **2.8 Bicycle and Pedestrian Planning**

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### **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.

### **Products**

- Updated Bicycle and Pedestrian element of the long-range transportation plan. Database of planned bicycle and pedestrian projects is to be maintained under work element 1.5
- GIS coverage of planned bicycle and pedestrian projects
- 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 Safe Routes to School, Transportation Enhancement, Congestion Mitigation/Air Quality, Surface Transportation Program, Recreational Trails; design standards; local implementation plans, and ADA Transition Plans.

### **Methodology**

- KIPDA Staff will act as the liaison between the Transportation Technical Coordinating Committee and the Alternate Mode and Access Subcommittee, which includes transit, para-transit, bicycle, and pedestrian modes of transportation.

- KIPDA Staff will assist with project applications.
- KIPDA Staff will maintain the Bicycle and Pedestrian Element of the long-range transportation plan.
- KIPDA Staff will share information, as it becomes available, with Transportation Technical Coordinating Committee, the Transportation Policy Committee, and others concerning best practices, design standards, funding, and other applicable information relating to bicycle and pedestrian modes.
- KIPDA Staff will monitor the implementation of the regional bicycle and pedestrian network with information provided by project sponsors.
- KIPDA Staff will review and advise, as invited, plan and project development involving bicycle and pedestrian modes of travel.
- KIPDA Staff will advise local governments (with more than 50 employees) of the requirement that an ADA Transition Plan be in place prior to receipt of federal funding. Staff will also assist LPAs by providing information necessary to develop the transition Plans.

### **Previous Efforts**

- Participation in the development of the Oldham County Bike, Pedestrian, and Greenways Trails Master Plan in 2007, and of its subsequent implementation.
- Participation in the development and implementation of the Jeffersontown Gaslight Recreational and Workplace Bicycle and Pedestrian Master Plan, adopted by the Jeffersontown City Council in 2006.
- Full integration of the Alternate Mode Element in *Horizon 2030: Metropolitan Transportation Plan for the Louisville (KY-IN) Metropolitan Planning Area*, adopted by the Transportation Policy Committee in November 2005.
- Development of the Regional Bicycle and Pedestrian Priority Corridors, a planning tool for studying and implementing a bicycle and pedestrian network throughout the Louisville (KY-IN) Metropolitan Planning Area. The Priority Corridors were adopted by the Transportation Policy Committee in August 2004.
- Participation in the Louisville Metro Bike Summit and ensuing Bike Summit Task Force.
- Walkable Community Workshops series held in March 2003.
- Continued assistance with the completion of Congestion Mitigation/Air Quality, Safe Routes to School, Transportation Enhancement, and other applicable Federal funding category applications.

### **Relationship to Other Work Elements**

Bicycle and pedestrian planning are components of the long-range transportation plan and the congestion management process.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

670

## 3.0 Short Range Transportation Planning/Programming

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### 3.1 Transportation Improvement Program

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#### Objectives

The Transportation Improvement Program (TIP) is the mechanism for programming expenditures of federal surface transportation funds in the Louisville (KY-IN) Metropolitan Planning Area. A transportation project must be programmed in this document in order to utilize federal funds. The TIP is endorsed by the Transportation Policy Committee and submitted to the states for incorporation into the Indiana and Kentucky Statewide Transportation Improvement Programs. The TIP indicates regional project priorities within the programming period consistent with funding projections developed by the states. KIPDA staff coordinates development and maintenance of the TIP with the Indiana Department of Transportation's Annual Program Development Process (APDP) and the Kentucky Transportation Cabinet's Six Year Plan (Recommended Highway Plan) development process (statewide mechanisms for the programming of projects). Because the TIP is consistent with the *Horizon 2030 Metropolitan Transportation Plan*, it conforms to air quality standards based on the conformity of current MTP. The TIP also is the means for maintaining current information on the status of transportation projects throughout the year and for coordinating project implementation.

#### Products

- A SAFETEA-LU compliant TIP which addresses the short range surface transportation needs of the area
- 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 Transportation Policy Committee)
- Posting on the KIPDA website of the current TIP, as well as all amendments and administrative modifications to that document. This will include public notice of the availability of these documents.
- A list of federally obligated projects from the previous fiscal year
- Periodic progress reports to KIPDA transportation committees
- Staff attendance at Kentucky Transportation Cabinet project status reviews
- Staff attendance at APDP meetings with INDOT Central Office and Seymour District Office, FHWA, and local agency staff
- Priority rankings of projects developed as part of the KYTC Six Year Plan (Recommended Highway Plan) and Unscheduled Project List development processes
- Monitoring of local implementation of federally funded transportation projects
- Full and efficient expenditure of funds sub-allocated to the MPO through the American Recovery and Reinvestment Act of 2009.

## **Methodology**

KIPDA will take the steps necessary to maintain compliance with the SAFETEA-LU planning regulations in order to accommodate proposed TIP amendments. KIPDA staff will facilitate all updates and amendments of the TIP, including the coordination of air quality analyses, public involvement activities, project status reviews, project priority setting, financial calculations, and committee action. KIPDA Staff will also assist KYTC, INDOT and LPAs with project-related documentation, technical advice where appropriate, and coordination in regards to successful implementation of the ARRA program.

## **Previous Efforts**

The *FY 2007-2011 Transportation Improvement Program* was adopted on April 26, 2007. The Transportation Improvement Program has been amended 18 times since adoption.

## **Relationship to Other Work Elements**

The Transportation Improvement Program is a subset of the Transportation Plan and must be consistent with it.

## **Responsible Agency**

KIPDA Staff

## **Estimated KIPDA Staff Hours**

1440

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## **3.2 Project Design/Traffic Study Data Requests**

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### **Objectives**

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 on a case-by-case basis.

### **Product**

- Traffic information in tabular, map, or turning movement diagram form

### **Methodology**

KIPDA staff will collect data and use the travel demand forecasting model to develop design year traffic projections to provide the information requested.

### **Previous Efforts**

KIPDA has provided such information for many years; most recently, traffic projections for various state and local scoping and feasibility studies

## 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 Staff

## Estimated KIPDA Staff Hours

680

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## 3.3 Requested Short Range Studies and Programs

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### Objectives

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

### Products

<b>Study/Program</b>	<b>Agency</b>
Southwest Jefferson County Commuter Study	Transit Authority of River City
Passenger/Public Survey	Transit Authority of River City
Major Thoroughfare Study	Clark County
Greenway/Trail Master Plan	Louisville Metro
Regional Thoroughfare Plan	Louisville Metro
Oakes Road Corridor Planning Project	Floyd County
Eastwood Area Traffic Study	Louisville Metro

### Methodology

If funding is available, KIPDA will either complete the studies or will contract with the Local Public Agencies listed to conduct (or have conducted using consultant services) the studies according to terms, conditions, and scope of work specified in agreements with the LPAs. Typically, the end products are presented to the Transportation Policy Committee for acceptance and are subsequently adopted for use in development of the Metropolitan Transportation Plan.

### Previous Efforts

A Taylorsville Road Corridor Access Plan for the City of Jeffersontown and a Bicycle and Pedestrian Master Plan for Metro Louisville were undertaken in FY 2009. A Bridge Improvement Program was developed by Louisville Metro in 2010, and the Prospect Mobility Study and the Bullitt County Transportation Study were completed. An update to the Oldham County Major Thoroughfare Plan was initiated in FY 2010, and is expected to be completed by June 2010.

### **Relationship to Other Work Elements**

Short range studies can result in additions to Horizon 2030 Transportation Plan and/or proposals for project implementation by local or state agencies. The studies typically involve data collection, public involvement, and analysis related to addressing specific transportation system problems.

### **Responsible Agency**

Sponsoring Agency Staff and Consultant services provided under contract to the agencies listed above.

### **Estimated KIPDA Staff Hours**

40 (additional hours necessary if studies are conducted by KIPDA staff)

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## **3.4 Transportation Safety Planning**

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### **Objectives**

To provide the planning support needed to improve the safety of the Metropolitan Planning Area transportation system through cooperation with other agencies, data collection, monitoring, and analysis

### **Product**

- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type; and recommendations for possible mitigation measures

### **Methodology**

KIPDA staff will use various methods (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 staff will consult and work with KYTC and INDOT in carrying out their respective Strategic Highway Safety Plans.

KIPDA 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 HSIP (Highway Safety Improvement Program).

### **Previous Efforts**

KIPDA has collected safety data previously. In addition, KIPDA continues to administer the activities of the Regional Highway Safety Committee.

### **Relationship to Other Work Elements**

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

**Responsible Agency**

KIPDA Staff

**Estimated KIPDA Staff Hours**

365

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**3.5 Transportation Security Planning**

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**Objectives**

To provide the planning support needed to improve the security of the Metropolitan Planning Area transportation system in preparing for and responding to unexpected security incidents or natural disasters

To cooperate with various other public agencies in the metropolitan area with more direct responsibility in the area of transportation 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

**Methodology**

KIPDA staff will reference guidance documents (such as NCHRP Report 525 and others) 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.

**Previous Efforts**

Staff produced a report in FY 2007 which documented the process of defining the appropriate role of metropolitan transportation planning in disaster/security events – prevention, surveillance/monitoring, information dissemination/communications, incident response, and system recovery

**Relationship to Other Work Elements**

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

**Responsible Agency**

KIPDA Staff

**Estimated KIPDA Staff Hours**

425

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## 3.6 Management and Operations Planning

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### 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 strategies as part of metropolitan transportation plan and Transportation Improvement Program 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 stakeholder working group
- M & O elements in the long range transportation plan and TIP
- Documentation of the process to integrate new and existing materials and activities into M & O planning

### Methodology

Management and operations planning is already included to some extent in the existing metropolitan transportation plan and TIP development, CMP, ITS, and other transportation planning processes. 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.

### Previous Efforts

Selected elements of management and operations planning have been part of KIPDA's transportation planning process for some time.

### Relationship to Other Work Elements

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

### Responsible Agency

KIPDA Staff

### Estimated KIPDA Staff Hours

235

## 4.0 Program Administration

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### 4.1 Unified Planning Work Program

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#### Objectives

To prepare the document and administer Unified Planning Work Program 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
- An updated Memorandum of Understanding among the applicable entities identifying their mutual responsibilities per 23 CFR 450.314
- Funding contracts in support of the work program
- Grant applications for any special funding outside the annual work program
- Quarterly progress reports for FY 2011
- Annual Performance and Expenditures Report for 2011
- 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
- Equipment and supplies purchased as needed to carry out transportation planning activities, including scheduled replacement of computer equipment
- Purchase of professional services as needed to assist with staff training
- Membership in professional organizations, including the Association of Metropolitan Planning Organizations, Transportation Research Board, the American Public Transportation Association, and Delta Nu Alpha

#### Methodology

KIPDA 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 Policy Committee adoption. Amendments will be processed as necessary.

#### Previous Efforts

The Unified Planning Work Program is prepared annually.

#### Relationship to Other Work Elements

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

#### Responsible Agency

KIPDA Staff

#### Estimated KIPDA Staff Hours

145

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## 4.2 Public Involvement/Title VI

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### Objectives

One of KIPDA's objectives is 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 document. A related objective is the result of Executive Order 12898, concerning special efforts to encourage the involvement of low income populations and minority populations in the transportation planning decision-making process. This effort will be aimed at: (1) developing a process to evaluate disproportionate impacts and distribution of benefits of plans and programs on low income and minority populations; and (2) assess the effectiveness of the Participation Plan to engage low income populations and minority populations. A third objective is 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.

### Products

- A SAFETEA-LU compliant participation plan which contributes to addressing the long range surface transportation needs of the area
- Advertised public events where the general public is provided an opportunity to review and comment on KIPDA planning and programming activities
- Public comment period at all meetings of the KIPDA Transportation Policy Committee and Transportation Technical Coordinating Committee
- Print and electronic advertising, signs, supplies, material, personnel, and coordination and logistical information needed for public involvement activities
- Proactive and innovative outreach and involvement actions directed at minority and low income populations, persons with disabilities (ADA compliance), and persons with low English proficiency
- Transportation Division publications
- Maintenance of the KIPDA web site ([www.kipda.org](http://www.kipda.org))
- Use of social networking sites Facebook and Twitter to provide notice of meetings and other transportation issues
- Periodic review of the effectiveness and update as warranted of the Participation Plan
- Training activities on public participation for staff and committees
- Explicit documentation of responses to public comments
- Documentation of public involvement activities carried out by MPO constituent agencies for Transportation Policy Committee use

### Methodology

KIPDA 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 *Horizon 2030 Plan*. 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 2010 Census will be considered and incorporated into any update of the Participation Plan.

### **Previous Efforts**

Previous efforts include the ongoing activities listed above, as well as the annual assessment of the Participation Plan. Staff attended various community events in FY 2010 reaching those in Title VI areas, including the Mayor's Community Conversations (held monthly at various locations), WorldFest on August 29 and 30 and several Louisville Metro Council District Meetings. Staff has attended a variety of business-oriented gatherings, and outreach activities have also included joint participation with TARC at several events.

### **Relationship to Other Work Elements**

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

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

1375

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## **4.3 Committee Support**

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### **Objectives**

Two standing committees provide direction for the cooperative transportation planning program - the Transportation Policy Committee and its advisory Transportation Technical Coordinating Committee. The objectives of this work element are to develop a regional perspective among local jurisdictions and the states to support area transportation planning and transportation projects of regional benefit and to improve communications among policy makers, the public, and staff in advancing regional transportation priorities. Staff activities are designed to provide information and materials needed by the KIPDA Board of Directors, Transportation Policy Committee, and Transportation Technical Coordinating Committee to address transportation planning issues in the Louisville-Southern Indiana Metropolitan Planning Area and to keep the committees informed on federal guidance and current transportation planning practices. This will include providing access to the KYTC and INDOT LPA Guides, as well as assisting with interpretation and implementation of the state and federal requirements and procedures contained therein

### **Products**

- Committee agendas, notices, minutes and memoranda
- Up-to-date committee members' guides and committee bylaws

- Staff participation and presentations in committee and subcommittee meetings and workshops
- Purchase of professional services as needed to assist with committee process
- Informed recommendations and decisions by transportation committees

### **Methodology**

KIPDA 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.

### **Previous Efforts**

Previous efforts have included providing committees with updated member “guidebooks” as an information resource, in addition to ongoing support for meetings of the Transportation Policy Committee, Transportation Technical Coordinating Committee, and their various subcommittees.

### **Relationship to Other Work Elements**

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

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

1350

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## **4.4 Staff Management and Training**

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### **Objectives**

To provide guidance and oversight of the planning activities of 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, Title VI, and ADA compliance

### **Products**

- Staff meetings and annual personnel evaluations
- Staff participation in conferences, seminars, and workshops relevant to the transportation planning program, including travel outside the KIPDA region and attendance at conferences conducted, sponsored, or hosted by the Indiana MPO Council, the Institute of Transportation Engineers, Transportation Research Board, American Public Transportation Association, Association of

Metropolitan Planning Organizations, American Planning Association, and the Kentucky, Indiana, and ESRI GIS organizations . Staff training also includes pertinent seminars and workshops sponsored by federal or state agencies.

- Acquisition of documents, reports, reference materials, equipment, software, periodicals, and subscriptions to publications related to execution of the work program
- Periodic acquisition and maintenance of computer equipment consistent with KIPDA's technology plan

### **Methodology**

Staff management is conducted in accordance with agency personnel policies as described in the Employee Manual. Training opportunities are considered on an as needed and available basis.

### **Previous Efforts**

Previous efforts have included the ongoing activities listed above.

### **Relationship to Other Work Elements**

Program administration impacts all elements of the transportation planning program.

### **Responsible Agency**

KIPDA Staff

### **Estimated KIPDA Staff Hours**

1675

## **5.0 Commuter Services**

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### **5.1 Rideshare Program**

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#### **Objectives**

To provide effective administration of the Ticket to Ride Transportation Demand Management (TDM) program and to increase participation and awareness of its services which reduce the use of single occupant vehicles (SOVs) as the primary means of commuting in the region.

#### **Products**

- Maintenance of 55 vans with the addition of as many as 20 new vans
- Maintenance of TTR's web site
- Advertising campaign including enhanced internet communication and capability
- Revised invoicing procedures and monthly vanpool fares
- Monthly maintenance reports for each vehicle

- Monthly reports to TARC of vanpool ridership and mileage
- Quarterly reports to TARC for vanpool payments received
- Monthly invoices mailed to vanpool participants
- Contracts with ad agency (CurrentMarketing) and fleet managers (TARC)
- Contracts through TARC for third party providers of towing and fuel/oil
- Quarterly reports of TTR's progress and strategic plans

## **Methodology**

To accomplish the objectives of this program, staff will:

- Provide ridematching assistance via the phone and internet
- Meet with area employers to discuss employee transportation programs
- Coordinate an advertising campaign including television and radio
- Provide for adequate staffing, equipment, supplies and financing
- Coordinate vanpool formation meetings for potential participants
- Market existing vanpools to maintain ridership; establish new vanpools
- Provide maintenance of vehicles through a partnership with the Transit Authority of River City (TARC); keep maintenance records
- Purchase additional vehicles as needed for the vanpool program
- Review and revise current vanpool operating procedures
- Invoice vanpool passengers monthly

## **Previous Efforts**

KIPDA's Rideshare Program has been in place for 16 years. Over this time, staff has put into place a regional ridesharing program that provides commuter ridematching assistance, vanpool services, and business outreach.

## **Relationship to Other Work Elements**

Ridesharing and other transportation demand management initiatives are identified in the Transportation Improvement Program (TIP), metropolitan transportation plan, and congestion management system operational plan.

## **Relationship to Other Work Elements**

Ridesharing and other transportation demand management initiatives are identified in the Transportation Improvement Program (TIP), metropolitan transportation plan, and congestion management system operational plan.

## **Responsible Agency**

KIPDA Staff

## **Estimated KIPDA Staff Hours**

9100

<b>Work Program Budget Summary</b> <b>Estimated Fiscal Year 2011 Funding</b>
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	1.0	2.0	3.0	4.0	5.0		
Funding Source <sup>1</sup>	System Monitoring	Long Range Planning	Short Range Planning	Program Admin.	Rideshare	Contracts	TOTAL
FHWA - PL (KY)	157,709	237,298	89,195	127,324		336,218	947,744
FHWA & FTA (IN) <sup>2</sup>	65,395	98,397	36,985	52,795		107,922	361,494
FTA - 5303 (KY)	42,722	64,283	24,162	34,491		84,342	250,000
FHWA - SLO <sup>3</sup> FHWA – STP (IN) <sup>3</sup>					651,354 127,000		778,354
FHWA CMAQ (IN) <sup>4</sup>						200,000	200,000
KYTC MATCH	15,276	22,985	8,640	12,333			59,234
LOCAL MATCH	52,243	78,608	28,547	42,178		128,000	329,576
LOCAL IN-KIND <sup>5</sup> MATCH					194,589	50,000	244,589
<b>TOTAL</b>	333,345	501,571	187,529	269,121	972,943	906,481	3,171,990

The primary sources of funding to conduct the metropolitan transportation planning process are PL funds and Section 5303 funds provided by the Federal Highway Administration and the Federal Transit Administration, respectively. Both sources are distributed by allocation formula to the Indiana Department of Transportation and the Kentucky Transportation Cabinet which administer the funding for each Metropolitan Planning Organization. In addition, federal Congestion Mitigation & Air Quality (CMAQ) funding administered by INDOT is made available to the Louisville Metro Air Pollution Control District through this work program. The federal funding requires a 20% match in the form of cash, in-kind contribution, or KYTC toll credits.

<sup>1</sup> Each task in the UPWP is funded with PL and Section 5303 funds proportionally, unless otherwise noted

<sup>2</sup> INDOT, FHWA, and FTA have agreed to combine PL and Section 5303 funds into a single category

<sup>3</sup> Rideshare Program

<sup>4</sup> Funding provided to the Louisville Metro Air Pollution Control District (APCD) for the Kentuckiana Air Education (KAIRE) program through KIPDA

<sup>5</sup> Local match provided by APCD for the KAIRE program

## Estimated MPO Staff Hours Distribution by Element

<i>Work Elements</i>	<i>MPO Staff Hours</i>	<i>MPO Person weeks</i>	<i>Percent of Element</i>	<i>Percent of Program</i>
<b>1.0 System/Development Monitoring</b>	<b>5635</b>	<b>161</b>	<b>100%</b>	<b>26%</b>
1.1 Traffic Counting	1085	31	19%	
1.2 Geographic Information System	3465	99	61%	
1.3 TARC Route Monitoring	0	0	0%	
1.4 Maintenance and Update of Information	490	14	9%	
1.5 Response to Information Requests	595	17	11%	
<b>2.0 Long Range Planning</b>	<b>8475</b>	<b>242</b>	<b>100%</b>	<b>39%</b>
2.1 Transportation Plan Maintenance/Update	2800	80	33%	
2.2 Travel Model Development	1735	50	20%	
2.3 Air Quality Analysis/Conformity Consultation	750	21	9%	
2.4 Intelligent Transportation Systems Planning	390	11	5%	
2.5 Congestion Management Process	860	25	10%	
2.6 Public Transportation Planning	660	19	8%	
2.7 Freight Planning	610	17	7%	
2.8 Bicycle and Pedestrian Planning	670	19	8%	
<b>3.0 Short Range Planning/Programming</b>	<b>3185</b>	<b>91</b>	<b>100%</b>	<b>15%</b>
3.1 Transportation Improvement Program	1440	41	45%	
3.2 Project Design/Traffic Study Data Requests	680	19	22%	
3.3 Short Range Studies	40	1	1%	
3.4 Transportation Safety Planning	365	11	12%	
3.5 Transportation Security Planning	425	12	13%	
3.6 Management and Operations Planning	235	7	7%	
<b>4.0 Program Administration</b>	<b>4545</b>	<b>130</b>	<b>100%</b>	<b>21%</b>
4.1 Unified Planning Work Program	145	4	3%	
4.2 Public Involvement/Title VI	1375	39	30%	
4.3 Committee Support	1350	39	30%	
4.4 Staff Management and Training	1675	48	37%	
<b>5.0 Rideshare Program</b>	<b>9100</b>	<b>260</b>	<b>100%</b>	<b>n/a</b>

## Work Plan Funding Distribution

Work Elements	MPO Person Weeks	Percent of Element	FHWA - PL (KY)	FHWA - PL/FTA (IN)	FTA - 5303 (KY)	FHWA CMAQ (IN)	KY Match	Local Match	Van Pool fees & In-Kind Match	STP (KY)	STP (IN)	TOTALS
<b>1.0 System/Develop. Monitoring</b>	<b>160.9</b>	<b>100%</b>	<b>157,709</b>	<b>65,395</b>	<b>42,722</b>		<b>15,276</b>	<b>52,243</b>				<b>337,594</b>
1.1 Traffic Counting	31.0	19.3%	30,385	12,599	8,231	0	2,943	10,065	0	0	0	65,043
1.2 Geographic Information System	98.9	61.5%	96,938	40,196	26,260	0	9,390	32,112	0	0	0	207,508
1.3 TARC Route Monitoring	0.0	0.0%	0	0	0	0	0	0	0	0	0	0
1.4 Info Maintenance and Update	13.9	8.6%	13,624	5,649	3,691	0	1,320	4,513	0	0	0	29,164
1.5 Response to Info Requests	17.1	10.6%	16,761	6,950	4,540	0	1,623	5,552	0	0	0	35,879
<b>2.0 Long Range Planning</b>	<b>242.1</b>	<b>100%</b>	<b>237,298</b>	<b>98,397</b>	<b>64,283</b>		<b>22,985</b>	<b>78,608</b>				<b>507,966</b>
2.1 Transp. Plan Maintenance/	80.0	33.0%	78,413	32,515	21,242	0	7,595	25,975	0	0	0	167,853
2.2 Travel Model Development	49.6	20.5%	48,616	20,159	13,170	0	4,709	16,105	0	0	0	104,069
2.3 Air Quality Analysis/Conformity	21.4	8.8%	20,976	8,698	5,682	0	2,032	6,948	0	0	0	44,901
2.4 ITS Planning	11.1	4.6%	10,880	4,511	2,947	0	1,054	3,604	0	0	0	23,290
2.5 Congestion Mgmt. Process	24.6	10.2%	24,112	9,998	6,532	0	2,336	7,987	0	0	0	51,615
2.6 Public Transportation Planning	18.9	7.8%	18,525	7,682	5,018	0	1,794	6,137	0	0	0	39,655
2.7 Freight Planning	17.4	7.2%	17,055	7,072	4,620	0	1,652	5,650	0	0	0	36,508
2.8 Bicycle and Pedestrian Planning	19.1	7.9%	18,721	7,763	5,071	0	1,813	6,202	0	0	0	40,075
<b>3.0 Short Range Planning</b>	<b>91.0</b>	<b>100%</b>	<b>89,195</b>	<b>36,985</b>	<b>24,162</b>	<b>200,000</b>	<b>8,640</b>	<b>29,547</b>	<b>50,000</b>			<b>190,935</b>
3.1 Transp. Improvement Program	41.1	45.2%	40,285	16,704	10,913	0	3,902	13,345	0	0	0	86,235
3.2 Project/Traffic Data Requests	19.5	21.4%	19,113	7,925	5,178	0	1,851	6,331	0	0	0	40,915
3.3 Short Range Studies	1.2	1.3%	1,176	488	319	0	114	390	0	0	0	2,518
3.4 Transp. Safety Planning	10.4	11.4%	10,194	4,227	2,761	0	987	3,377	0	0	0	21,821
3.5 Transp. Security Planning	12.1	13.3%	11,860	4,918	3,213	0	1,149	3,929	0	0	0	25,388
3.6 Mgmt. and Operations Planning	6.7	7.4%	6,567	2,723	1,779	0	636	2,175	0	0	0	14,058
<b>4.0 Program Administration</b>	<b>129.9</b>	<b>100%</b>	<b>127,324</b>	<b>52,795</b>	<b>34,491</b>		<b>12,333</b>	<b>42,178</b>				<b>272,552</b>
4.1 Unified Planning Work Program	4.1	3.2%	4,019	1,666	1,089	0	389	2,020	0	0	0	8,602
4.2 Public Involvement/Title VI	39.3	30.3%	38,521	15,973	10,435	0	3,731	19,358	0	0	0	82,458
4.3 Committee Support	38.6	29.7%	37,834	15,688	10,249	0	3,665	19,013	0	0	0	80,989
4.4 Staff Management and Training	47.9	36.9%	46,950	19,468	12,718	0	4,548	23,594	0	0	0	100,502
<b>5.0 Rideshare Program</b>	<b>260</b>	<b>100%</b>							<b>194,589</b>	<b>651,354</b>	<b>127,000</b>	<b>972,943</b>
KAIRE (pass-thru)						200,000			50,000			200,000
TARC Route Monitoring			102,792	32,921	22,768			35,500				177,500
Metro Traffic Data Collection			114,735		30,265			36,250				181,250
Contracted Planning Studies (KY)			118,691		31,309			37,500				187,500
Contracted Planning Studies (IN)				75,000				18,750				93,750
<b>TOTAL</b>	<b>883.9</b>		<b>947,744</b>	<b>361,494</b>	<b>250,000</b>	<b>200,000</b>	<b>59,234</b>	<b>330,576</b>	<b>244,589</b>	<b>651,354</b>	<b>127,000</b>	<b>3,171,990</b>

**NOTE:** Planning studies may be conducted by KIPDA staff with assistance from other agencies and/or consultant services, and as funding and workload permits.

## Program Requirements

### SAFETEA-LU 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	✓	✓	✓	✓

#### **Certification**

The Federal Highway Administration and the Federal Transit Administration conducted the most recent certification review of KIPDA's urban transportation planning process on March 9-11, 2010. In addition, KIPDA completed the annual self-certification process (see pages 41-42) on April --, 2010.

#### **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**

The Kentuckiana Regional Planning and Development Agency has as its goal to procure goods and services to the maximum extent that is feasible from minority and woman owned and managed businesses.

## Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville, 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, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. In nonattainment and maintenance areas, 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT 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, Chair  
Transportation Policy Committee

Date

4/22/10

**Indiana Department of Transportation**

  
Roy Nunnally  
Long Range Transportation Planning Section

Date

5/24/10

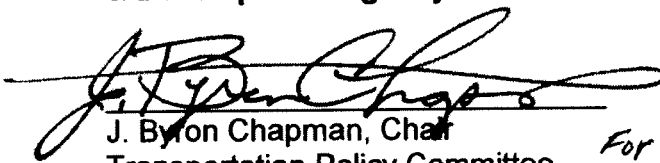
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7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities 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**

**Kentucky Transportation Cabinet**

  
 J. Byron Chapman, Chair  
 Transportation Policy Committee

  
 Michael W. Hancock  
 Acting Secretary

CDE. DIST. 5

4/22/10  
 Date

6-30-10  
 Date

<b>Unified Planning Work Program Approval Resolution</b>
----------------------------------------------------------

**RESOLUTION**

**APPROVING THE  
FY 2011 UNIFIED PLANNING WORK PROGRAM  
FOR THE LOUISVILLE (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-Southern Indiana Urbanized Area; and,

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

**WHEREAS**, a Unified Planning Work Program has been developed for FY 2011 within this multi-year framework; and,

**WHEREAS**, members of the Metropolitan Planning Organization's Technical Coordinating Committee did agree that this Unified Planning Work Program will effectively advance the transportation planning program in FY 2011;

**NOW THEREFORE BE IT RESOLVED**, that the Metropolitan Planning Organization's Transportation Policy Committee hereby adopts the *FY 2011 Unified Planning Work Program* of the Louisville (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:**

  
J. Byron Chapman, Chair  
Transportation Policy Committee

  
Larry D. Chaney, Recording Secretary  
Transportation Policy Committee

4/22/10  
\_\_\_\_\_  
Date

## FY 2010 Accomplishments and Products

The following is a listing of noteworthy accomplishments and products resulting from the tasks described in the *FY 2010 Unified Planning Work Program*.

### PLANNING DOCUMENTS

- The *Horizon 2030 Plan* was amended four times and the *FY 2007-2011 Transportation Improvement Program* was amended four times during FY 2010.

### STUDIES/PROGRAMS

Name of Study/Program	Description
Air Pollution Control District's Kentuckiana Air Education Program (KAIRE)	Regional awareness campaign to educate the public on the effect individual transportation choices have on local air quality
Bullitt County Transportation Study	Developed a long range transportation plan for the rapidly developing county. Includes analysis of existing conditions and development of short-term projects. Completed in March 2010.
TARC Long Range Plan Update	Created information to be layered with population, employment, and land use data for a current year and future years. Alternate growth and service scenarios were also explored. Completed in 2009.
Oldham County Thoroughfare Plan	Will evaluate existing and future traffic conditions and identify potential improvements which would reduce congestion and improve safety. Started in February 2009 and completed in June 2010.
Prospect Mobility Study	Evaluated transportation system in the area within and adjacent to the Prospect City limits. Completed in January 2010.
TARC Passenger/Public Survey	Data collection efforts aimed at more effective use of the public transit system in the metropolitan area.

### CONTRACTED DATA COLLECTION

Contractor	Description
TARC Route Monitoring	Collect and provide to KIPDA ridership information for a minimum of 12 routes for use in various transportation planning applications
Louisville Metro Public Works	Collect and provide to KIPDA approximately 260 traffic counts, other traffic data, and related GIS products for use in various transportation planning applications

### PLANNING TOOLS/PROCESS

- Continued the project information database, contacts database, traffic count database, TransCAD model refinement, website and GIS integration into the planning process
- Produced quarterly newsletter, *Horizons*

<b>Transportation Policy Committee</b>
----------------------------------------

**Voting Members**

Bullitt County  
 Charlestown  
 Clark County  
 Clarksville  
 Floyd County  
 Indiana Dept of Transportation  
 Indiana Dept of Transportation  
 Jefferson County League of Cities  
 Jeffersontown  
 Jeffersonville  
 Kentucky Transportation Cabinet  
 Louisville Metro  
 New Albany  
 Oldham County  
 Regional Airport Authority  
 Shively  
 St. Matthews  
 TARC

Judge/Executive Melanie Roberts  
 Mayor Robert Hall  
 Commissioner Ed Meyer  
 Town Council President Paul Kraft  
 Commissioner Stephen Bush  
 Commissioner Michael Reed  
 District Deputy Commissioner Jim Stark  
 Mayor J. Byron Chapman  
 Mayor Clay Foreman  
 Mayor Tom Galligan  
 Secretary Michael Hancock  
 Mayor Jerry Abramson  
 Mayor Douglas England  
 Judge/Executive Duane Murner  
 Board Chairman J.D. Nichols  
 Mayor Sherry Conner  
 Mayor Bernard Bowling, Jr.  
 Board Chairman Cedric Merlin Powell

**Advisory Members**

Federal Aviation Administration, Memphis  
 Federal Highway Administration, Indiana  
 Federal Highway Administration, Kentucky  
 Federal Transit Administration, Region 4  
 Kentucky Transportation Cabinet, District 5  
 Louisville Metro Planning Commission  
 Transportation Technical Coordinating Committee

Tommy Dupree  
 Janice Osadczuk  
 Jose Sepulveda  
 Robert Buckley  
 Matt Bullock  
 James Mims  
 Matt Meunier

<b>Transportation Technical Coordinating Committee</b>
--------------------------------------------------------

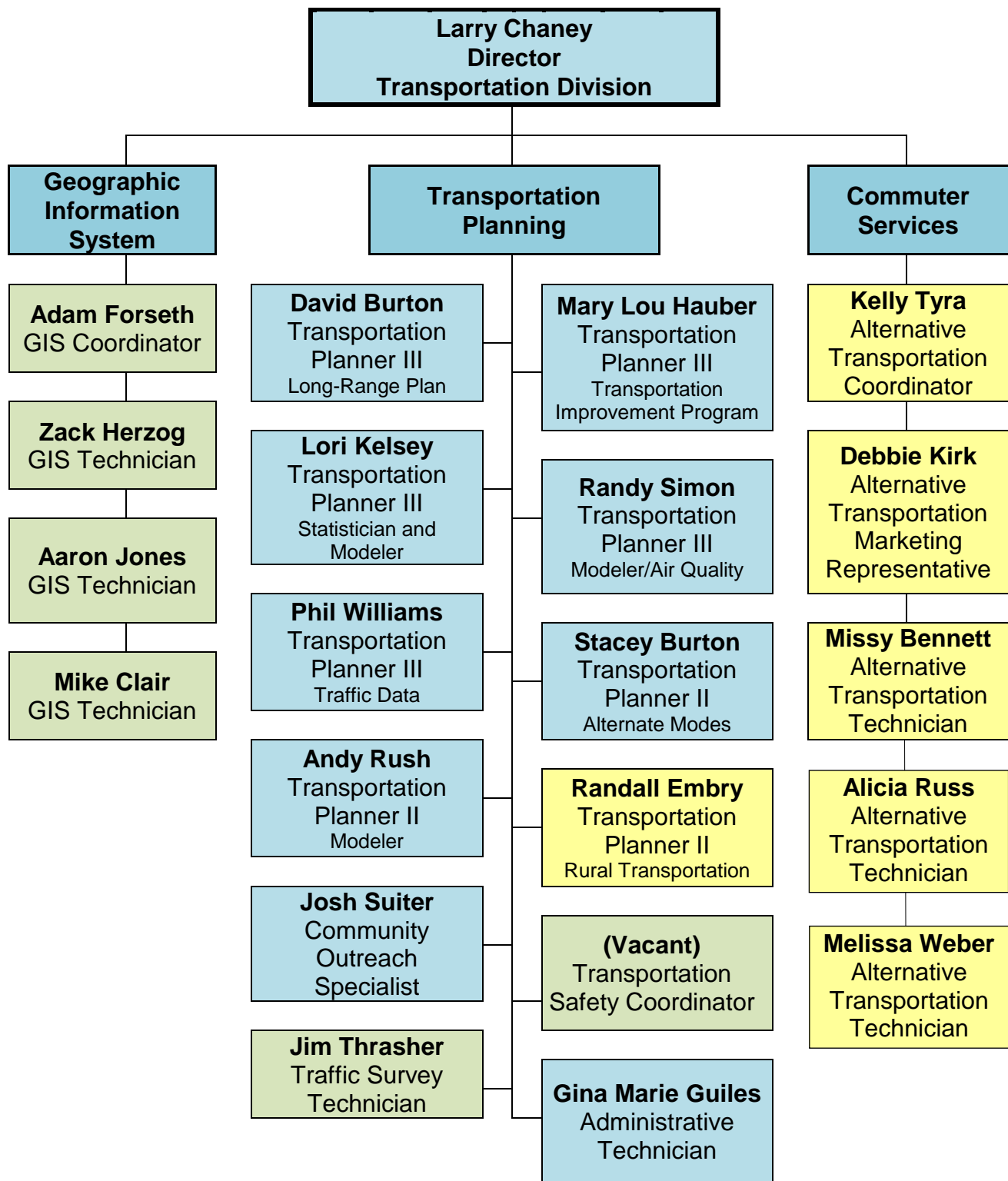
**Voting Members**

Bullitt County	Judge/Executive Melanie Roberts
Charlestown	Bill Saegesser
Clark County	Hyun Lee
Clark County Air Board	Bill Halter
Clark County Plan Commission	Ramona Bagshaw
Clarksville	Tom Clevidence
Floyd County	Don Lopp
Indiana Dept of Environmental Management	Scott Deloney
INDOT - Urban/MPO Planning	Emmanuel Nsonwu
INDOT - Public Transportation	Larry Buckel
INDOT - Seymour District	Jim Stark
Jeffersontown	Matt Meunier
Jeffersonville	Mayor Tom Galligan
Kentucky Division for Air Quality	Joe Forgacs
Kentucky Transportation Cabinet	Amy Thomas
Kentucky Transportation Cabinet - District 5	Tom Hall
KIPDA	Larry Chaney
Louisville Metro Air Pollution Control District	Lauren Anderson
Louisville Metro Economic Development	Bruce Traugher
Louisville Metro Public Works	Ted Pullen
Louisville Metro Planning & Design Services	James Mims
Louisville Metro Riverport Authority	Larry McFall
New Albany Planning Commission	John Rosenbarger
Oldham County Fiscal Court	Judge/Executive Duane Murner
Oldham County Planning Commission	Louise Allen
Port of Indiana-Jeffersonville	Brian Nutter
Regional Airport Authority	Bob Slattery
Transit Authority of River City	J. Barry Barker
TARC Elderly & Disabled Advisory Council	Tommy Rider

**Advisory Members**

AARP – Kentucky	Katie McBride
Clark County Fire Chiefs Association	Brad Meixell
Federal Aviation Administration	Tommy Dupree
Federal Highway Administration - Indiana	Janice Osadcuk
Federal Highway Administration - Kentucky	Greg Rawlings
Federal Transit Administration - Region 4	Robert Buckley
Greater Louisville, Inc.	Lauren Hardwick
Louisville/Jefferson Co Metropolitan Sewer District	Designee
Louisville Transportation Company	Michael Lemonds
Louisville Water Company	Eric Pruitt
River Hills Economic Development District	Jill Saegesser
Southern Indiana Chamber of Commerce	Tonya Fischer
Southern Indiana Transportation Advisory Group	John E. Watkins

# KIPDA Transportation Division Organizational Chart



Full Time Transportation Division MPO  
 Partial Time Transportation Division MPO  
 Full Time Transportation Division Non-MPO

## **Planning Process Memorandum of Understanding**

### **MEMORANDUM OF UNDERSTANDING FOR THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR THE LOUISVILLE URBANIZED AREA**

This agreement is made and entered into as of August 26, 1999 by and between the Kentuckiana Regional Planning and Development Agency (KIPDA), the Transit Authority of River City (TARC), the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Air Pollution Control District of Jefferson County (APCD), the Kentucky Natural Resources and Environmental Protection Cabinet (KNREPC), and the Indiana Department of Environmental Management (IDEM).

WHEREAS, the Transportation Equity Act for the 21st Century and the Federal Transit Act require a continuing, comprehensive, and coordinated transportation planning process in metropolitan areas; and

WHEREAS, the Clean Air Act, as amended in 1990, requires conformity to state or federal air quality implementation plans of transportation plans, programs and projects developed, funded or approved under the Transportation Equity Act for the 21st Century and the Federal Transit Act; and

WHEREAS, portions of the Louisville metropolitan area have been designated as an air quality non-attainment area for ozone (Clark and Floyd counties, Indiana, and Jefferson, Bullitt and Oldham counties, Kentucky); and

WHEREAS, by previous agreements on the part of its constituent member governments and their agencies, the Kentuckiana Regional Planning and Development Agency accepted responsibility for developing and maintaining a metropolitan transportation planning process; and

WHEREAS, by previous actions the State of Indiana and the State of Kentucky agreed on the designation of the KIPDA Transportation Policy Committee as responsible for carrying out the metropolitan transportation planning process for the Louisville urbanized area;

NOW, THEREFORE, it is formally recognized and agreed that:

1. The metropolitan transportation planning area under 23 CFR § 450.308 for the Louisville urbanized area includes the entirety of the counties that have been designated in whole or part by EPA as the Louisville interstate air quality nonattainment area for ozone. These are Clark and Floyd counties, Indiana, and Jefferson, Bullitt and Oldham counties, Kentucky. A description of the current metropolitan transportation planning area, as it may be updated from time to time, will be included in the annual Unified Planning Work Program.
2. The KIPDA Board of Directors delegates authority to the Transportation Policy Committee to function as the metropolitan transportation planning organization policy board required by 23 CFR § 450.306 for transportation planning and programming

affecting the metropolitan transportation planning area, including responsibility for the review and approval of appropriate plans, implementation programs and other similar related actions. The KIPDA Board of Directors maintains responsibility for cooperatively carrying out appropriate transportation planning and programming affecting the region as a whole.

3. The Transportation Policy Committee meets on the fourth Thursday of the month on an as needed basis to accomplish its tasks. Written meeting notices will be delivered or mailed to all committee members (both voting and advisory) three working days before the scheduled meetings. Draft documents will be included with the meeting notices for review before the meetings.

4. The voting membership of the Transportation Policy Committee, which is the metropolitan transportation planning organization policy body, consists of: the chief elected official of each unit of local government within the transportation planning area that is represented on the KIPDA Board of Directors, the Jefferson County League of Cities representative on the KIPDA Board of Directors, the Secretary of the Kentucky Transportation Cabinet (KYTC), the Commissioner of the Indiana Department of Transportation (INDOT), the Deputy Commissioner for Planning and Intermodal Transportation of the Indiana Department of Transportation, the Chairman of the Transit Authority of River City (TARC) Board of Directors, and such other officials of jurisdictions and agencies as are agreed to by the Transportation Policy Committee. Nonvoting members may be added or deleted by the Transportation Policy Committee. The approved membership of the Transportation Policy Committee, as it may be updated from time to time by the Transportation Policy Committee, will be included in the annual KIPDA Unified Planning Work Program.

5. The metropolitan transportation planning organization structure consists of the Transportation Policy Committee and two standing advisory groups, a Transportation Technical Coordinating Committee and a Community Transportation Advisory Committee, both of which will be maintained by KIPDA. These committees are described below:

(a) The Transportation Technical Coordinating Committee provides technical review, supervision and assistance on transportation planning and transportation-related air quality planning. Additional and specific responsibilities may be defined from time to time by the Transportation Policy Committee. The Transportation Technical Coordinating Committee consists of the designated technical staff of the Transportation Policy Committee members, plus other interests deemed necessary and approved by the Transportation Policy Committee. APCD, IDEM, and KNREPC are voting members of the Transportation Technical Coordinating Committee. The approved membership of the Transportation Technical Coordinating Committee, as it may be updated from time to time by the Transportation Policy Committee, will be included in the annual KIPDA Unified Planning Work Program.

(b) The Community Transportation Advisory Committee provides advice on community concerns impacted by transportation planning. Additional and specific responsibilities may be defined from time to time by the Transportation Policy Committee. The Community Transportation Advisory Committee consists of representatives of public

interest groups approved by the Transportation Policy Committee. The current membership of the Community Transportation Advisory Committee, as it may be updated from time to time by the Transportation Policy Committee, will be included in the annual KIPDA Unified Planning Work Program.

6. Transportation planning and related planning activities anticipated within the area during the next one (1) year period, regardless of funding sources, shall be conducted as described in the Unified Planning Work Program, to be prepared by KIPDA, in consultation with the KYTC, INDOT, TARC, KNREPC, IDEM, APCD and units of local governments; reviewed by the Transportation Technical Coordinating Committee and the Community Transportation Advisory Committee; and endorsed by the Transportation Policy Committee and the KIPDA Board of Directors. Such Unified Planning Work Program shall be acceptable to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Any changes in transportation planning and related planning activities, regardless of funding source, shall be accomplished by revisions in the Unified Planning Work Program endorsed by the Transportation Policy Committee according to the same procedure as the initial Work Program.

7. The Transportation Policy Committee will consider, analyze as appropriate, and reflect in the planning process factors cited in section 134(f) of title 23, U.S.C.

8. KIPDA, through the Transportation Policy Committee shall maintain a formal, written Public Participation Plan which provides adequate opportunity for public official and citizen involvement in carrying out the metropolitan transportation planning process and in developing various plans and programs.

9. KIPDA, through the Transportation Policy Committee in cooperation with the KYTC, INDOT, KNREPC AND IDEM, TARC, and other area transportation providers, shall be responsible for developing a congestion management system as required by 23 CFR § 450.320. The pavement management system, bridge management system, safety management system, public transportation facilities and equipment management system, and intermodal transportation facilities and systems management system, to the extent appropriate, shall be developed cooperatively by KIPDA, the KYTC, INDOT, and TARC.

10. The Transportation Policy Committee, in cooperation with the KYTC, INDOT, KNREPC and IDEM, is responsible for developing a Transportation Plan under 23 CFR § 450.322 and Transportation Improvement Program (TIP) under 23 CFR § 450.324. Both documents shall be financially balanced and conform with the State Air Quality Implementation Plans. The KYTC and INDOT shall furnish reasonable estimates of available future funding by category to KIPDA for consideration in development of the Transportation Improvement Program and the Transportation Plan. KIPDA, in consultation and coordination with the local and state air quality agencies, is responsible for air quality-related transportation planning. A state of the practice computer model, MINUTP, is maintained by KIPDA as the travel model from which the vehicle miles of travel may be determined for air quality analyses. HPMS data is also used in the VMT analysis. MOBILE 5.0A, or its most up-to-date successor, is used as the air quality emission factor model. The emission factor model will be maintained by the Air Pollution Control District of Jefferson County and IDEM.

11. Selection of initial Transportation Plan projects is done by KIPDA, KYTC, INDOT and TARC. The initial list of Transportation Plan projects is supplemented by, or revised by, input gathered from one or a series of public meetings held on the Transportation Plan or from other input received during the public comment period. All comments received are addressed by the TPC and included as part of the documentation for the Transportation Plan.

12. Selection and programming of Transportation Improvement Program (TIP) projects required by 23 CFR § 450.324 shall be done cooperatively between KIPDA, KYTC, INDOT, TARC, KNREPC AND IDEM. Each agency shall initially select and prioritize the categories of projects over which it has regulatory authority. A meeting shall be held early in the annual TIP development process among these agencies to coordinate these projects. FHWA, FTA, and EPA provide the regulatory guidance regarding the eligibility of projects, prioritization, deadlines, funding and other matters. Priority is given in the use of federal funds to transportation control measures from the State Air Quality Implementation Plans developed by KNREPC and IDEM. The parties agree that all regionally significant transportation projects that are not FHWA or FTA funded shall be disclosed to KIPDA during the development of a Transportation Plan or Transportation Improvement Program. The following procedures apply to the various funding categories:

(a) KIPDA, in coordination with KYTC, INDOT, TARC, KNREPC, IDEM, and APCD, shall develop a prioritized list of projects for funding with federal Congestion Mitigation/Air Quality (CMAQ) funds. This CMAQ project list for each state shall be submitted to the KYTC or INDOT, which agencies shall receive eligibility determinations of the listed projects from the FHWA and the FTA (in consultation with EPA) before the projects are included in the State Transportation Improvement Program. An air quality emissions analysis, performed by KIPDA in coordination with KYTC, INDOT, KNREPC, IDEM, and APCD shall be submitted with each proposed CMAQ project that has not been specifically exempted by the EPA. KYTC or INDOT will select the CMAQ projects for their states to fund, giving precedence to state air quality plans and priorities set in the metropolitan transportation planning process. The eligibility determination of CMAQ projects shall be clearly indicated in the Transportation Improvement Program.

(b) The Transportation Policy Committee, in coordination with the KYTC, INDOT and TARC, shall select and prioritize projects in the Surface Transportation Program (STP) urbanized area funding category.

(c) The Transportation Policy Committee shall develop a prioritized listing of projects for Transportation Enhancement funding. This listing of projects shall be submitted to KYTC and INDOT, which agencies shall select the Transportation Enhancement (TE) projects to fund. These selected projects shall be added to the TIP, if not already included, and an air quality conformity analysis shall be performed by KIPDA, if needed.

(d) KYTC or INDOT, in consultation as appropriate with KIPDA, TARC, KNREPC, IDEM and APCD, will be responsible for selecting TIP projects in all other FHWA and FTA funding categories and the state funded category.

13. The final draft of the Transportation Plan and TIP shall include documentation for the air quality conformity analysis performed by KIPDA and a formal determination of conformity shall be made by the Transportation Policy Committee in coordination with KYTC, INDOT, KNREPC, IDEM and APCD. KIPDA shall transmit the conformity determination along with the Transportation Plan and/or Transportation Improvement Program to KYTC and INDOT. KYTC and INDOT will transmit the determination and supporting document to the Division Office(s) of the Federal Highway Administration for federal review. If the preliminary drafts of the Transportation Improvement Program or the Transportation Plan do not conform with the State Air Quality Implementation Plan, the KIPDA shall coordinate with the KYTC, INDOT, TARC, KNREPC, IDEM and APCD to determine the combination of measures necessary to obtain a conforming Transportation Improvement Program or Transportation Plan.

14. When a Transportation Improvement Program or Transportation Plan amendment is proposed (between the formal update times) the Transportation Policy Committee will consider and act on the proposed amendment after a description of it is included in the Transportation Policy Committee meeting notice mailed out to all members. KIPDA will conduct early coordination meeting with KYTC, INDOT, TARC, KNREPC, IDEM, and APCD to determine if the amendment is a major amendment, that is, a capacity impacting project. If it is a major amendment, then KIPDA will conduct a full, new conformity analysis which includes the projected project. If it is not a major amendment, then no new conformity analysis will be done.

15. If an unresolved conflict regarding conformity determination arises among state agencies or between state agencies and KIPDA, this conflict shall be taken to the Governor(s) of the State(s) for resolution. The Governor(s) may delegate his/her role in this process, but not to any of the parties to this agreement. The implementation plan revision required by conformity regulation 40 CFR § 93.105(d) shall define the procedures for the appeal. If no appeal is made to the Governor(s), KIPDA may proceed with the final conformity determination. If KNREPC, IDEM or APCD appeals to the Governor(s), the final conformity determination must have the concurrence of the Governor(s).

Memorandum of Understanding for the Metropolitan Transportation  
Planning Process for the Louisville Urbanized Area

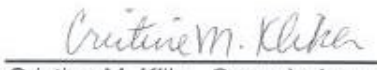
IN WITNESS WHEREOF, the KYTC, INDOT, TARC, KNREPC, IDEM, APCD and KIPDA  
have executed this Memorandum of Understanding as of the date first written above.

Attested To:

Approved as to Form and Legality:

  
James C. Codell, III, Secretary  
Kentucky Transportation Cabinet

  
Legal Counsel  
Kentucky Transportation Cabinet

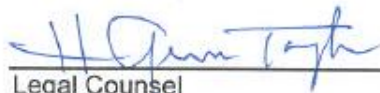
  
Cristine M. Klika, Commissioner  
Indiana Department of Transportation

  
Legal Counsel  
Indiana Department of Transportation


  
J. Barry Barker, Executive Director  
Transit Authority of River City

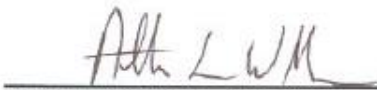
  
Legal Counsel  
Transit Authority of River City

  
James E. Bickford, Secretary  
Kentucky Natural Resources and  
Environmental Protection Cabinet

  
Legal Counsel  
Kentucky Natural Resources and  
Environmental Protection Cabinet

  
Lori F. Kaplan, Commissioner  
Indiana Department of Environmental  
Management

  
Legal Counsel  
Indiana Department of Environmental  
Management

  
Arthur L. Williams, Director  
Air Pollution Control District  
of Jefferson County

  
Legal Counsel  
Air Pollution Control District  
of Jefferson County

  
Jack L. Scriber, Executive Director  
Kentuckiana Regional Planning and  
Development Agency

  
Legal Counsel  
Kentuckiana Regional Planning and  
Development Agency

## Unified Planning Work Program (UPWP) Checklist

	ITEM	PAGE NUMBER AND/OR COMMENTS
<b>FORMA T</b>	<input type="checkbox"/>	<b>FORMAT GUIDELINES</b>
	<input type="checkbox"/>	a. Three Ring Binder
	<input type="checkbox"/>	b. Dated (left hand corner)
	<input type="checkbox"/>	c. Page numbers
<b>COVER / TITLE</b>		<b>COVER PAGE</b>
	1	Name of MPO Agency and area represented
	2	FY of UPWP
	3	Contact information for MPO
	4	<b>TITLE PAGE</b>
	5	Name of MPO Agency and area represented
	6	Contact Person and information
	7	FY of UPWP
<b>INTRODUCTION / PREFACE</b>	8	Agencies providing funds or support
		<b>INTRODUCTION/PREFACE</b>
	9	Table of Contents
	10	MPO Approval Resolution-signed
	11	Certification-signed
	12	Prospectus or MOU
	13	Committee Lists-responsibilities, meetings
	14	Staff- Names, Positions and Responsibilities
	15	Map- Regional MPO Coverage Area
		a. Planning Boundary
		b. Urbanized Area Boundary
		c. * Air Quality Boundary
	16	Planning Factors
	17	UPWP
	<b>WORK ELEMENTS</b>	
		b. Summary of Previous Year's Accomplishments
		c. Status of current activities
18		<b>WORK ELEMENTS</b>
19		UPWP
20		Administration
21		TIP –Development/Maintenance
22		PLAN – Development/Maintenance
23		* Congestion Management System (CMS) / ITS
24		* Transit Planning
		Multimodal Planning
		a. Bicycle/Pedestrian
		b. Intermodal Freight
		c. Intermodal Passenger
25		*Air Quality Planning
		a. Modeling
		b. CMAQ Application Process
26		Public Involvement Plan – update
27		Title VI / EJ Planning
28		Surveillance (Data Collection)
29	Project/Corridor Studies	
30	Special Studies	
31	TSM/TDM Planning	
32	TE Planning	
<b>SUMMARY</b>		<b>SUMMARY</b>
	33	Fiscal
		a. Funding Sources
		b. Costs by Work Item
		c. Work Item by Person-Week
		i. MPO Agency
		ii. Consultant
	d. Schedule—Timetable	
34	Appendices	
		Information included in body of document
<b>* As needed by each area.</b>		
<b>NOTE: Work items should include the following:</b>		
34 A	Work Item title and Number	
34 B	Objective / Purpose	
34 C	Previous work (if applicable)	
34 D	Methodology	
34 E	Product	
34 F	Time frame	
34 G	Cost	
	i. Person-week	
	ii. Agency Responsible	
	iii. Funding Source	
		Refer to Page 35
<b>NOTE: Items do not have to appear in this order.</b>		