



# Transportation Policy Committee Guide

# Transportation Policy Committee Guide

Updated March 2007

## KIPDA

### Transportation Planning Division

502.266.6084

502.266.5047 FAX

800.962.8408 IN TDD

800.648.6056 KY TDD

[kipda.trans@ky.gov](mailto:kipda.trans@ky.gov)

[www.kipda.org](http://www.kipda.org)

***This document is available in accessible formats when requested three days in advance.***

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

# Quick Reference Guide

**NOTE:** Information pertaining to the KIPDA MPO process and Transportation Division is regularly updated on the KIPDA website: <http://www.kipda.org/transport.asp>. Please check there for the latest information and for meeting dates and times.

I have questions about...	Contact Agency & Person	Email Address	Guidebook Page Number
<b>The Long Range Transportation Plan</b>	KIPDA David Burton	David.Burton@ky.gov	<b>4-7</b>
<b>The Transportation Improvement Program</b>	KIPDA Mary Lou Hauber	MaryLou.Hauber@ky.gov	<b>4-15</b>
<b>The Work Program</b>	KIPDA Harold Tull	Harold.Tull@ky.gov	<b>4-21</b>
<b>Meeting Dates &amp; Times</b>	KIPDA Gina Marie Swift	Gina.Swift@ky.gov	<b>3-1</b>
<b>Public Involvement &amp; Safety</b>	KIPDA Nedra Morrell	Nedra.Morrell@ky.gov	<b>5-1</b>
<b>Modeling &amp; Air Quality</b>	KIPDA Randy Simon	Randy.Simon@ky.gov	<b>4-9</b>
<b>Alternate Modes</b>	KIPDA Stacey Clark	Stacey.Clark@ky.gov	N/A
<b>Census &amp; Demographic Data</b>	KIPDA Lori Kelsey	Lori.Kelsey@ky.gov	N/A
<b>Traffic Counts &amp; Related Data</b>	KIPDA Phil Williams	Phil.Williams@ky.gov	N/A
<b>Maps &amp; GIS</b>	KIPDA Adam Forseth	Adam.Forseth@ky.gov	N/A
<b>INDOT Contact</b>	INDOT Emmanuel Nsonwu	ENsonwu@indot.in.gov	N/A
<b>KYTC Contact</b>	KYTC J.R. Ham	James.Ham@ky.gov	N/A
<b>Rural Transportation Planning</b>	KIPDA Randall Embry	Randall.Embry@ky.gov	<b>6-1</b>
<b>Project Status</b>	The Project's Sponsor; if you do not know which sponsor to contact for a specific project, call KIPDA at (502) 266-6084 for that information.		

# Welcome!

You are a member of the Transportation Policy Committee (TPC). You may be asking yourself, “What does this mean to me and the community I represent?” We hope the answers to those questions can be found in this Guide; it includes the following information and more:

- MPO Basics
- Transportation Policy Committee Basics
- Transportation Policy Committee Bylaws
- Transportation Planning Basics
- Glossary of Commonly-used Terms and Acronyms

Should you have additional questions, please call upon KIPDA staff. If you have any comments or suggestions for adding to this Guide, please let us know that, too. We are always looking for ways to improve. Again, welcome!

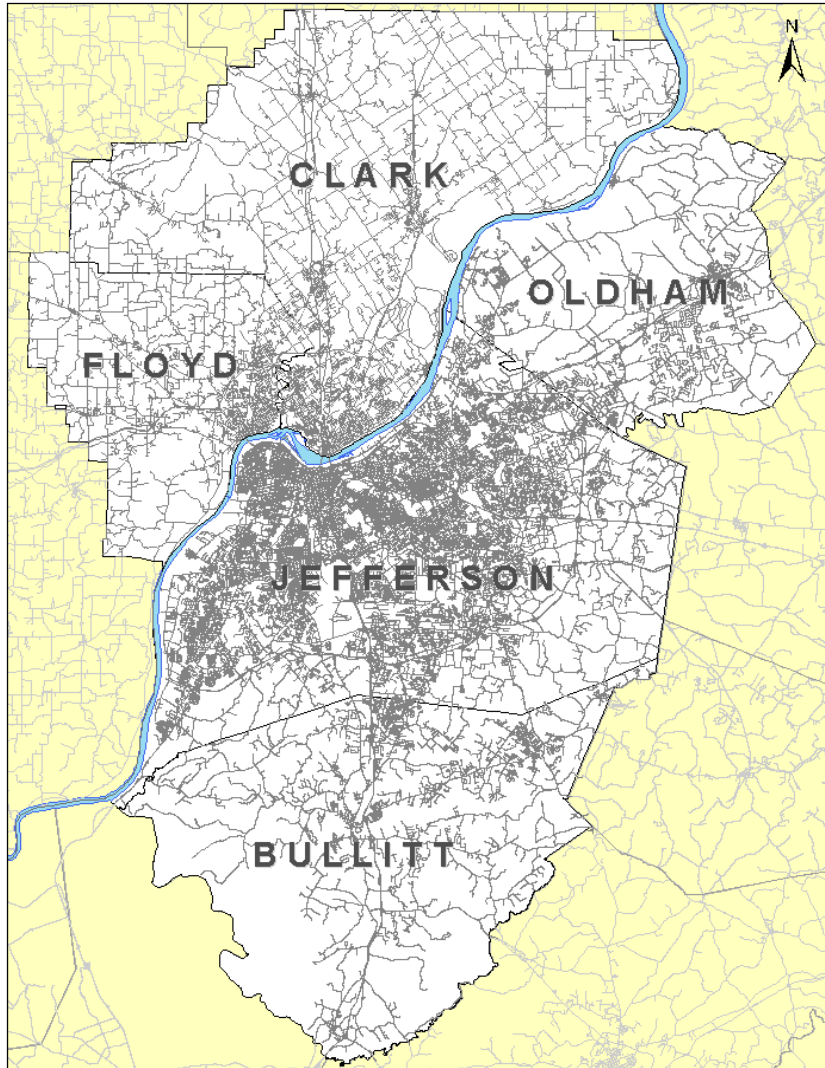


# What is an MPO? And Other Frequently Asked Questions

## What is a Metropolitan Planning Organization (MPO)?

The Federal Highway Act of 1962 brought about the formation of Metropolitan Planning Organizations (MPOs). This act states that planning for transportation projects in urbanized

The Louisville (KY-IN) Metropolitan Planning Area



areas (places with a population of 50,000 or more) must be based on a continuing, comprehensive, and cooperative planning process (known as the “3C” process) between federal, state, and local governments. The MPO is the forum where the 3C process is carried out to identify needs, propose solutions, and determine where and how federal transportation dollars are spent within that area. This is completed with the aid of studies, analyses, and additional planning activities to facilitate the collaborative decision-making by elected and appointed officials from the Louisville (KY-IN) five-county Metropolitan Planning Area (MPA).

## What areas are included in the Louisville (KY-IN) Metropolitan Planning Area (MPA)?

The Louisville (KY-IN) MPA includes all of Clark and Floyd counties and 1/10 of a square

mile in Harrison County in Indiana and all of Bullitt, Jefferson, and Oldham counties in Kentucky. The MPO is required to consist of the Census-defined urbanized area and the area projected to be urbanized within the next 20 years. For administrative purposes, the entirety of all but one of the counties (Harrison) is included in the transportation planning study area.

Metropolitan Planning Organization (MPO) refers to the organization.

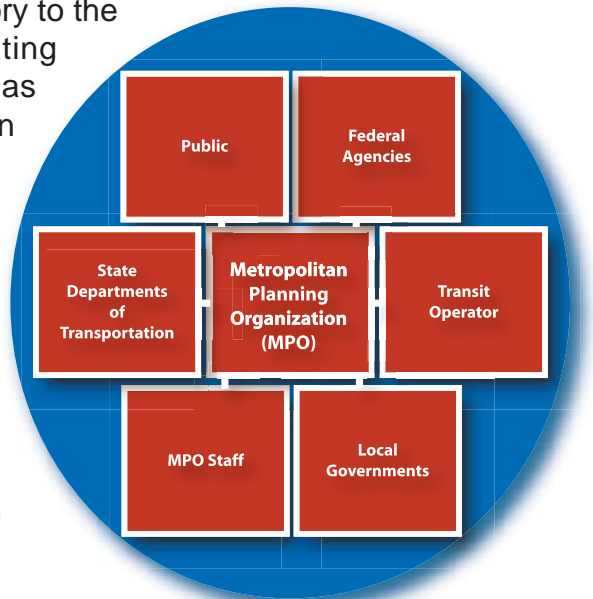
Metropolitan Planning Area (MPA) refers to the geographic area of the MPO.

## What is the Louisville (KY-IN) MPO?

The Transportation Policy Committee is, in effect, the Louisville (KY-IN) Metropolitan Planning Organization (MPO) as it is the decision-making body. The MPO



is staffed and coordinated through KIPDA. Advisory to the TPC is the Transportation Technical Coordinating Committee (TTCC), as well as subcommittees as needed. The TPC carries out MPO policy functions in accordance with the Federal Transportation Act, such as cooperative transportation planning and programming, including the review and approval of appropriate plans, implementation programs and similar related actions. The purpose of the TTCC is to provide technical advice and assist the TPC in carrying out the goals and objectives of the MPO. Additional and specific responsibilities may be defined as needed by the TPC. Additional information about the committees is provided on pages 3-1 through 3-5 and in Appendices A and E.



Metropolitan Planning Organization Components

**Who is on the Transportation Policy Committee (TPC)?**

The chief elected official of each unit of local government within the metropolitan area represented on the KIPDA Board of Directors is a voting member of the TPC. In addition to the elected officials, the Kentucky Transportation Cabinet Secretary, Indiana Department of Transportation Commissioner, the Chairman of the Transit Authority of River City Board of Directors, and other officials and agencies as agreed to by the TPC are also voting members. Nonvoting members may be added or deleted by the TPC. A detailed list of members is on page A-7.

**Who sits on the Transportation Technical Coordinating Committee (TTCC)?**

Technical staff, such as public works engineers and land use planners, from area agencies designated by the TPC and other interests as deemed necessary by the TPC comprises the TTCC. For a detailed list of members, see Appendix A.

**What project types are the responsibility of the MPO?**

Surface transportation (no air, water, or railroad) projects that use federal highway and/or transit funds are the MPO’s responsibility. Although no aviation or waterway projects are funded through the Louisville (KY-IN) MPO, there is regular coordination with these agencies. In addition to roadway construction and improvements, which may be most commonly thought of when the term “transportation” comes up, bicycle, transit, paratransit, and pedestrian projects are within an MPO’s authority, as well. Current project examples include the Louisville Metro Loop Trail, Oldham County Express Bus, the Ohio River bridges, and bridge rehabilitation on IN 160.

**What is the role of the Louisville (KY-IN) MPO staff?**

The KIPDA Transportation Division provides coordination, planning and technical assistance to help meet the transportation needs of the jurisdictions within the Louisville (KY-IN) MPA in accordance with the Federal Transportation Act and at the direction of the MPO. If you have questions about surface transportation or a transportation-related project or process, please contact us. For more information about KIPDA Transportation Division staff and the services offered, see Appendix C.




# Transportation Policy Committee Basics

## When are Transportation Policy Committee (TPC) meetings held?

TPC meetings are usually held on the fourth Thursday of each month. Meetings are usually at KIPDA, but occasionally, may be held elsewhere in the KIPDA MPA. A meeting packet containing an agenda with the time and place is sent a week prior to the meeting along with other meeting materials. Meeting materials are also available electronically through the KIPDA website: <http://www.kipda.org/news.aspx>. Special meetings may also be

EXAMPLE MONTH						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10 10:00 TTCC	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25 1:00 TPC 2:00 Board of Directors	26	27
28	29	30				

called by the TPC Chair or at the request of the Recording Secretary. Occasionally, there are no items requiring TPC action for a month, so a meeting may be cancelled. In that case, cancellation notices are sent to members. TPC meetings are open to the public.



**KIPDA**  
Kentucky Regional Planning  
and Development Agency

**TRANSPORTATION POLICY COMMITTEE**  
1:00 p.m., Thursday, February 22, 2007  
KIPDA Conference Room  
11520 Commonwealth Drive  
Louisville, Kentucky

See  
[www.ridetarc.org](http://www.ridetarc.org)  
for TARC routes to  
KIPDA

**REVISED AGENDA**

Bullitt Henry Jefferson Oldham Shelby Spencer Trimble  Indiana Member Counties  Clark Floyd  Equal Opportunity Employer	<ol style="list-style-type: none"> <li>1. <i>Call to Order, Welcome, Introductions</i></li> <li>2. <i>January 25 Meeting Minutes</i> review and approval (see enclosed) - <b>Action requested.</b></li> <li>3. <i>Public Comment Period</i></li> <li>4. <i>Public Meeting/Comment Report</i> A report on public involvement activities.</li> <li>5. <i>Congestion Mitigation Air Quality Program</i> Staff will present proposal concerning the Kentucky Transportation Cabinet's administration policy <b>Action requested.</b></li> <li>6. <i>Draft FY 2008 Unified Planning Work Program</i> Staff will present information on a draft work program document (see enclosed).</li> <li>7. <i>FY 2008 Kentucky Congestion Mitigation/Air Quality Funding Applications</i> Staff will present proposed priorities (see enclosed) <b>Action requested.</b></li> <li>8. <i>SAFETEA-LU Update</i> Staff will present proposed actions to address compliance with the new federal transportation act (see enclosed) <b>Action requested.</b></li> <li>9. <i>Surface Transportation Programs/Urban Funds</i> Staff will present proposed FY 2007-2011 programming for SLO and STP-SI projects (see enclosed) <b>Action requested.</b></li> <li>10. <i>Participation Plan</i> Staff will present information on proposed update to the document.</li> <li>11. <i>Other Business</i></li> <li>12. <i>Adjourn</i></li> </ol> <p style="font-size: x-small;">Auxiliary aids/services are available when requested 3 days in advance.</p>
--	---

11520 Commonwealth Drive  
Louisville, KY 40299  
502-266-6284  
Fax 502-266-5047  
KY TDD 1-800-648-6056  
[www.kipda.org](http://www.kipda.org)

Metropolitan Planning Organization      Kentucky Designated Area Agency on Aging

## What is in a Meeting Packet?

Packets contain the following:

- Meeting agenda
- Memos describing the items for the committee's review and the action requested
- Materials for review (i.e., draft Plan, draft TIP, etc.)

The reason for sending the packet a week before the meeting is to give committee members ample time to review the meeting materials, prepare questions, and consider the impacts the various agenda items may have.



**As a Transportation Policy Committee Member, what considerations should I take into account before voting or otherwise acting on items presented to the TPC?**

As a member of the Transportation Policy Committee, you are not only representing your community but also acting as part of a regional body. Below are some of the questions you may want to ask before making a decision on the material presented.

<b>1.</b>	<b>Overall Impacts</b>
<b>A.</b>	How will this impact the community I represent and the entire KIPDA MPO area in terms of air quality, economic development, quality of life, safety, traffic flow, etc.?
<b>B.</b>	Does this item comply with federal, state, and local regulations and policies?
<b>C.</b>	Does the item contribute toward achieving the vision, plans, and goals of the region and my jurisdiction?
<b>2.</b>	<b>Planning</b>
<b>A.</b>	Does the draft Transportation Plan/TIP/other document/amendment reflect the region's priorities and the interests of local government?
<b>B.</b>	Is this the best way to address this issue or are there other alternatives that we could and/or should consider in addition to what is before us?
<b>C.</b>	Is the item in agreement with my area's comprehensive land use plan?
<b>3.</b>	<b>Fiscal Management</b>
<b>A.</b>	Is this a fiscally sound decision?
<b>B.</b>	When considering the funding source and limitation therein, does the item properly reflect the highest priorities (i.e., bridge funds for the bridge in the most need of rehabilitation)?
<b>C.</b>	If the action I am considering is to partially fund a project or program, am I aware of the total cost AND am I comfortable that future revenue sources will exist to pay for the entire project or program?
<b>D.</b>	Are there other projects that this project may overlap or be combined with, possibly reducing the overall cost?
<b>4.</b>	<b>Information</b>
<b>A.</b>	Do I have the information I need to make an informed decision about a particular item? If not, what agency do I need to contact to get that information?
<b>B.</b>	What is the TTCC's recommendation?
<b>C.</b>	Have the public's comments been adequately considered in my decision-making?



## What types of action can the TPC take?

The TPC can, after reviewing an item, take the following actions:

- Approval/adoption of an item
- Approval/adoption with amendments to an item
- Tabling the item for consideration at a later date
- Denial

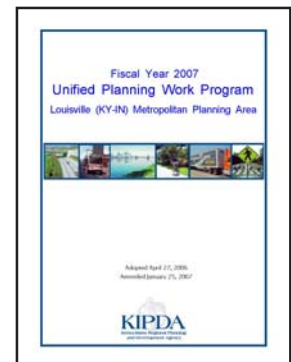
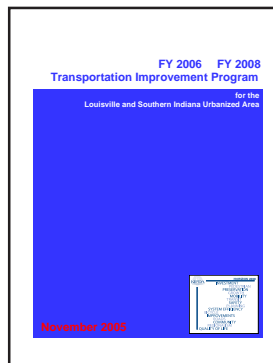
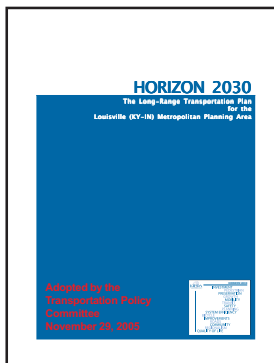
Tabling an item comes into play when TPC members want additional information or time to review an item before taking action. An item also may not be granted approval/adoption at all. A member may actually make a motion for denial, or the motion for approval may fail if there is no second or not enough votes for approval. Any voting member of the TPC can make a motion for any of these actions.



## What items come before the TPC for action?

The Transportation Policy Committee is asked to review and act on the following items:

- Long-Range Transportation Plan
- Transportation Improvement Program (TIP)
- The Transportation Planning Work Program
- Amendments to the Long-Range Plan, TIP, or the Work Program
- Funding Category-Specific Project Prioritization
- Other plans/documents produced by KIPDA Transportation Staff



The Transportation Policy Committee is also asked to review and consider any comments submitted by the public. Any comments received, whether during an official comment period or otherwise are forwarded to the TPC. See the Public Participation Section that begins on page 5-1 for additional information about participation in regional transportation planning.

## What else can the Transportation Policy Committee do?

The Transportation Policy Committee is the region's voice for transportation issues. As such, they can write letters of support for legislation and/or projects, pass resolutions on the same kinds of issues, submit comments on draft legislation and/or draft policies at federal, state and local levels. It is also within the realm of TPC's authority to set additional transportation policies within the KIPDA MPA.



# Transportation Planning

Transportation planning:

- 1.) Looks at how effectively transportation systems are performing;
- 2.) Identifies what problems in system performance exist or are likely to develop; and
- 3.) Identifies potential solutions to correct or prevent the problems.

These steps are essential to properly address transportation problems and issues.



## How is land use planning tied to transportation planning?

Land use planning and transportation planning are interrelated; both affect how a community changes over time. These changes involve a number of factors, including, but not limited to: population, employment, growth, commuting patterns, mobility, economic development, and accessibility. These changes and the plans (land use and transportation) for addressing them equate to the quality of life for an area's inhabitants. Picture how you and your constituents want your community to appear and function over time; this is the basis for both land use and transportation long-range planning.



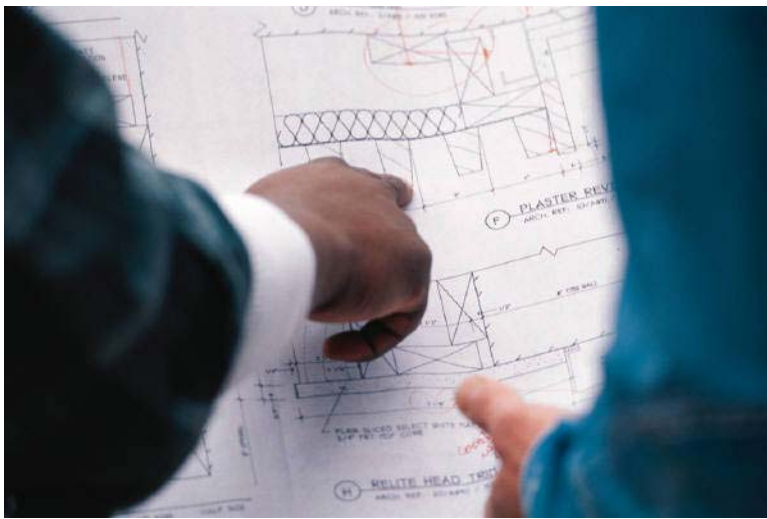
For example, if in your local comprehensive plan, an area near an interstate is envisioned to be preserved as open space or a park, but is instead approved for a 200 home subdivision, there are likely no projects in the Long-

Range Transportation Plan to improve the surrounding roadways that will be impacted by the additional traffic from the subdivision. This is because the Plan is tied to information, such as population and other projections found in local comprehensive plans.

## What does this mean to me as a member of the Transportation Policy Committee (TPC)?

The Transportation Policy Committee (TPC) sets transportation policy and priorities for the KIPDA Metropolitan Planning Area (MPA); the number and types of projects to proceed over the next 20 years are up to the Transportation Policy Committee.





As a community leader and TPC member, you rely on accurate and timely information upon which to base decisions to improve the quality of life for your community and the region as a whole. This information must be systematically gathered, organized, analyzed, and evaluated before a decision can be made. KIPDA staff, along with local and state agencies, perform data gathering and analyses for the benefit of the TPC so that

members may make informed decisions.

### **What is transportation planning supposed to accomplish?**

Transportation planning monitors the system, identifies potential future problems, and formulates possible solutions as well as identifies the community's transportation wishes. Some deficiencies in the system are obvious: constant traffic backups at a particular intersection, a roadway known for its accident severity and/or frequency, heavily traveled streets without curbs, gutters, and sidewalks that may pose problems for pedestrians,



transit riders, bicyclists, and transit operators, as well as motorists. There are other deficiencies that may be more subtle: efficient crosstown travel by transit may be impossible because there is no direct route; no inventory of sidewalks has been performed so it is unclear where gaps exist; traffic signal timing may not be coordinated impeding traffic flow; a bridge may be deteriorating; or a prospective industry may have passed on the opportunity to locate within a community due to the lack of an adequate street system.

Other inadequacies occur because they may come as a complete surprise: unexpected growth in population spurring development in areas that lack the street infrastructure to support the growing numbers of residents; or a new shopping center shifting traffic patterns, affecting all of the surrounding streets. Good regional



transportation planning will involve monitoring the region as a whole and the separate communities therein; determining the existing and potential deficiencies and desires of the region; and developing and regularly updating solutions and approaches (mitigation).

### **State Transportation Improvement Programs (STIPs)**

In accordance with 23 CFR 450.216, both Indiana and Kentucky develop a statewide transportation improvement program (STIP). Metropolitan planning area TIPs are included without modification in the STIP, directly or by reference, once approved by the MPO and the Governor, and after needed conformity findings are made. TIPs in nonattainment/maintenance areas are subject to FHWA and FTA conformity findings before inclusion in the STIP. The STIP includes a list of priority projects proposed to be carried out in the first 3 years of the STIP. Since each TIP is approved by the Governor, TIP priorities will dictate STIP priorities for each individual metropolitan area. STIPs, like TIPs, must be financially constrained and include sufficient detail to show projects and programs being or will be implemented using current revenues and how the current system as a whole is being adequately operated and maintained. For additional information on the Indiana STIP or Kentucky STIP, please contact that state's Department of Transportation.

### **What is the Kentucky Six-Year Plan and how is it related?**

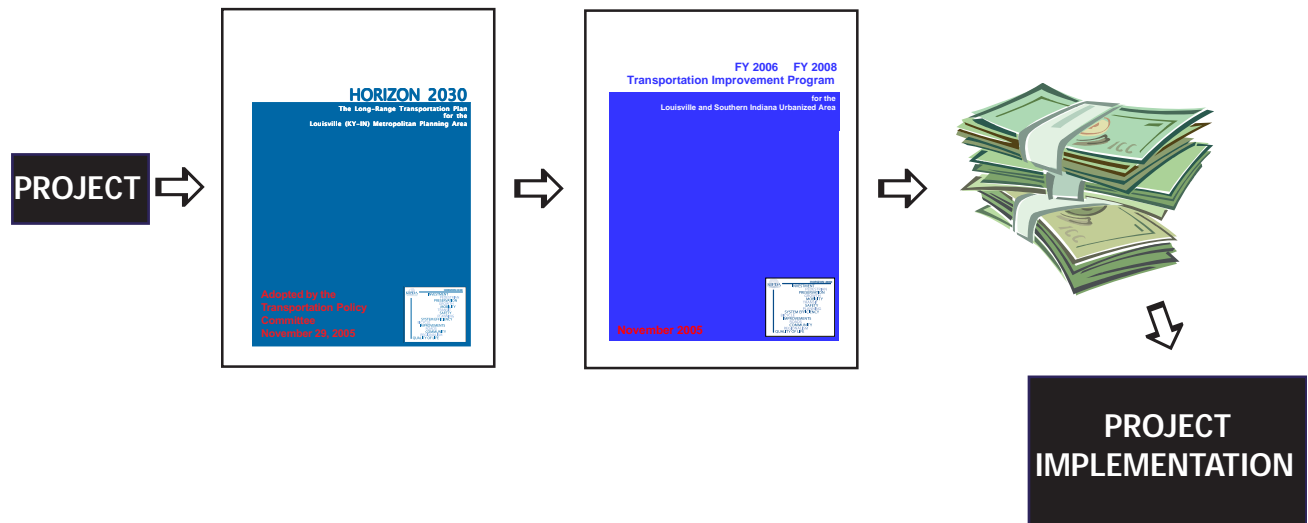
The Six-Year Plan is a product of the Kentucky Transportation Cabinet and the Kentucky State Legislature. It outlines planned transportation expenditures by the Kentucky for the next six years. The only bearing it has on the KIPDA MPO process is in terms of matching funds for projects. For example, if a highway within the KIPDA MPA will be improved using federal transportation dollars, it would first have to appear in the KIPDA Long-Range Plan. When project is ready to move forward, not only will the Cabinet request the project be advanced to the TIP, they will have included the item in the Six-Year Plan to assure the state has budgeted matching funds for the project. If you have questions concerning the Six-Year Plan, contact the Kentucky Transportation Cabinet.



## How do I get a project funded (with Federal transportation dollars)?

The simple answer to that question is:

- 1.) Include the project in the Long-Range Transportation Plan; and, when ready,
- 2.) Advance the project to the Transportation Improvement Program (TIP).



These steps are more complex than the above diagram illustrates; these ensure each project has undergone the necessary reviews while allowing the public to have a say in how their community grows and functions in the future.

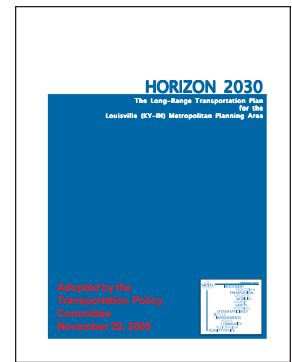
The following pages further explain the Long-Range Plan, Transportation Improvement Program (TIP), Unified Planning Work program, and funding. If you have questions about this or any other related information, contact KIPDA staff.



# The Long Range Plan

## What is it?

It is the planning document that reflects transportation investments for at least the next 20 years in the KIPDA Metropolitan Planning Area (MPA). It contains some means of explaining how funding priority is determined; in Horizon 2030, this was accomplished by identifying Regional Priorities. In addition, each transportation project that is regionally significant and/or utilizes federal transportation funds must be listed, providing us with a vision of how our transportation network will function and appear in 20 years time.



## Why is it important?

First and foremost, only projects in the long-range plan are eligible for Federal transportation funds. In other words, if a project is not in the Plan, it is not eligible to be funded with Federal transportation dollars.

Secondly, it simply makes sense to see what is planned over the next 20+ years in order to determine how the system will function and how this may affect the entire region and the communities therein. This allows time to examine how the system will operate and make adjustments as needed. The long time frame also allows the opportunity to be proactive concerning transportation issues rather than responding with a knee-jerk reaction.

Submitting a project for the long-range plan infers several things:

- 1.) You, your community, and agency or agencies (i.e., public works, planning) are committed to seeing this project completed;
- 2.) You, your community, and agency or agencies are committed and able to provide at least the minimum required matching funds;
- 3.) This project is in agreement with the local comprehensive land use plan in terms of how land use is expected to change and where growth is expected to occur; and
- 4.) The project is necessary to meet a current or future anticipated need.

## What does the long-range planning process involve?

The long-range planning process involves many steps. We try to imagine what our communities and region will be like in terms of population, jobs, housing, commuting patterns, financing, and land use in 20 years or more. That process is based on local policies and data; socioeconomic projections and air quality modeling are important pieces of the plan development process, as is anticipated funding – the plan must be fiscally constrained (simply put, we can not spend more money than we anticipate receiving). In order to make this picture of the future as accurate as possible, we involve many agencies and organizations with different viewpoints and areas of expertise. KIPDA staff begins the process, but it is completed with aid of local jurisdictions, state agencies, transit operators, advocacy organizations and the public.



KIPDA staff consults with individual TTCC members for their informed opinions. The TTCC as a group is responsible for reviewing the information gathering process and determining if it is sound as well as making a recommendation to the TPC about the Plan. The Transportation Policy Committee (TPC) is ultimately responsible for the final decision concerning a plan's adoption.

### How often is the long-range plan updated?

Because the KIPDA MPO area is currently considered a non-attainment area in terms of air quality, we are required to update the plan no less than every four years with the adoption of SAFETEA-LU. If we were in attainment, the Plan would be updated no less than every five (5) years under current regulations.

### How is air quality involved?

The EPA sets air quality standards or limits for six air pollutants: lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter and ozone. In accordance with the Clean Air Act, states must develop state implementation plans (SIPs) that explain how each state will do its job to reduce air pollutants and improve air quality. The SIP specifies an allowable emissions budget. All projects that are determined to add capacity (i.e., adding a travel lane) to the road network must undergo an air quality analysis as part of the long-range planning process. Capacity-adding projects can not exceed the amount of allowable emissions as stated in the SIP. Each MPO's long-range plan projects must fall within the budgeted amounts. Determining planned projects' air quality impacts is accomplished with the aid of computer modeling.

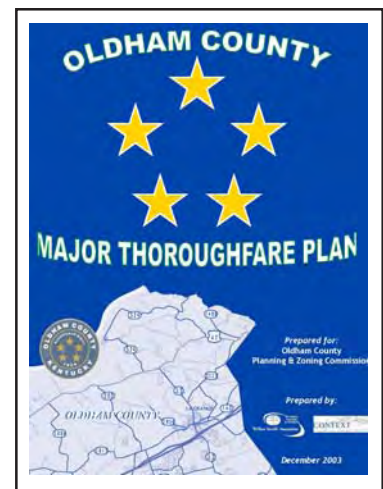
### How do I get a project in the Long-Range Plan?

Projects can come from a multitude of sources:

- Thoroughfare Plans
- Comprehensive Plans
- Neighborhood Plans
- Corridor Studies
- Area & Sub-Area Studies

These plans and studies illustrate how an area, corridor, neighborhood, and/or community are planned to evolve over time and suggest the types of projects

that are appropriate and/or needed for keeping with that overall vision. The reason for using these documents as the basis for transportation planning projects is simple: an in-depth analysis was performed in the creation of the plans weighing all of the factors considered to be important to the community (as public involvement is an important aspect of these plans) involved and decisions as to how the community/corridor/area, etc., will evolve have been addressed.





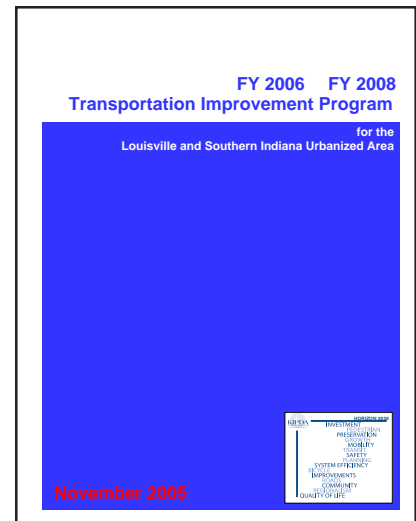
When a call for projects is issued by KIPDA staff, each project sponsor receives a packet containing current plan project information, a blank project information form (PIF), and instructions for completing the information and getting it back to KIPDA staff. When a project sponsor receives the packet, the first step is to review the current Long-Range Plan and the projects in it, then determine if those projects are still appropriate and needed in keeping with any plans, studies and policies in place within your area, making note of those that are no longer viable or reasonable.

The second step is to review all of the current plans and studies that have bearing on your community. This review is not expected to be done by one individual or agency, nor should it be. The local planning agency, public works department, and any other agency that may have some involvement (parks department, etc.) should work in tandem with you (TPC member) to determine what priorities exist and what projects would best meet the needs of applicable plans and studies. It is also crucial at this stage to determine if the suggested projects are in keeping with the comprehensive land use and other plans and policies currently in place in the Louisville (KY-IN) Metropolitan Planning Area.

Once it has been determined what projects should no longer be in the plan and what new projects need to be submitted, it is time to complete the Project Information Form (PIF) process. This is the time to note what projects should be removed from the Long-Range Plan and to update any information on projects staying in the plan. If the scope of a project has changed or more specifics are known about a project, this is the time to make those revisions. The Transportation Policy Committee is ultimately responsible for deciding whether or not a project is included in the long-range plan.



# The Transportation Improvement Program (TIP)



## What is it?

The Transportation Improvement Program (TIP) is a short-range fiscal planning document that represents the first three years of the Long-Range Plan. The TIP also contains information about various funding sources and Federal funding requirements, such as compliance with the Americans with Disabilities Act. At KIPDA, the TIP is updated annually and like the Long-Range Plan, it must be fiscally constrained. The TIP shows which projects are scheduled for funding and what types of funds will be used for a particular project. It is the responsibility of the Transportation Policy Committee to approve the TIP, thereby approving all projects and funding amounts in it.

## How do I get a project advanced from the Long-Range Plan to the TIP?

As part of the TIP update process, project information forms (PIFs) for projects already in the TIP are sent to project sponsors and a call for projects is issued. Any project advancing to the TIP must first appear in the Long-Range Transportation Plan, so it not a call for "new" projects, per se, but a call for Long-Range Plan projects that are ready to be implemented within the next three years.

Projects are generally advanced to the TIP when:

- 1.) The project sponsor is ready to make the project a priority;
- 2.) The project sponsor has adequate matching funds (most Federal transportation funds require at least a 20% non-federal match); and
- 3.) There are adequate funds in the TIP to allow for the project to move forward.

If a project is ready to be included in the TIP, it is assumed that additional information concerning the project will be available: how the project will be phased and over what period of time, funding source, lane width, speed limit, inclusion of bicycle and pedestrian amenities, etc. Some details are still not known until after the preliminary engineering or design phase, which is why the TIP is updated annually.

Because there are so many projects requesting funds and a limited amount of dollars, a working group of the Transportation Technical Coordinating Committee (TTCC) meets to discuss and recommend a specific priority for projects. Once a priority list has been drafted, it is included within the TIP document, which is then presented to the entire TTCC for their review and recommendation. The draft is then presented to the Transportation Policy Committee (TPC) for action.



## **What does this mean to me as a Transportation Policy Committee (TPC) Member?**

As a TPC member, you have the responsibility for adopting the TIP. Once the TIP is approved, it means projects selected will receive funding and move forward. It also means that you endorse the projects in the TIP as they are being presented to you. If you see a project or projects in the TIP that you feel needs to be altered or you have questions about (i.e., phasing, unrealistic completion year, questions about the cost, types of facilities the project will include, etc.), ask those questions and suggest those changes to the draft TIP before adopting it.

## **What information is critical to the TIP process?**

Correct, current project information is critical to maintaining the TIP. Cost and/or time overruns, etc., affect not only that particular project, but other projects as well. For instance, if a project's cost was initially \$500,000, but is instead \$700,000, another project may have to wait until the next fiscal year or longer for additional funds to become available. Contact KIPDA staff immediately once you are aware that a project is going to go over the amount it was originally programmed.

## **What are project phases?**

Most transportation projects take several years to complete. For this reason, projects are often broken down into phases. These phases usually occur over the period of several years. Project phases are abbreviated in the TIP as follows:

- |         |                         |
|---------|-------------------------|
| 1. PE   | Preliminary Engineering |
| 2. D    | Design                  |
| 3. ROW  | Right-of-Way            |
| 4. U    | Utilities               |
| 5. C    | Construction            |
| 6. OPER | Operating Cost          |

Preliminary engineering and design are used to determine the project details and layout. The right-of-way phase is used to purchase the project's right-of-way. The utilities phase is for the relocation of any utilities that may hinder or lay in the project's path. Construction is self-explanatory. Operating costs are not normally associated with construction projects, but normally with programs. Transit and the Ticket-to-Ride program are programs that involve operating costs. A project may require one or more of the aforementioned phases.

## **Why is phase information in the TIP and not in the Long-Range Transportation Plan?**

Phase information appears in the TIP because it is at that time that a project schedule can be anticipated. When a project is included in the Long-Range Plan for the first time, it may be 20 years or more before the project is actually ready to be implemented. Details, such as scheduling, are not known at that time. When a project is ready to advance to the TIP, it means that the project sponsor is ready to implement the project and has knowledge of how many phases will be involved and how much time and money each phase of the project will take.



## **How are priorities established for projects requesting to be advanced to the Transportation Improvement Program (TIP)?**

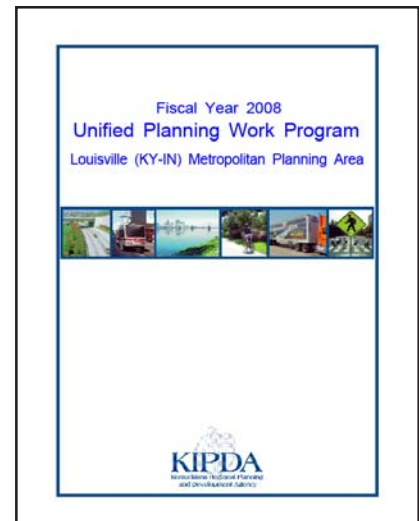
The assignment of priorities for federally funded projects is currently accomplished through a meeting of a working group of the Transportation Technical Coordinating Committee (TTCC), mostly made up of project sponsors, who discuss project merits and recommend to the TTCC project priorities that best serve the region and communities therein. Local agencies work together to organize a regional project priority listing for each fiscal year of the TIP. Each project is reviewed for the following:

- Is the project in the Long-Range Transportation Plan?
- Is the project required to be included in the regional air quality analysis?
- Is the project a Transportation Control Measure (TCM) in the State Implementation Plan (SIP)?
- Is the project on schedule and which phase is requesting funding?
- What is the project cost and is it a reasonable estimate?
- Is match for the project readily available?
- What are the regional impacts of the project?
- How does this particular project's purpose and need compare to other projects requesting funds?
- How does the project compare to the intent of the Long-Range Plan?
- How well does the project relate to the other projects requesting funds?

Once those items have been discussed, the working group will make a recommendation to the TTCC for a recommendation, and it is then forwarded to the Transportation Policy Committee (TPC) for action. As a TPC member, these are also questions you may want to consider when reviewing the draft document.



# The Unified Planning Work Program



## What is it?

Annually, each Metropolitan Planning Organization (MPO) receives Federal dollars earmarked as planning funds. The *Unified Planning Work Program* outlines how those funds will be used over the course of the fiscal year (July 1 to June 30). It is broken down into elements, such as “Short-Range Planning,” “Long-Range Planning,” “Committee Support,” etc. Under each element is a detailed list of the work products associated with that particular element. Each year, a new *Unified Planning Work Program* is drafted and presented to the Transportation Technical Coordinating Committee for their recommendation and then forwarded to the Transportation Policy Committee (TPC) for action.

## How do I get a study included in the Transportation Work Program?

If there are funds left over from the Federal planning funds after the completion of the required elements of the Work Program, those funds may be used for transportation studies. If funds are available for studies, the announcement is made to both the TTCC and the TPC before the final draft of the Work Program is presented. Any public agency interested in securing dollars for a study would then submit the request to KIPDA staff. If the funds are available and the study is found eligible for Federal planning dollars, the study will be included as part of the *Unified Planning Work Program* for that fiscal year.

## Why is it important to me as a Transportation Policy Committee (TPC) member?

The *Unified Planning Work Program* will keep you informed of regional planning activities on an annual basis. Once the TPC adopts the document, the course of action in terms of dollars and staff time is organized for that fiscal year. If you do not see an item that you feel should be addressed as a part of regional transportation planning, contact KIPDA staff about the possibility of including it in the program, or raise the issue at the committee meeting when the draft is being presented.



# Funding

## **How do I know what kind of funding I might be able to use for a particular project?**

There are a variety of transportation funding sources and each has its own set of requirements. The Transportation Policy Committee (TPC) is responsible for approving the programming for all federally funded transportation projects in the Transportation Improvement Program (TIP) no matter what the Federal transportation funding source. The majority of Federal funding is used at the States' discretion, but the funds are still required to be placed in the TIP and approved by the TPC before they can be used. Projects requesting Federal dollars from other funding sources have priorities set by the Transportation Policy Committee.



On the following page is a chart that outlines Federal transportation funding programs. Following that page, each program is explained in more detail. We hope this information will be helpful to you in trying to determine which funding program would be best suited to a particular project.



SAFETEA-LU Funding Programs									
Program Name	Project Type					Funding Source	Contact Agency		
	Bike/Ped	Bridge	Highway, Road, and/or Intersection	Transit	Planning/Studies			Other	
Alternative Transportation in Parks & Public Land	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	Land Management Agency		
Bus & Bus Facility Grants				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	INDOT/KYTC		
Capital Investment Grants - New Starts				<input checked="" type="checkbox"/>		FTA	INDOT/KYTC/TARC/KIPDA		
Clean Fuels Formula Grant				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	INDOT/KYTC		
Congestion Mitigation & Air Quality Improvement Program	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	KIPDA		
Elderly & Disabled Transportation Capital Investments Program				<input checked="" type="checkbox"/>		FTA	KIPDA/Red Cross WHEELS		
Emergency Relief Program		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			FHWA	FHWA - IN/FHWA - KY		
High Priority Projects	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
Highway Bridge Program		<input checked="" type="checkbox"/>				FHWA	INDOT/KYTC		
Highway Safety Improvement Program		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			FHWA	INDOT/KYTC		
Highways for Life Pilot Program			<input checked="" type="checkbox"/>			FHWA	INDOT/KYTC		
Intelligent Transportation Systems		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	FHWA HFL Office/KIPDA		
Interstate Maintenance		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA/FTA	KIPDA		
Interstate Oasis Program		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			FHWA	INDOT/KYTC		
Job Access & Reverse Commute Program			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
Metropolitan Planning			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	INDOT/KYTC/TARC/KIPDA		
National Corridor Infrastructure Improvement Program			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA/FTA	KIPDA		
National Highway System		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		FHWA	INDOT/KYTC		
National Historic Covered Bridge Program		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
National Scenic Byways Program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
New Freedom's Program			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	INDOT/KYTC/TARC/KIPDA		
Other than Urbanized Area Formula Grants			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FTA	INDOT/KYTC		
Projects of National & Regional Significance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
Rail & Fixed Guideway Modernization			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		FTA	INDOT/KYTC		
Railroad Rehabilitation Financing		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FRA	INDOT/KYTC		
Railway-Highway Crossings			<input checked="" type="checkbox"/>			FHWA	INDOT/KYTC		
Recreational Trails Program	<input checked="" type="checkbox"/>					FHWA	INDOT/KYTC		
Safe Routes to School Program	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
Surface Transportation Program - State	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	INDOT/KYTC		
Surface Transportation Program - Urbanized	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	KIPDA		
Transit Enhancements	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	FTA	TARC/INDOT/KYTC		
Transportation, Community & System Preservation Program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA	KIPDA		
Transportation Enhancement Program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	FHWA	KIPDA		
Urbanized Area Formula Grant				<input checked="" type="checkbox"/>		FTA	INDOT/KYTC		



**Funding Program: Alternative Transportation in Parks & Public Land**

**Program Purpose:** To provide funds in support of public transportation projects in parks and public lands.

**Statutory Reference(s):** Title 49, U.S.C. Section 5320

**Funding Source:** DOT/FTA

**Contact Agency:** The headquarters of the Federal Land Management Agency that oversees the land or park involved. For additional information contact David Vozzolo, Deputy Associate Administrator for Planning and Environment, 202-366-4033, e-mail: atppl@dot.gov.

**Funding Split:** 100/0 (Federal/Non-Federal Funds)

**Eligible Expenses:** Provides grants for planning or capital projects in or in the vicinity of any federally owned or managed park, refuge, or recreational area that is open to the general public. Makes National Forest System lands explicitly eligible and includes bicycle, pedestrian and non-motorized watercraft projects in the definition of alternative transportation.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_Transit\\_in\\_Parks\\_and\\_Public\\_Lands\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_Transit_in_Parks_and_Public_Lands_Fact_Sheet_Sept05.pdf)  
[http://www.fta.dot.gov/17861\\_18175\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_18175_ENG_HTML.htm)

**Funding Program: Bus & Bus Facility Grants**

**Program Purpose:** To provide funding for the acquisition of buses for fleet/service expansion and bus-related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters.

**Statutory Reference(s):** 49 U.S.C. Sections 5309 and 5318

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** The purchase of transit vehicles and capital improvements to transit facilities.

**Comments:** Funds are allocated to specific projects in the statute. Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_Bus\\_and\\_Bus\\_Facility\\_Fact\\_Sheet\\_Oct\\_05.pdf](http://www.fta.dot.gov/documents/FTA_Bus_and_Bus_Facility_Fact_Sheet_Oct_05.pdf)  
[http://www.fta.dot.gov/17861\\_17867\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17867_ENG_HTML.htm)

**Funding Program: Capital Investment Grants - New Starts**

**Program Purpose:** To provide funding primarily for Major Fixed Guideway Capital Investment Projects (New Starts) and Capital Investment grants of \$75 million or less (Small Starts). This includes new and replacement buses and facilities; modernizing existing rail systems; and new fixed guideway systems.

**Statutory Reference(s):** 49 U.S.C. Section 5309 (d) and (e), Section 5309 (m)

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686  
TARC: 502-561-5111  
KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** New and replacement buses and facilities; modernizing existing rail systems; and new fixed guideway systems.

**Comments:** Buses and bus facilities funds are allocated on a discretionary basis, as are new starts funds. Fixed guideway modernization funds are allocated by statutory formula to urbanized areas with rail systems that have been in operation for at least seven years. Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/17861\\_17880\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17880_ENG_HTML.htm)  
[http://www.fta.dot.gov/documents/FTA\\_New\\_Starts\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_New_Starts_Fact_Sheet_Sept05.pdf)

**Funding Program: Cleans Fuels Formula Grants**

**Program Purpose:** To provide capital grants for clean fuel buses (up to 25 percent “Clean Diesel”) and related facilities.

**Statutory Reference(s):** 49 U.S.C. Section 5308

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Purchase or lease of clean fuel buses, the construction or lease of clean fuel electrical recharging facilities, improvement of existing facilities to accommodate clean fuel buses, the re-power of pre-1993 engines with clean fuel technology and the retrofit or rebuild of pre-1993 engines if before a mid-life rebuild.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_Clean\\_Fuels\\_Program\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_Clean_Fuels_Program_Fact_Sheet_Sept05.pdf)  
[http://www.fta.dot.gov/17861\\_17895\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17895_ENG_HTML.htm)

**Funding Program: Congestion Mitigation & Air Quality Improvement Program (CMAQ)**

**Program Purpose:** To provide funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(5), 1103(d), 1808; 23 USC 149, 104(b)(2), 126(c)

**Funding Source:** DOT/FHWA

**Contact Agency:** KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Projects and/or programs that can demonstrate an air quality benefit, such as: transportation activities in an approved SIP or Maintenance Plan; TCMs; extreme low temperature cold start programs; alternative fuels; traffic flow improvements; transit projects; bicycle and pedestrian projects and programs; travel demand management projects and programs; rideshare activities; telecommuting programs; advanced truck stop electrification; integrated, interoperable emergency communications equipment; and diesel retrofit project and programs.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program. Most projects funded through CMAQ have a three-year cap.

**Website(s):** <http://www.fhwa.dot.gov/environment/cmaqpgs/>  
<http://www.fhwa.dot.gov/safetealu/factsheets/cmaq.htm>

**Funding Program: Elderly & Persons with Disabilities Formula Program**

**Program Purpose:** To provide funding to private, non-profit organizations and other eligible entities that provide transportation services to the elderly and persons with disabilities.

**Statutory Reference(s):** 49 U.S.C. Section 5310

**Funding Source:** DOT/FTA

**Contact Agency:** IN: KIPDA – 502-266-6084  
KY: Louisville Red Cross Wheels - 502-561-3631 or KIPDA 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Capital projects, such as the purchase of lift-equipped, ADA-accessible vehicles, are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

**Comments:** With the adoption of SAFETEA-LU, the projects and programs utilizing these funds must come from a Coordinated Human Service Delivery Plan to be in place by July 1, 2007. Please contact KIPDA at 502-266-6084 for more information. Projects utilizing these funds are also required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/17861\\_17866\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17866_ENG_HTML.htm)  
<http://www.fta.dot.gov/documents/>  
FTA\_Elderly\_and\_Indiv\_with\_Disab\_Fact\_Sheet\_Sept05.pdf

### **Funding Program: Emergency Relief Program**

**Program Purpose:** To repair or reconstruct Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1112, 1937; 23 USC 125

**Funding Source:** DOT/FHWA

**Contact Agency:** IN: FHWA – Indiana Office - 317-226-7489  
KY: FHWA – Kentucky Office - 502-223-6721  
KIPDA: 502-266-6084

**Funding Split:** Ranges from 100/0 to 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** All elements of the highway within its cross section damaged as a direct result of a disaster are eligible for repair under the ER program. This includes, but is not limited to, elements such as pavement, shoulders, slopes and embankments, guard rail, signs and traffic control devices, bridges, culverts, cribbing or other bank control features, bike and pedestrian paths, fencing, and retaining walls.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/programadmin/erelief.html>  
<http://www.fhwa.dot.gov/safetealu/factsheets/emergencyrelief.htm>

### **Funding Program: High Priority Projects**

**Program Purpose:** The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. This is a discretionary funding program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(16), 1701, 1702, 1913, 1935, 1936, 1102; 23 USC 117

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds).

**Eligible Expenses:** These funds may only be used as specified in SAFETEA-LU. Current projects include the reconstruction of KY 393 in Oldham County for \$1.6 million; \$20 million for design and construction of the Ohio River Bridges project in Clark County; \$38 million for the Ohio River Bridges project in Jefferson County; and the construction of Star Hill Road in Clark County for \$443,000.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/programadmin/hpp.cfm>  
<http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

### **Funding Program: Highway Bridge Program**

**Program Purpose:** To improve the condition of Federal Aid and Non-Federal Aid highway bridges through replacement, rehabilitation, and systematic highway maintenance.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(3), 1114; 23 USC 144

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds) unless the bridge is on the interstate system. For those bridges on the interstate system, the split is 90/10.

**Eligible Expenses:** Bridge substructure and superstructure items; structural excavation - required to construct bridge; approach railing - transition sections, including approach guardrail; approach roadway - bridge approach slab (that portion of the approach slab which spans the region of the abutment backfill); slope protection - concrete, rock, and other materials to protect the slopes at substructure units and abutment wingwalls; rock blankets - necessary to protect substructure units from erosion or scour; bridge removal - removal of substructure units and or superstructure elements; mobilization - the percentage of this item attributable to bridge work; and traffic control - work items and devices, including temporary detour bridges, needed to direct traffic through the work zone or detour.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/bridge/hbrp.htm>  
<http://www.fhwa.dot.gov/safetealu/factsheets/bridge.htm>

### **Funding Program: Highway Safety Improvement Program**

**Program Purpose:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(6), 1401

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5137  
KYTC: 502-564-3020

**Funding Split:** 90/10 (Federal/Non-Federal Funds)

**Eligible Expenses:** Intersection safety improvement; pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition); installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and the disabled; installation of a skid-resistant surface at an intersection or other location with a high frequency of accidents; an improvement for pedestrian or bicyclist safety or safety of the disabled; construction of any project for the elimination of hazards at a railway highway crossing that is eligible for funding under section 130, including the separation or protection of grades at railway highway crossings; construction of a railway-highway crossing safety feature, including installation of protective devices; the conduct of a model traffic enforcement activity at a railway-highway crossing; construction of a traffic calming feature; elimination of a roadside

## **Funding Program: Highway Safety Improvement Program (cont.)**

obstacle; improvement of highway signage and pavement markings; installation of a priority control system for emergency vehicles at signalized intersections; installation of a traffic control or other warning device at a location with high accident potential; safety-conscious planning; improvement in the collection and analysis of crash data; planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities relating to work zone safety; installation of guardrails, barriers, and crash attenuators; the addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife; installation and maintenance of signs at pedestrian-bicycle crossings and in school zones; construction and yellow-green signs at pedestrian-bicycle crossings and in school zones; and, construction and operational improvements on high risk rural roads.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

By October 1, 2007, each State must have a strategic highway safety plan (SHSP) that identifies and analyzes safety problems and opportunities in order to use HSIP funds for new eligible activities under 23 USC 148. The plan is required to include a crash data system that can perform problem identification and countermeasure analysis. If a State does not have a plan in place by October 1, 2007, subsequent HSIP apportionments are frozen at the 2007 level and may only be used to fund projects eligible under sections 130 and 152 (railway-highway crossings, and hazard elimination.) as in effect prior to enactment of SAFETEA-LU. States without SHSPs will be ineligible to use up to 10 percent of their HSIP funds for other safety projects under 23 USC.

**Website(s):** [http://safety.fhwa.dot.gov/safetealu/legis\\_comp.htm](http://safety.fhwa.dot.gov/safetealu/legis_comp.htm)  
<http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

## **Funding Program: Highways for Life Pilot Program**

**Program Purpose:** To demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(20), 1502

**Funding Source:** DOT/FHWA/FTA

**Contact Agency:** Highways for Life Office (Washington, D.C.) - 202-366-4847  
KIPDA: 502-266-6084

**Funding Split:** 100/0 (Federal/Non-Federal Funds)

**Eligible Expenses:** The project must construct, reconstruct, or rehabilitate a route or connection on a Federal-aid highway eligible for assistance under chapter 1 of title 23, United States Code; and the project must use innovative technologies, manufacturing processes, financing, or contracting methods that improve safety, reduce congestion due to construction, and improve quality.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/highways4life.htm>  
<http://www.fhwa.dot.gov/hfl/index.cfm>

### **Funding Program: Intelligent Transportation Systems**

**Program Purpose:** For the development of intelligent transportation system infrastructure and a National Intelligent Transportation Systems Plan.

**Statutory Reference(s):** SAFETEA-LU Section(s): 5301-5307

**Funding Source:** DOT/FHWA/FTA

**Contact Agency:** KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** (1) Enhancing mobility and productivity through improved traffic management, incident management, transit management, freight management, road weather management, toll collection, traveler information, or highway operations systems and remote sensing products; (2) utilizing interdisciplinary approaches to develop traffic management strategies and tools to address multiple impacts of congestion concurrently; (3) addressing traffic management, incident management, transit management, toll collection traveler information, or highway operations systems with goals of: (A) reducing metropolitan congestion by not less than 5 percent by 2010; (B) ensuring that a national, interoperable 5-1-1 system, along with a national traffic information system that includes a user-friendly, comprehensive website, is fully implemented for use by travelers throughout the United States by September 30, 2010; and (C)(i) improving incident management response, particularly in rural areas, so that rural emergency response times are reduced by an average of 10 minutes; and (ii) improving communication between emergency care providers and trauma centers; (4) incorporating research on the impact of environmental, weather, and natural conditions on intelligent transportation systems, including the effects of cold climates; (5) enhancing intermodal use of intelligent transportation systems for diverse groups, including for emergency and health-related services; (6) enhancing safety through improved crash avoidance and protection, crash and other notification, commercial motor vehicle operations, and infrastructure-based or cooperative safety systems; and (7) facilitating the integration of intelligent infrastructure, vehicle, and control technologies.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.its.dot.gov/index.htm>  
<http://www.tfsrc.gov/its/its.htm>

### **Funding Program: Interstate Maintenance**

**Program Purpose:** To resurface, restore, rehabilitate, and reconstruct routes on the Interstate System.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(1), 1111; 23 USC 119, 104(b)(4), 118(c)

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 90/10 (Federal/Non-Federal Funds)

**Eligible Expenses:** Reconstruction of bridges, interchanges and overcrossings along existing Interstate routes, but may not be used for the construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes. May also be used for the addition of new interchanges, new rest areas, new noise walls, etc.

**Funding Program: Interstate Maintenance (cont.)**

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/im.htm>  
[http://www.fhwa.dot.gov/programadmin/interstate.html#Interstate\\_Funding](http://www.fhwa.dot.gov/programadmin/interstate.html#Interstate_Funding)

**Funding Program: Interstate Oasis Program**

**Program Purpose:** To designate and create access to places designated as Interstate Oases where services, such as food, fuel and restrooms, and made available to travelers.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1310

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Designation by the state of a facility, after meeting certain eligibility criteria, near (within 3 miles of an interchange) an Interstate highway, but not within the Interstate right-of-way, that provides products and services to the public, 24-hour access to public restrooms, and parking for automobiles and heavy trucks or providing access from an Interstate Highway to such a designated facility.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/iop.htm>

**Funding Program: Job Access & Reverse Commute Program**

**Program Purpose:** To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

**Statutory Reference(s):** 49 U.S.C. Section 5316

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686  
TARC: 502-561-5111  
KIPDA: 502-266-6084

**Funding Split:** 50/50 (Federal/Non-Federal Funds) for operating expenses and 80/20 for capital expenditures.  
**NOTE:** With the adoption of SAFETEA-LU, the source of match funds has been expanded to include other Federal Non-DOT funds, such as funds through the Department of Health and Human Services.

**Eligible Expenses:** Developing new or expanded transportation projects or services that provide access to employment opportunities; promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules; promoting the use of transit vouchers for welfare recipients and eligible low-income individuals; promoting the use of employer-provided transportation, including the transit

### **Funding Program: Job Access & Reverse Commute Program (cont.)**

pass benefit program under section 132 of the Internal Revenue Code of 1986; subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces; subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and facilitating public transportation services to suburban employment opportunities.

**Comments:** With the adoption of SAFETEA-LU, the projects and programs utilizing these funds must come from a Coordinated Human Service Delivery Plan to be in place by July 1, 2007. Please contact KIPDA at 502-266-6084 for more information. Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/17861\\_17888\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17888_ENG_HTML.htm)  
[http://www.fta.dot.gov/documents/FTA\\_JARC\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_JARC_Fact_Sheet_Sept05.pdf)

### **Funding Program: Metropolitan Planning**

**Program Purpose:** To maintain a cooperative, continuous, and comprehensive framework for making transportation investment decision in metropolitan areas. This program is shared jointly between FTA and FHWA.

**Statutory Reference(s):** 49 U.S.C. Section 5303; 1107, 6001; 23 USC 104, 134

**Funding Source:** DOT/FHWA & FTA

**Contact Agency:** KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Transportation planning activities, such as the update of the long-range transportation plan, the Transportation Improvement Program, the Environmental Justice/Title VI Plan, and activities including, but not limited to traffic counting, GIS efforts, public involvement, etc.

**Comments:** The programs and efforts utilizing these funds are included in the Unified Planning Work Program, which is updated on an annual basis.

**Website(s):** <http://www.planning.dot.gov/metro.asp>  
<http://www.fhwa.dot.gov/safetealu/factsheets/mp.htm>  
[http://www.fta.dot.gov/documents/FTA\\_Metropolitan\\_and\\_State\\_Planning\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_Metropolitan_and_State_Planning_Fact_Sheet_Sept05.pdf)

### **Funding Program: National Corridor Infrastructure Program**

**Program Purpose:** For the construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. This program replaces TEA-21 section 1118, National Corridor Planning and Development. This is a discretionary program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(10), 1302, 1935, 1936, 1953; 1102

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Funding Program: National Corridor Infrastructure Program (cont.)**

**Eligible Expenses:** Projects of national significance will be selected with consideration of the following: 1.) link two existing segments of the Interstate System; 2.) facilitate major multi-state or regional mobility, economic growth, and development in areas underserved by highway infrastructure; 3.) commercial traffic in the corridor has increased since enactment of NAFTA and where traffic is projected to increase in the future; 4.) international truck-borne commodities movement through the corridor; 4.) the project will reduce congestion on an existing segment of the Interstate; 5.) the project will reduce commercial and other travel time through a major freight corridor; 6.) Federal funds will be leveraged; and 7.) the value of the cargo carried by commercial vehicle traffic in the corridor and the economic costs arising from congestion in the corridor.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/corridors.htm>  
[http://ops.fhwa.dot.gov/freight/safetea\\_lu/1302\\_nciip\\_guid.htm](http://ops.fhwa.dot.gov/freight/safetea_lu/1302_nciip_guid.htm)

**Funding Program: National Highway System (NHS)**

**Program Purpose:** To provide improvements on rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(2), 1103, 6006; 23 USC 103, 104(b)(1)

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Planning, design, and construction of roadway widenings and extensions.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/nhs.htm>  
<http://www.fhwa.dot.gov/hep10/nhs/>

**Funding Program: National Historic Covered Bridge Program**

**Program Purpose:** To provide for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places. This is a discretionary funding program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1804

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 371-232-5468  
KYTC: 502-564-4556

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Funding Program: National Historic Covered Bridge Program (cont.)**

**Eligible Expenses:** The rehabilitation or repair of a historic covered bridge, or the preservation of such a bridge, including installation of a fire protection system, installation of a system to prevent vandalism or arson, or relocation of a bridge to a preservation site.

**Comments:** To the maximum extent practicable, projects under this program must be carried out in the most historically appropriate manner and preserve the existing structure of the historic covered bridge. The project must also provide for the replacement of wooden components with wooden components unless the use of wood is impracticable for safety reasons.

Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/histcovbridges.htm>  
<http://www.fhwa.dot.gov/BRIDGE/covered.htm>  
<http://www.state.in.us/dot/programs/bridges/>

**Funding Program: National Scenic Byways Program**

**Program Purpose:** To improve roadways designated as scenic byways. This is a discretionary funding program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(12), 1802; 23 USC 162

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5653  
KYTC: 502-564-2060

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** 1.) Planning, design, and development of a scenic byway programs; 2.) safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation; 3.) Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities; 4.) Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation; 5.) Protecting historical, archeological, and cultural resources in areas adjacent to the highways. Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway; and 6.) Developing and providing tourist information to the public, including interpretive information about the scenic byway.

**Comments:** Projects must be utilizing these funds must be located on a nationally designated scenic byway or a state-designated scenic byway.

Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/scenic.htm>  
<http://www.byways.org/>  
<http://www.bywaysonline.org/>

### **Funding Program: New Freedoms Program**

**Program Purpose:** To provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program will provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society.

**Statutory Reference(s):** 49 U.S.C. Section 5317

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1493  
KYTC: 502-564-7433  
TARC: 502-561-5111  
KIPDA: 502-266-6084

**Funding Split:** Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

**Eligible Expenses:** Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs; providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally; making accessibility improvements to transit and intermodal stations not designated as key stations; supporting voucher programs for transportation services offered by human service providers; supporting volunteer driver and aide programs; and, supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

**Comments:** With the adoption of SAFETEA-LU, the projects and programs utilizing these funds must come from a Coordinated Human Service Delivery Plan to be in place by July 1, 2007. Please contact KIPDA at 502-266-6084 for more information. Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_New\\_Freedom\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_New_Freedom_Fact_Sheet_Sept05.pdf)  
[http://www.fta.dot.gov/documents/FAQ\\_New\\_Freedom.doc](http://www.fta.dot.gov/documents/FAQ_New_Freedom.doc)

### **Funding Program: Other than Urbanized Areas Formula Grants**

**Program Purpose:** To provide capital and operating assistance for rural and small urban public transportation systems (areas of 50,000 or less in terms of population). Known in prior acts as "Rural and Urban Areas."

**Statutory Reference(s):** 49 U.S.C. Sections 5311 and 5340

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1493  
KYTC: 502-564-7433  
KIPDA: 502-266-6084

**Funding Split:** 50/50 (Federal/Non-Federal Funds)

**Eligible Expenses:** Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations (including Indian tribes and groups), and operators of public transportation services. The state must use 15 percent of its annual

### **Funding Program: Other than Urbanized Areas Formula Grants (cont.)**

apportionment to support intercity bus service, unless the Governor certifies that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program if used within a small urban area within the Louisville (KY-IN) MPA.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_Rural\\_Program\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_Rural_Program_Fact_Sheet_Sept05.pdf)  
[http://www.fta.dot.gov/17861\\_17864\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17864_ENG_HTML.htm)

### **Funding Program: Projects of National & Regional Significance**

**Program Purpose:** To provide funding for high cost projects of national or regional importance. This is a discretionary funding program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(15), 1102, 1301; 1935; 1936; 1953; 1959; 1964

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5465  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Any surface transportation project eligible for assistance under 23 USC, including a freight railroad project eligible under that title, that has a total eligible cost greater than or equal to the lesser of (1) \$500,000,000 or (2) 75 percent of the amount of Federal highway funds apportioned to the State in which the project is located for the most recently completed fiscal year. Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm>  
[http://ops.fhwa.dot.gov/freight/safetea\\_lu/1301\\_pnrs\\_guid.htm](http://ops.fhwa.dot.gov/freight/safetea_lu/1301_pnrs_guid.htm)

### **Funding Program: Rail & Fixed Guideway Modernization**

**Program Purpose:** To modernize existing rail systems; the purchase of new and replacement buses and facilities; and to install new fixed guideway systems.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(17), 1404

**Funding Source:** DOT/FTA

**Contact Agency:** INDOT: 317-232-1493  
KYTC: 502-564-7433  
TARC: 502-561-5111  
KIPDA: 502-266-6084

**Funding Program: Rail & Fixed Guideway Modernization (cont.)**

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** The purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance. Funds are allocated by a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** [http://www.fta.dot.gov/17861\\_17868\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17868_ENG_HTML.htm)  
[http://www.fta.dot.gov/documents/FAQ\\_Fixed\\_Guideway\\_Mod.doc](http://www.fta.dot.gov/documents/FAQ_Fixed_Guideway_Mod.doc)

**Funding Program: Railroad Rehabilitation & Improvement Financing**

**Program Purpose:** To provide direct loans and loan guarantees up to \$35.0 billion. Up to \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers.

**Statutory Reference(s):** SAFETEA-LU Section(s): 9003

**Funding Source:** DOT/FRA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** The funding may be used to: acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops; refinance outstanding debt incurred for the purposes listed above; and develop or establish new intermodal or railroad facilities.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fra.dot.gov/us/content/177>

**Funding Program: Railway-Highway Crossings**

**Program Purpose:** To reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings

**Statutory Reference(s):** SAFETEA-LU Section(s): 1401; 23 USC 130

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686

**Funding Split:** 90/10 (Federal/Non-Federal Funds)

**Eligible Expenses:** Separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, elimination of grade crossings, and the relocation of highways. Must consider bicyclists and pedestrians in addition to motor vehicles.

### **Funding Program: Railway-Highway Crossings (cont.)**

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/railcrossings.htm>

### **Funding Program: Recreational Trails**

**Program Purpose:** To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(8), 1109; 23 USC 104(h) & 206

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-1495  
KY - GOLD: 502-573-2382  
KIPDA PAS Division: 502-266-6084

**Funding Split:** 50/50 (Federal/Non-Federal Funds)

**Eligible Expenses:** Maintenance and restoration of trails; development and rehabilitation of trailside and trailhead facilities; purchase and lease of trail construction and maintenance equipment; construction of new trails; acquisition of easements and fee simple title to property; assessment of trail conditions for accessibility and maintenance; development and dissemination of publications and operation of trail safety and trail environmental protection programs, not to exceed 5% of the annual apportionment; state costs for administering the program, not to exceed 7% of the annual apportionment; assessment of trail conditions for accessibility and maintenance; and clarification that education funds may be used for publications, monitoring and patrol programs and for trail-related training.

**Comments:** Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/rectrails.htm>  
<http://www.fhwa.dot.gov/environment/rectrails/index.htm>  
<http://www.in.gov/dnr/outdoor/>  
<http://gold.ky.gov/grants/rtp.htm>

### **Funding Program: Safe Routes to Schools**

**Program Purpose:** To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(17), 1404

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: Safe Routes to School Coordinator - 317-232-5653  
KYTC: Safe Routes to School Coordinator - 502-564-2060  
KIPDA: 502-266-6084

**Funding Program: Safe Routes to Schools (cont.)**

**Funding Split:** 100/0 (Federal/Non-Federal Funds)

**Eligible Expenses:** For infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools. Each State must set aside from its Safe Routes to School apportionment not less than 10 percent and not more than 30 percent of the funds for non-infrastructure-related activities to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training, volunteers, and managers of safe routes to school programs.

Each State receiving program funds must use a sufficient amount of the funds to fund a full-time position of coordinator of the State's safe routes to school program.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/saferoutes.htm>  
<http://safety.fhwa.dot.gov/saferoutes/index.htm>  
<http://saferoutes.ky.gov/default.asp>

**Funding Program: Surface Transportation Program - State**

**Program Purpose:** For projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

**Statutory Reference(s):** SAFETEA-LU Section(s): SAFETEA-LU Section(s): 1101(a)(4), 1103(f), 1113, 1603, 1960, 6006; Other: 23 USC 133, 104(b)(3), 140

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-1495  
KYTC: 502-564-7686

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** 1.) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title; 2.) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus; 3.) Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);

### **Funding Program: Surface Transportation Program - State (cont.)**

4.) Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings; 5.) Highway and transit research and development and technology transfer programs; 6.) Capital and operating costs for traffic monitoring, management, and control facilities and programs; 7.) Surface transportation planning programs; 8.) Transportation enhancement activities; 9.) Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)); 10.) Development and establishment of management systems under section 303; 11.) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations); 12.) Infrastructure-based intelligent transportation systems capital improvements; and 13.) Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/programadmin/113005.htm>  
<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

### **Funding Program: Surface Transportation Program - Urbanized**

**Program Purpose:** For projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1101(a)(4), 1103(f), 1113, 1603, 1960, 6006; Other: 23 USC 133, 104(b)(3), 140

**Funding Source:** DOT/FHWA

**Contact Agency:** KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

## **Funding Program: Surface Transportation Program - Urbanized (cont.)**

**Eligible Expenses:** 1.) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title; 2.) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus; 3.) Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.); 4.) Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings; 5.) Highway and transit research and development and technology transfer programs; 6.) Capital and operating costs for traffic monitoring, management, and control facilities and programs; 7.) Surface transportation planning programs; 8.) Transportation enhancement activities; 9.) Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)); 10.) Development and establishment of management systems under section 303; 11.) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations); 12.) Infrastructure-based intelligent transportation systems capital improvements; and 13.) Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/programadmin/113005.htm>  
<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

### **Funding Program: Transit Enhancements**

**Program Purpose:** To enhance public transportation service or use that are physically or functionally related to transit facilities.

**Statutory Reference(s):** SAFETEA-LU Section(s): 5307(d)(1)(K)

**Funding Source:** DOT/FTA

**Contact Agency:** TARC: 502-561-5111  
KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities); bus shelters; landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights; public art; pedestrian access and walkways; bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles; transit connections to parks within the recipient's transit service area; signage; and enhanced access for persons with disabilities to public transportation.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

Section 5307(d)(1)(K) of SAFETEA-LU stipulates that the recipient for an urbanized area with a population of at least 200,000 must submit a certification that it will expend not less than one percent of the amount the recipient receives each fiscal year under Section 5307 for transit enhancements, as defined in section 5302(a); and will submit an annual report listing projects carried out in the preceding fiscal year with those funds.

Although this language reads differently from that of TEA-21, the intent of the provisions is the same in that both require the spending of one of the urbanized area's section 5307 funds for transit enhancements. SAFETEA-LU, however, provides that FTA may administer the one percent requirement as a certification in contrast to FTA's set-aside approach under TEA-21. There are also other administrative changes resulting from the SAFETEA-LU language. The questions and information below serve as guidance for administering the SAFETEA-LU transit enhancement provision.

**Website(s):** [http://www.fta.dot.gov/documents/transit\\_enhancement\\_faqs-guidance\\_2-10-06\\_final\\_rev1.doc](http://www.fta.dot.gov/documents/transit_enhancement_faqs-guidance_2-10-06_final_rev1.doc)

### **Funding Program: Transportation, Community & System Preservation Program**

**Program Purpose:** To address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. This is a discretionary funding program.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1117

**Funding Source:** DOT/FHWA

**Contact Agency:** KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Improve the efficiency of the transportation system of the United States; reduce the impacts of transportation on the environment; reduce the need for costly future investments

**Funding Program: Transportation, Community & System Preservation Program (cont.)**

in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine community development patterns and identify strategies to encourage private sector development. Eligibility is broadly defined as a project eligible for assistance under title 23 or chapter 53 of title 49, or any other activity the Secretary determines to be appropriate to implement transit-oriented development plans, traffic calming measures, or other coordinated TCSP practices.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/tcsp/>  
<http://www.fhwa.dot.gov/safetealu/factsheets/tcsp.htm>

**Funding Program: Transportation Enhancement Program**

**Program Purpose:** To strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system.

**Statutory Reference(s):** SAFETEA-LU Section(s): 1113, 1122, 6003

**Funding Source:** DOT/FHWA

**Contact Agency:** INDOT: 317-232-5496  
KYTC: 502-564-2060  
KIPDA: 502-266-6084

**Funding Split:** 80/20 (Federal/Non-Federal Funds)

**Eligible Expenses:** Any bicycle and/or pedestrian facility such as a multiuse path, bike lane or sidewalk; acquisition of scenic landscapes; acquisition of historic buildings; overlook and turnout construction; designation signs and markers; landscaping and streetscape improvements; preservation and reuse of buildings in historic districts for transportation-related purposes; rail-trail projects; outdoor advertising control; archeological planning and research; environmental mitigation; and the establishment of transportation museums. Projects must have a connection to some mode of surface transportation.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program.

**Website(s):** <http://www.fhwa.dot.gov/safetealu/factsheets/transenh.htm>  
<http://www.fhwa.dot.gov/environment/te/index.htm>  
<http://www.enhancements.org/index.asp>  
<http://www.in.gov/dot/modetrans/tea/index.html>  
<http://tea21.ky.gov/>

**Funding Program: Urbanized Area Formula Grant**

**Program Purpose:** To provide grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.

**Statutory Reference(s):** 49 U.S.C. Section 5307, 5340, and 5336 (j)

**Funding Source:** DOT/FTA

**Contact Agency:** TARC: 502-561-5111  
KIPDA: 502-266-6084

## **Funding Program: Urbanized Area Formula Grant (cont.)**

**Funding Split:** The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

**Eligible Expenses:** For planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

**Comments:** Projects utilizing these funds are required to be in the KIPDA Louisville (KY-IN) Long-Range Transportation Plan and the Transportation Improvement Program. See also Transit Enhancements.

**Website(s):** [http://www.fta.dot.gov/documents/FTA\\_Urbanized\\_Formula\\_Fact\\_Sheet\\_Sept05.pdf](http://www.fta.dot.gov/documents/FTA_Urbanized_Formula_Fact_Sheet_Sept05.pdf)  
[http://www.fta.dot.gov/documents/FAQ\\_Urbanized\\_Area\\_Formula\\_revised\\_2-10-06\\_final.doc](http://www.fta.dot.gov/documents/FAQ_Urbanized_Area_Formula_revised_2-10-06_final.doc)  
[http://www.fta.dot.gov/17861\\_17863\\_ENG\\_HTML.htm](http://www.fta.dot.gov/17861_17863_ENG_HTML.htm)

**If the project/program you are interested in seeing implemented was not able to be funded using a particular set of funds, there are several options still available to you. You may contact KIPDA staff at 502-266-6084 to see if the project may be eligible for any other funding category or how the application may need to be added to when applying the following year, or you may want to visit <http://www.grants.gov> in order to look at grant opportunities from sources across the Federal Government.**



# Public Participation



## Why is Public Participation Important?

Projects impact the day-to-day operation of the transportation network, which in turn, can impact homes, businesses, communities, and the region in general. People are also concerned about how their tax dollars are being spent, how they may be impacted by a project. Public participation offers the opportunity to gain a unique perspective from members of the community who may live, work, and/or travel in an area where a project is being proposed, or those who are concerned with the overall impacts of a draft item.

By involving the public in long-range transportation planning, we are able to see what the community's concerns and priorities are and make adjustments as a whole or in portions, as necessary. The earlier the public is invited to participate in the planning process, the better the plan (or TIP or other item) can become in terms of addressing concerns raised by the community.

## How does the Public Involvement Process affect me as a Transportation Policy Committee Member?

As a Transportation Policy Committee Member, you are a part of the decision-making group that creates transportation policy for the KIPDA MPO area. You are asked not only to review the draft item before you, but before taking action, to consider a number of factors, one of which is public comment.

At the end of a draft document's public review period, comments received are compiled, and sent to you, the Transportation Policy Committee, for review. This occurs in advance of when action is being proposed on the draft item to give you ample time to review and consider comments. This is the opportunity to consider what the public has to say and consider potential alternatives before voting on the draft item. This is also the opportunity to propose changing or amending the draft item in response to those comments before taking final action.

Once the Transportation Policy Committee (TPC) has adopted the draft item, such as the Transportation Improvement Program or Long-Range Plan, the summary of public comments is included as an appendix to that document. Comments are also kept on file at KIPDA. If you have any questions or concerns about the participation process, or about the comments you receive as a result, please contact KIPDA staff.

KIPDA staff also receives comments outside of official public review periods. All comments received are forwarded to the TPC for their review and consideration, just as they would be during an official review and comment period.

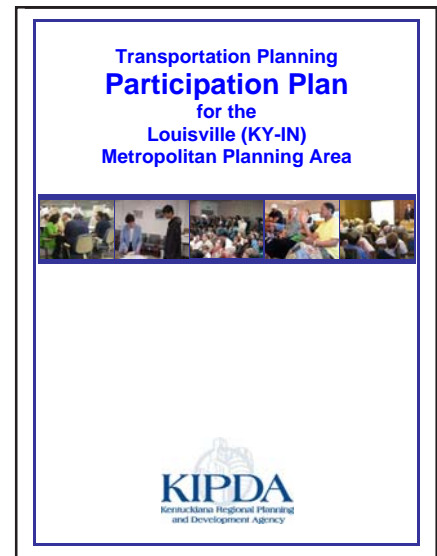


## How has KIPDA organized the Participation Process?

KIPDA has developed the *Transportation Planning Participation Plan*, which outlines public participation steps. This document is an update of *The Public Involvement Plan* that was adopted by the Transportation Policy Committee in 2006. We have outlined the public involvement process in such a way for several reasons:

- 1.) to remain consistent for each public review period;
- 2.) to inform committee members of the process and what it involves; and
- 3.) to ensure compliance with the most recent rules and regulations that govern public involvement in the transportation planning process.

For a hard copy of *Transportation Planning Participation Plan*, please email us: [kipda.trans@ky.gov](mailto:kipda.trans@ky.gov) or phone our office at (502) 266-6084.





# What else does KIPDA do?

KIPDA serves a variety of purposes. The map below illustrates all of the KIPDA counties and the specific KIPDA activities for which each county is eligible. Besides being an MPO, KIPDA is also an Area Development District (ADD) and a designated Area Agency on Aging (AAA). These two designations apply to the Kentucky counties of KIPDA only. The KIPDA Board of Directors oversees the MPO, ADD and AAA functions and has members from both Indiana and Kentucky.

The KIPDA ADD and AAA include Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties. The ADD serves as a forum, clearinghouse, technical center, and convener for these counties. The ADD is responsible for a wide variety of programs that serve local government. One of these activities is rural transportation planning. The KIPDA Regional Transportation Council (RTC) formed as part of the ADD transportation planning process. The RTC was established to provide local and regional input to the Kentucky Transportation Cabinet's planning process and includes Henry, Shelby, Spencer, and Trimble counties. The RTC consists of chief elected officials and their representatives.



KIPDA Counties, Designations, and Involvement

The KIPDA Area Agency on Aging (AAA) is required by the federal Older Americans Act to:

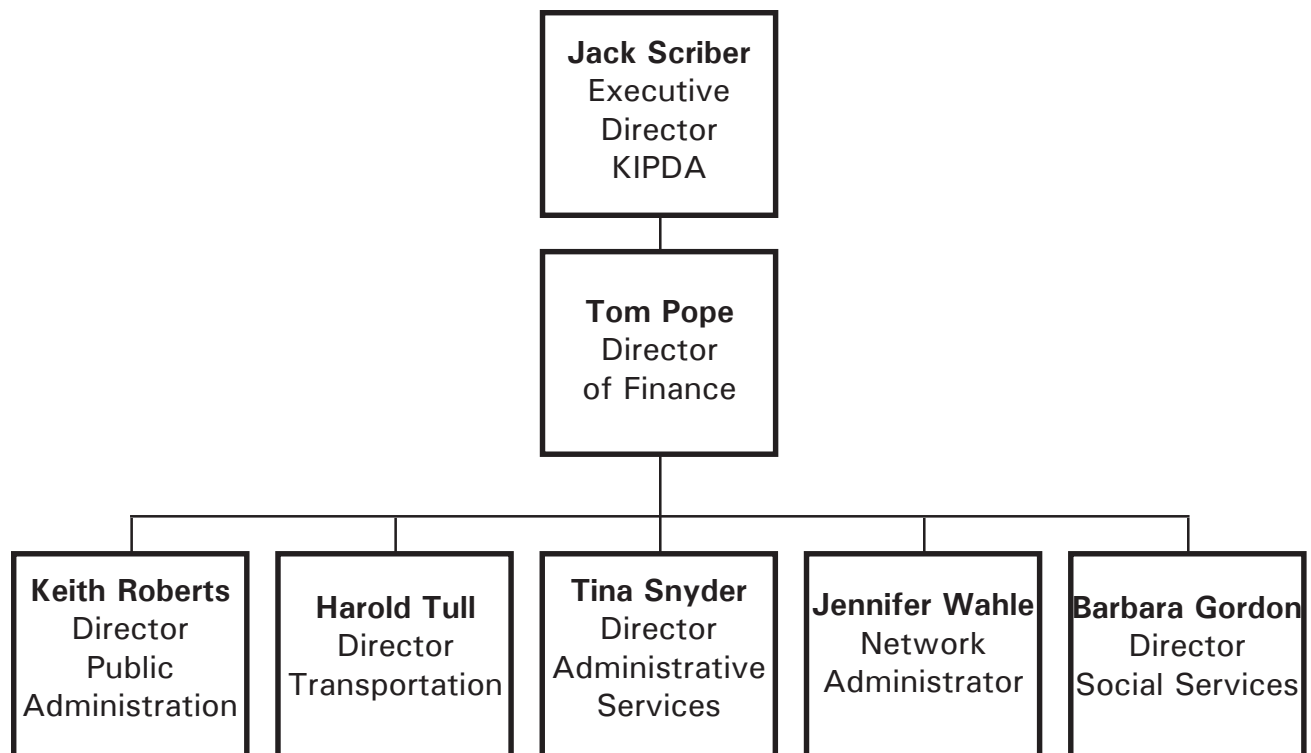
- 1.) Provide access to service;
- 2.) support independent living through home and community-based care;
- 3.) meet the nutritional needs of older adults; and
- 4.) protect the rights of the most vulnerable elders.

The Division of Social Services addresses issues as varied as the Personal Care Attendant



Program for disabled adults, to the Homecare program for frail elders in need of assistance in order to remain in their homes, to Health Promotions. These programs are coordinated and contracted for by KIPDA Social Services staff and funded by a variety of federal, state and local dollars as well as grants from private and public agencies.

The organizational chart below may help you better understand the KIPDA structure. If you have any questions about the other functions of KIPDA and are not sure where to start, please contact us and we can refer you to the proper division and staff member.





# **Appendix A**

## **Transportation Policy Committee**

### **Bylaws, Membership & Contact Information**



**BYLAWS OF THE  
TRANSPORTATION POLICY COMMITTEE  
KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY**

**ARTICLE I**

Purpose and Authority

The Kentuckiana Regional Planning and Development Agency, KIPDA is the metropolitan planning organization (MPO) for the Louisville urbanized area. The Governors of Indiana and Kentucky designated KIPDA as such in December 1973, and March 1974, respectively.

With this designation as the agency responsible for the urban transportation planning process, KIPDA is responsible for carrying out, in cooperation with the States, the provisions of Section 134, Title 23 and Section 8, Title 49 of the U.S. Code, as amended.

By a Memorandum of Understanding between the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, the Air Pollution Control District of Jefferson County, the Kentucky Natural Resources and Environmental Protection Cabinet, the Indiana Department of Environmental Management, and KIPDA executed in 2000, the Transportation Policy Committee (TPC) of KIPDA has the responsibility for cooperatively carrying out the urban transportation planning and programming process for the Louisville urbanized area. This includes responsibility for the review and approval of appropriate urbanized area transportation plans, whether short-range or long-range, implementation programs, such as the Transportation Improvement Program, and other similar related actions.

The Memorandum of Understanding establishes basic agreements on the transportation planning process, such as responsibilities, funding, establishment of the Transportation Policy Committee, membership of the committee, and program contents.

The relationship of the KIPDA Board to the TPC is also addressed in the Memorandum of Understanding. The board is responsible for grants and contracts, aviation planning and programming, and other appropriate transportation planning and programming affecting the region as a whole. The Unified Planning Work Program is subject to endorsement by the board in addition to the TPC.

The geographic area for the transportation planning process encompasses the urbanized area, as defined by the Bureau of the Census, and at a minimum, the area likely to be urbanized in the period covered by the long-range transportation plan, as agreed upon by KIPDA and the states.

## **ARTICLE II**

### **Membership**

1. The Transportation Policy Committee (TPC) membership includes the principal elected officials of general purpose local governments in the transportation planning area who are members of the KIPDA Board and representatives of major implementing agencies.
2. The membership includes voting and advisory members. Advisory members actively participate in all committee discussions. Advisory members do not have a vote in matters requiring committee action. Advisory members may not hold office.
3. Members, either voting or advisory, may be added to, or removed from the TPC by a two-thirds majority vote of voting members present, provided a quorum is present.
4. Attachment A presents the current membership of the Transportation Policy Committee.

## **ARTICLE III**

### **Officers**

1. The officers of the TPC shall be a chairperson and a vice-chairperson. These officers shall perform the duties prescribed by these bylaws and those outlined in the current edition of Robert's Rule of Order.
2. As cited in the Prospectus, the highest-ranking officer of the KIPDA Board from the urbanized area who is also a member of the TPC serves as chairperson of the TPC. If the chair is declined by such officer of the KIPDA Board, or if the chair otherwise becomes vacant, the TPC shall recommend by a two-thirds majority vote of members present, provided a quorum exists, a chairperson to the KIPDA Board for approval. Board approval will install the selected chairperson in office.
3. The vice-chairperson may be elected by the membership at the first meeting of the calendar year.
4. No member shall hold more than one (1) office at a time.
5. The Director of the KIPDA Transportation Division, or his/her designee, shall serve as recording secretary of the TPC.

## **ARTICLE IV**

### **Meetings**

1. The regular meeting time of the TPC shall be the fourth Thursday of the month, just prior to the

KIPDA Board meeting. Special meetings may be necessary from time to time and will be scheduled by the recording secretary in consultation with the chairperson. If TPC action is not required at a regular meeting, the meeting may be canceled by the recording secretary in consultation with the chairperson of the TPC. The TPC shall meet at least four times a year.

2. Prior written notice of every regular meeting of the TPC, stating the time, place, and purpose shall be given by personal delivery, mail or electronic mail and not less than three working days prior to the date of the meeting. Attendance at a meeting shall constitute a waiver of notice.
3. Special meetings can be called by the chairperson or by request of the KIPDA staff. The purpose of the meeting shall be stated in the call. The established mailing list for the TPC shall be used to notify members of the special meeting. Except in cases of emergency, at least three (3) working days notice shall be given. Attendance at a meeting shall constitute waiver of notice.
4. The presence of seven (7) voting members of the TPC shall constitute a quorum. A simple majority vote of voting members present (provided a quorum is present) shall be required for the passage of any action unless stated otherwise within these bylaws.
5. An alternate for a committee member must present to the chairperson, or have on file with the recording secretary, written notice of their authority to represent the jurisdiction or agency in question. The notice must be from the specific member listed in Attachment A.
6. If a quorum is not present to call the meetings to order, agenda items which require action will be postponed until the next meeting of the committee.

## ARTICLE V

### Transportation Technical Coordinating Committee

1. The Transportation Technical Coordinating Committee (TTCC) provides technical review, supervision, and assistance to the transportation planning process for the Louisville urbanized area. The TTCC offers technical advice on matters presented for consideration by the TPC.
2. The TTCC membership includes representatives from both state and local planning agencies as well as local and state implementing agencies.
3. The TPC will review and approve proposed changes in the membership of the TTCC. A two-thirds majority vote of voting members present, provided a quorum is present, is required.
4. The chairperson of the TTCC shall serve as an advisory member of the TPC.

## **ARTICLE VI**

### **Subcommittees**

1. The TPC shall, from time to time, create such subcommittees as are necessary to carry on the work of the committee. All subcommittees shall be appointed by the chairperson.
2. The chairperson shall be an ex-officio member of all subcommittees.
3. The TPC shall dissolve the subcommittee when its work is completed.

## **ARTICLE VII**

### **Parliamentary Authority**

The rules contained in the current edition of Robert's Rules of Order shall govern the TPC in all cases to which they are applicable and in which they are not inconsistent with these bylaws and any special rules of order the TPC may adopt.

## **ARTICLE VIII**

### **Amendment of Bylaws**

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

**ATTACHMENT A**  
**MEMBERS OF THE TRANSPORTATION POLICY COMMITTEE**

**VOTING MEMBERS**

1. Bullitt County, Judge/Executive
2. City of Charlestown, Mayor
3. Clark County, President of the Board of Commissioners
4. Town of Clarksville, President of the Town Board
5. Floyd County, President of the Board of Commissioners
6. Indiana Department of Transportation, Commissioner
7. Indiana Department of Transportation, Multi-Modal Transportation Division Chief
8. Jefferson County League of Cities, Representative
9. City of Jeffersontown, Mayor
10. City of Jeffersonville, Mayor
11. Kentucky Transportation Cabinet, Secretary
12. Louisville Metro, Mayor
13. City of New Albany, Mayor
14. Oldham County, Judge/Executive
15. City of Shively, Mayor
16. City of St. Matthews, Mayor
17. Regional Airport Authority, Chairperson of the Board
18. Transit Authority of River City, Chairperson of the Board

**ADVISORY MEMBERS**

1. Federal Aviation Administration, Memphis Office Director
2. Federal Highway Administration, Indiana Division Administrator
3. Federal Highway Administration, Kentucky Division Administrator
4. Federal Transit Administration – Region 4 Director
5. Kentucky Transportation Cabinet – District 5, Chief District Engineer
6. Louisville Metro Planning & Design Services, Director
7. Transportation Technical Coordinating Committee, Chairperson
8. U.S. Dept. of Housing and Urban Development, Louisville Area Office Director

# Contact Information

## Voting Members

Bullitt County Judge/Executive  
The Honorable Melanie Roberts  
PO Box 768  
Shepherdsville KY 40165  
502-955-8578  
FAX 502-543-1577  
Email: mroberts@bcky.org

City of Charlestown, Mayor  
The Honorable Michael Hall  
304 Main Cross Street  
Charlestown IN 47111  
812-256-3422  
FAX 812-256-7140  
Email: mikehall@cityofcharlestown.com

Clark County, Board of Commissioners President  
The Honorable Ed Meyer  
City/County Building, Room 306  
Jeffersonville IN 47130  
812-285-6275  
FAX: 812-285-6366  
Email: acoleman@co.clark.in.us

Town of Clarksville, Town Council President  
The Honorable Paul Kraft  
2000 Broadway, Suite 208  
Clarksville IN 47129  
812-283-1503  
FAX 812-280-5558  
Email: trish@digicove.com

Floyd County, Board of Commissioners President  
The Honorable Stephen Bush  
311 Hauss Square, Suite 214  
New Albany IN 47150  
812-285-6687  
FAX: Not provided  
Email: commissioner@floydcounty.in.gov

Indiana Department of Transportation,  
Commissioner  
Karl B. Browning  
100 North Senate Avenue #N755  
Indianapolis IN 46204  
317-232-5526  
FAX 317-232-0238  
Email: kbrowning@indot.state.in.us

## Voting Members (continued)

Indiana Department of Transportation,  
Multimodal Transportation Division Chief  
Designee  
100 North Senate Avenue #N901  
Indianapolis IN 46204  
317-232-1495  
FAX 317-232-1499  
Email: Not provided

Jefferson County League of Cities Representative  
The Honorable J. Byron Chapman, Mayor  
City of Middletown  
PO Box 43048  
Louisville KY 40253  
502-245-2762  
FAX: 502-245-6047  
Email: byron@chapmanengineering.net

City of Jeffersontown, Mayor  
The Honorable Clay Foreman  
10416 Watterson Trail  
Jeffersontown KY 40299  
502-267-5000  
FAX 502-267-6338  
Email: cforeman@jeffersontownky.com

City of Jeffersonville, Mayor  
The Honorable Robert Waiz  
501 East Court Avenue  
Jeffersonville IN 47130  
812-285-6400  
FAX 812-285-6468  
Email: jeffmayor@hotmail.com

Kentucky Transportation Cabinet Secretary  
Bill Nighbert  
200 Mero Street  
Frankfort KY 40622  
502-564-4890  
FAX 502-564-9540  
Email: bill.nighbert@ky.gov

Louisville Metro Mayor  
The Honorable Jerry Abramson  
527 West Jefferson Street  
Louisville KY 40202  
502-574-6161  
FAX 502-574-6605  
Email: mayor@louisvilleky.gov

## **Voting Members (continued)**

City of New Albany Mayor  
The Honorable James Garner  
311 Hauss Square, Suite 316  
New Albany IN 47150  
812-948-5333  
FAX 812-948-1596  
Email: mayor@cityofnewalbany.com

Oldham County Judge/Executive  
The Honorable Duane Murner  
100 West Jefferson Street  
LaGrange KY 40031  
502-222-9357  
FAX 502-222-3210  
Email: dmurner@oldhamcounty.net

City of Shively, Mayor  
The Honorable Sherry Conner  
PO Box 16007  
Shively, KY 40216  
502-449-5000  
FAX 502-449-5004  
Email: mayorconner@insightbb.com

City of St. Matthews, Mayor  
The Honorable Bernard Bowling  
3940 Grandview Avenue  
St. Matthews KY 40207  
502-895-9444  
FAX 502-895-0510  
Email: bbowling@kystmatthews.com

Regional Airport Authority, Chair  
J.D. Nichols  
PO Box 9129  
Louisville KY 40209  
502-368-6524  
FAX 502-368-5895  
Email: jdnichols@ntsdevco.com

Transit Authority of River City, Chair  
Brad Baumert  
C/O Zip Express  
1234 W Broadway  
Louisville KY 40203  
502-515-6514  
FAX: Not provided  
Email: bradb@zipexpress.com

## **Advisory Members**

Federal Aviation Administration, Memphis Office  
Director  
Charles Harris  
Federal Aviation Administration – Memphis  
Airports District Office, ADO  
3385 Airways Boulevard, Suite 302  
Memphis TN 38116  
901-544-3495  
FAX: Not provided  
Email: Not provided

Federal Highways Administration, Indiana  
Larry Heil  
575 North Pennsylvania Street, Room #254  
Indianapolis IN 46204  
317-226-7480  
FAX: 317-226-7341  
Email: larry.heil@fhwa.dot.gov

Federal Highway Administration, Kentucky  
Jose Sepulveda  
320 W Broadway  
Frankfort KY 40601  
502-223-6721  
FAX 502-223-6735  
Email: Jose.Sepulveda@fhwa.dot.gov

Federal Transit Administration, Region 4  
Tony Dittmeier  
61 Forsyth Street SW, Suite 17T50  
Atlanta GA 30303  
404-562-3511  
FAX 404-562-3505  
Email: tony.dittmeier@fta.dot.gov

Kentucky Transportation Cabinet, District 5 Chief  
District Engineer  
Matthew Bullock  
PO Box 37090  
Louisville KY 40223  
502-367-6411  
FAX 502-363-6170  
Email: matt.bullock@ky.gov

Louisville Metro Planning & Design Services,  
Director  
Charles Cash  
444 S 5th Street  
Louisville KY 40202  
502-574-6230  
FAX 502-574-8129  
Email: charles.cash@louisvilleky.gov

## **Advisory Members (continued)**

TTCC Chair

Tom Clevidence, Town Engineer

Town of Clarksville

2000 Broadway

Clarksville IN 47129

812-288-7155 ext. 334

FAX 812-283-5549

Email: tcleviomni@aol.com

U.S. Department of Housing & Urban Development,  
Louisville Area Office Director

Krista Mills

601 W Broadway

Louisville KY 40202

502-582-6163

FAX 502-582-6074

Email: krista\_mills@hud.gov

# **Appendix B**

# **Glossary of Commonly–Used Transportation Terms & Acronyms**



## **A**

### **AASHTO American Association of State Highway and Transportation Officials**

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

### **ADA Americans with Disabilities Act of 1990**

A Federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

### **ADT Average Daily Traffic**

An average daily traffic figure for a 24-hour period based on actual traffic counts and factored to account for seasonal variations.

### **AMPO Association of Metropolitan Planning Organizations**

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

### **APTA American Public Transit Association**

The American Public Transportation Association (APTA), is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

### **Apportionment**

A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed funding formulas in the law and consists of dividing authorized obligation authority for a specific program among the states.

### **Area Source**

Small stationary and non-transportation pollution sources that are too small/numerous to be included as point sources, but may collectively contribute significantly to air pollution (i.e., dry cleaners).

### **Arterial**

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

### **Attainment Area**

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an attainment area

for one pollutant and a nonattainment area for others. Nonattainment areas are areas considered not to have met these standards for designated pollutants.

## **B**

### **Bicycle**

A vehicle having two tandem wheels, propelled solely by human power, upon which any person or persons may ride.

### **Bicycle Facilities/Amenities**

A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

### **Bicycle Lane (Bike Lane)**

A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

### **Bicycle Route (Bike Route)**

A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

### **Bikeway**

A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

### **Budget Authority**

Empowerment by Congress that allows Federal agencies to incur obligations or spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of “contract authority.”

## **C**

### **CAA            Clean Air Act**

Originally passed in 1970 to improve air quality in America to assure basic health conditions for all. The CAA was amended in 1990 (often referred to as the CAAA) and imposes requirements for State Implementation Plans to improve air quality.

### **CBD            Central Business District**

That portion of a city which serves as the primary activity center. Its land use is characterized by intense business activity that serves as a destination for a significant number of daily work trips.

### **CMAQ           Congestion Mitigation and Air Quality Funds**

A categorical funding program created with ISTEA and continued under TEA-21. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

**CMS            Congestion Management System**

Defined by ISTEA and elaborated in pending FHWA regulations. Requires that each Transportation Management Area (see definition of TMA) develop a CMS that provides for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies to support both short and long range metropolitan planning.

**Collector**

A roadway linking traffic on local roads to the arterial road network.

**Conformity**

Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Corridor Analysis**

Corridor Analysis refers to the study of a transportation corridor or pathway that generally follows an arterial, transit route, or rail line. The study examines the population and trip needs served by the corridor and potential types transportation solutions to serve the corridor.

**D****E****EIS            Environmental Impact Statement**

Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. This acronym is also added to in order to describe the current status of the EIS (i.e., FEIS: Final Environmental Impact Statement and DEIS: Draft Environmental Impact Statement).

**EPA            Environmental Protection Agency**

The Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

**Emissions Budget**

The part of the State Implementation Plan (SIP) that identifies the allowable emissions levels, mandated by the National Ambient Air Quality Standards (NAAQS), for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.

**F****FHWA           Federal Highway Administration**

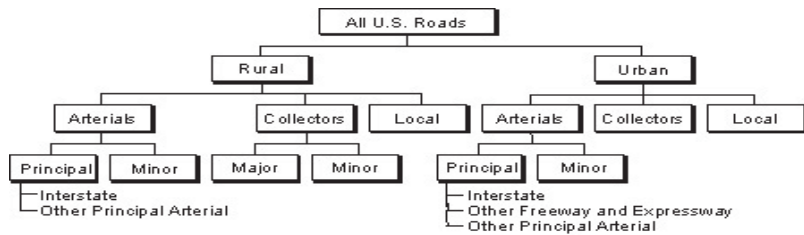
A Division of the United States Department of Transportation (USDOT) responsible for funding highway planning and programs.

**FTA Federal Transit Administration**

A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

**Functional Classification**

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.



**G**

**GIS Geographic Information System**

A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

**H**

**HOV High Occupancy Vehicle**

A motor vehicle carrying at least two or more occupants including the driver. An HOV could be a transit bus, vanpool, or any other vehicle that meets the minimum occupancy requirements, usually expressed as two or more, or three or more, etc., persons per vehicle.

**High Occupancy Vehicle (HOV) Lane**

A preferential lane that is reserved for use by high occupancy (2 or more persons) vehicles.

**I**

**INDOT Indiana Department of Transportation**

INDOT is the state agency responsible for transportation funding, planning and programs at the statewide level.

**ISTEA Intermodal Surface Transportation Efficiency Act of 1991**

Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92–97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

**ITS Intelligent Transportation Systems**

Use of computer and communications technology to facilitate the flow of information between travelers and system operators. Includes concepts such as “freeway management systems,” “automated fare collection,” and “transit information kiosks.”

**Intermodal**

The ability to connect and the connections between modes of transportation.

## **Interstates**

Interstates (I-64, I-65, I-264, et cetera) are designed for interstate travel and high-volume, high-speed, unimpeded traffic flow. They are easily recognized as divided highways utilizing grade separation and accessible only by a system of ramps from arterial roadways.

## **J**

## **K**

### **KYTC      Kentucky Transportation Cabinet**

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

## **L**

### **LOS      Level of Service**

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

### **Local Roads**

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

### **Long Term**

In transportation planning, refers to a time span of generally 20 or more years. The transportation plan for metropolitan areas and States should include projections for land use, population, and employment for no shorter than a 20-year period.

## **M**

### **MPO      Metropolitan Planning Organization**

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

### **MSA      Metropolitan Statistical Area**

An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

### **Maintenance Area**

Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

### **Metropolitan Study Area Boundary (Study Area Boundary)**

This boundary must enclose at least the existing Urban Area and the contiguous area expected to be urbanized in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program (TIP), other program activities, and the current boundary that recognizes the authority of the Transportation Policy Committee (TPC).

### **Multimodalism**

An emphasis on using multiple modes of transportation.

## **N**

### **NAAQS National Ambient Air Quality Standards**

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the Clean Air Act (CAA).

### **Non-Attainment Area**

A non-attainment area is one where air quality monitors show that the area exceed the level of toxic emissions (ozone or carbon monoxide) allowed by the EPA. The boundary of the area is determined by the EPA in conjunction with the governor of each state. A geographic region of the United States that the EPA has designated as not meeting the National Ambient Air Quality Standards (NAAQS).

## **O**

## **P**

### **Pedestrian**

A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

## **Q**

## **R**

### **ROW Right-of-Way**

A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

## **S**

### **SAFETEA-LU Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users**

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm

foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

**SIP State Implementation Plan**

A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

**STIP State Transportation Improvement Program**

A short-term transportation planning document covering at least a three-year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

**STP Surface Transportation Program**

A categorical funding program created in ISTEA and retained in the Transportation Equity Act for the 21st Century (TEA-21). Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety

**Shared Use Path**

A pathway physically separated from motor vehicle traffic and used by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways to minimize conflict with cross-street traffic.

**Signed, Shared Roadway**

A segment of roadway designated by bike route signage that either provides continuity to other existing bicycle facilities or that designates a preferred route through a corridor.

**T**

**TAZ Transportation Analysis Zone**

An area defined by a Metropolitan Planning Organization (MPO) for tabulating transportation statistics from the census. A TAZ may be as small as a Census block, may combine several Census Blocks, or its boundaries may cut through Census blocks due to physical barriers to travel.

**TCM Transportation Control Measure**

Actions to adjust traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, ridesharing, telecommuting, etc. Such actions may be included in the State Implementation Plan (SIP) if needed to demonstrate attainment for National Ambient Air Quality Standards (NAAQS).

**TDM Transportation Demand Management**

The operation and coordination of various transportation system programs to provide the most efficient and effective use of existing transportation services and facilities. TDM is one category of traffic system management actions.

**TE Transportation Enhancement Funds**

A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

**TEA-21 Transportation Equity Act of the 21st Century**

A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately \$218 billion in funding was authorized, the now second-largest amount in history, and is used for highway, transit, and other surface transportation programs.

**TIP Transportation Improvement Program**

A program of transportation projects drawn from, or consistent with the transportation plan and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. This document is prepared by Metropolitan Planning Organizations (MPOs) listing projects to be funded with FHWA/FTA funds for the next one to three-year period.

**TMA Transportation Management Area**

Any urbanized area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on a continuing and comprehensive process carried out by the MPO in cooperation with States and transit operators. The TMA boundary affects the responsibility for the selection of transportation projects that receive Federal funds.

**TSM Transportation System Management**

Actions that improve the operation and coordination of transportation services and facilities to effect the most efficient use of the existing transportation system. Actions include operational improvements to the existing transportation system, new facilities, and demand management strategies.

**Transportation Plan**

A long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. It gives emphasis to those facilities that serve important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

**Transportation Planning**

A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of twenty years; short-range programming of specific projects usually covers a period of three to five years.

**Traffic Volume**

Number of vehicles passing a given point over a period of time.

**Transportation Study Area/Transportation Planning Area**

This federally mandated area includes the Urban Area, the contiguous area expected to become urban in the next twenty years, and the non-attainment area.

## **Travel Demand Forecasting Model**

A computer model that simulates real world conditions that can be used to show the impact of changes in a metropolitan area on the transportation system (such as adding a new road or transit line, or increases in population or employment). Current FHWA and FTA planning regulations require only that the MPO have an analytical process in place for evaluating projects.

## **U**

### **UA Urban Area**

The Census Bureau defines “urban” for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, “urban” consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of “extended cities;” 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute “rural.” This boundary is the line of demarcation for rural/ urban functional classification on roadways.

### **UZA Census Defined Urbanized Area**

UZA is defined by the Bureau of the Census as being comprised of “... one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons.” The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

## **V**

### **VMT Vehicle Miles of Travel**

The measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of a trip by the total number of trips. As vehicle miles of travel increase, congestions and auto emissions that degrade air quality may be expected to increase also.

## **W**

## **X**

## **Y**

## **Z**

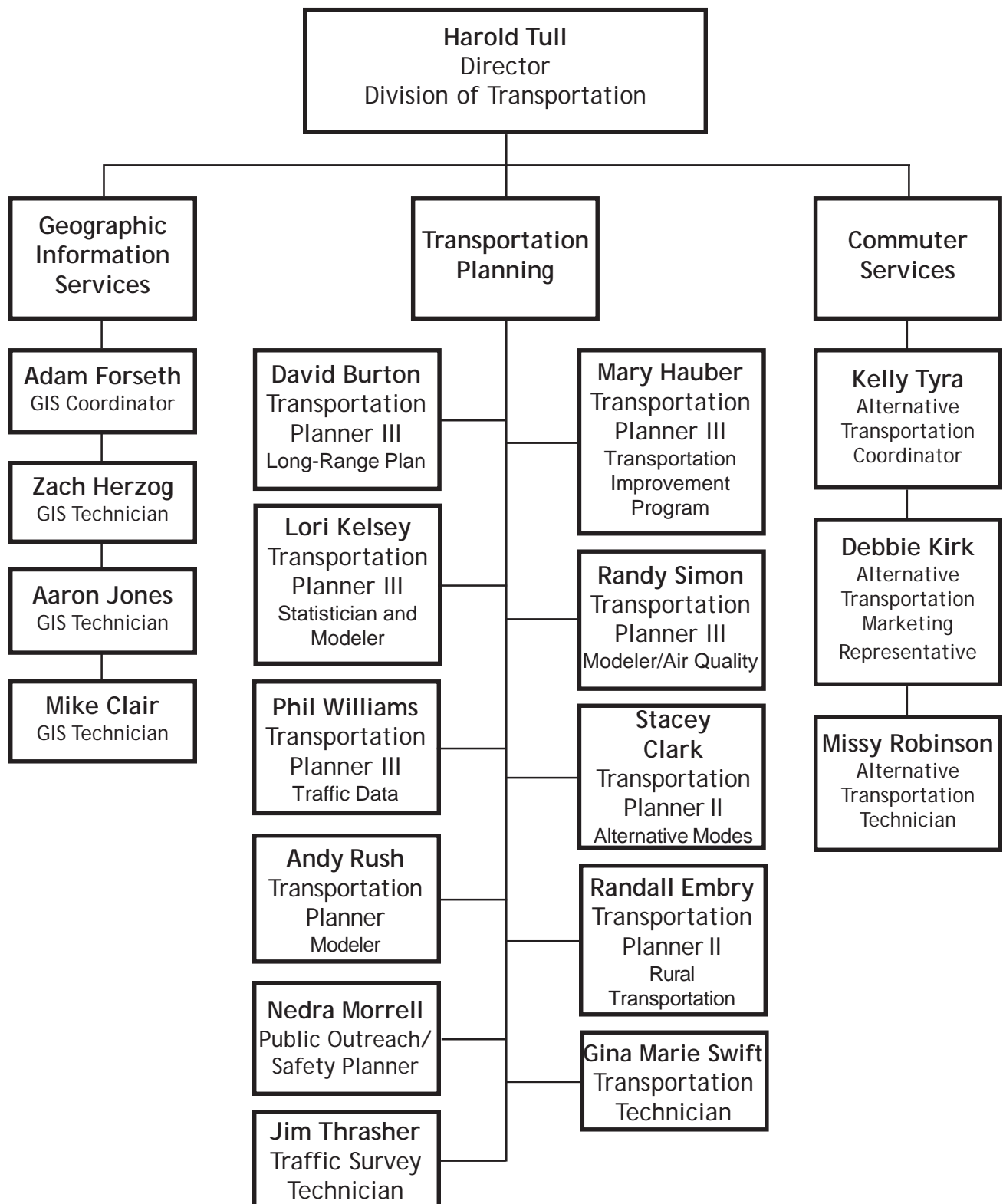


# **Appendix C**

## **Transportation Division Services & Staff**



# KIPDA Transportation Staff



All KIPDA email addresses are formatted the same way. You can email any staff member by using the following template: `FirstName.LastName@ky.gov` - for example, to email Stacey Clark, you would use this address: `Stacey.Clark@ky.gov`.

# Documents available from the KIPDA Transportation Division

The following list contains the documents directly available from the KIPDA Transportation Division. If you know of a transportation document, but do not see it listed below, please ask – it may be a new addition, or it may not be available from us, but we probably know how you can get it. These documents are also available in electronic format from the KIPDA website: <http://www.kipda.org>, and transportation studies from various localities are also available there.

- Horizon 2030 – The Long Range Transportation Plan for the Louisville (KY–IN) Metropolitan Planning Area
- Transportation Improvement Program
- Unified Planning Work Program (UPWP)
- Participation Plan
- KIPDA Regional Household Travel Survey
- Getting Around in the KIPDA Region

# KIPDA Transportation Division

## Staff Services

We are here to help! The KIPDA Transportation Division provides planning and technical assistance to help meet the transportation needs of all the counties within the Metropolitan Planning Area and the KIPDA region. If you have any questions about a transportation-related project or process, contact us. The following are examples of the services the KIPDA Transportation Division provides:

- Creation and/or assistance with the formation and updates of the following:
  - ☞ Long-Range Transportation Plan
  - ☞ Travel Model Development
  - ☞ Air Quality Analysis/Consultation
  - ☞ Congestion Management System
  - ☞ Bicycle and Pedestrian Element of the Long-Range Plan
  - ☞ Transportation Improvement Program
  - ☞ Long and Short-Range Transportation Planning Studies
- Administration
  - ☞ Public Participation
  - ☞ Environmental Justice/Title VI
  - ☞ Unified Planning Work Program
- Collection and maintenance of various types of information:
  - ☞ Traffic Counts
  - ☞ Project Information Database
  - ☞ Socioeconomic Data
  - ☞ Bicycle and Pedestrian Facilities
  - ☞ KIPDA Park and Ride Inventory
  - ☞ Intermodal Facilities
  - ☞ Geographic Data
  - ☞ Travel Model Data

Contact the KIPDA Transportation Division for more information on any of the items you see listed above or any other questions you may have about transportation. You may reach us by phone (502) 266-6084, fax (502) 266-5047, email: [kipda.trans@ky.gov](mailto:kipda.trans@ky.gov) or regular mail at: KIPDA Transportation Division, 11520 Commonwealth Drive, Louisville, Kentucky, 40299.



# **Appendix D**

## **Project Information Form: Instructions & Examples**



# The Project Information Form (PIF)

The Project Information Form (PIF) is central to collecting and properly maintaining project information. Any time a project sponsor is ready to submit a new project or update project information, it must by completing a PIF.

Several times a year KIPDA staff confirms project information with project sponsors. When this occurs, a completed PIF for each project is sent to that project sponsor. The sponsor checks over the information and returns the PIF, either unchanged if there are no corrections, or the corrected PIF back to KIPDA staff. When a call for new projects is issued, a blank PIF is sent to each project sponsor. You can make as many copies as needed for the number of new projects you wish to submit.

It is critical to complete/update PIFs with all known information each time it is sent; many federally mandated analyses and reviews are dependent upon the information contained in the KIPDA project database, and our information is only as good as the source. In addition, the project information that is provided to public, including project information in the Long-Range Plan and Transportation Improvement Program (TIP) is completely dependent upon the information we receive from the Project Information Form.

The following pages contain a blank PIF, an example of a completed PIF for submission to the Long-Range Plan, and an example of a completed PIF for when a project is ready to move to the Transportation Improvement Program. If you have any questions about any of the fields of the PIF in general, please contact KIPDA staff.

# KIPDA Project Information Form

Directions: Place project information in the spaces provided below.

Project Name		Project Secondary Name			Project ID
<b>Project Description Changes</b>					
<b>Please Provide (if not already included) or Update Project Purpose</b>					
<b>Project Planning Document Status (Check All that Apply)</b>			<b>Project Cost for Plan/Illustrative List</b>		
This project belongs in the following KIPDA Document(s):			Transportation Plan		
<input type="checkbox"/> Transportation Plan			Illustrative List		
<input type="checkbox"/> Transportation Improvement Program					
<input type="checkbox"/> Illustrative List					
<b>Project Completion Status</b>			Anticipated Primary Funding Source		State ID#
Not Applicable			<input type="checkbox"/> Federal <input type="checkbox"/> Non Federal		
Transportation Improvement Program Funding Proposal					
Federal Fiscal Year	Funding Source	Project Phasee	Federal Dollars	Other Dollars	Total Dollars
		Prel. Engineering			
		Design			
		Right of Way			
		Utilities			
		Construction			
		Transit Capital			
		Other			
<b>Project Development Status</b>					
		Existing	Proposed		
				Existing	Proposed
Number of Signals between Termini				Number of Travel Lanes	
Lane Widths				Number of Turning Bays	
Posted Speed Limit(s)				Center Turn Lane (Y/N)	
Is the Project ADA Accessible?	Is the NEPA Process Complete?	Has Any ROW been Acquired?		Year Open to Public	CMAQ Projects Only: Has a CMAQ Letter of Eligibility been received?
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No
Is Construction Underway?	Does Project Include Bicycle Facilities?	Does the Project Include Pedestrian Facilities?		<b>Authorized Signature of Sponsoring Agency</b>	
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			

**KIPDA Project Information Form** Department of Transportation

Directions: Place project information in the spaces provided below.

Project Name <b>State Highway 44</b>		Project Secondary Name <b>Main Street</b>		Project ID		
Project Description Changes <b>Reconstruct and add center turn lane from Bypass to 2.0 miles east of Bypass.</b>						
Please Provide (if not already included) or Update Project Purpose <b>Improve safety and reduce congestion.</b>						
<b>Project Planning Document Status (Check All that Apply)</b>			<b>Project Cost for Plan/Illustrative List</b>			
This project belongs in the following KIPDA Document(s):			Transportation Plan <b>\$8,800,000</b>			
<input checked="" type="checkbox"/> Transportation Plan			Illustrative List			
<input type="checkbox"/> Transportation Improvement Program						
<input type="checkbox"/> Illustrative List						
<b>Project Completion Status</b>		Anticipated Primary Funding Source		State ID#		
Not Applicable		<input checked="" type="checkbox"/> Federal <input type="checkbox"/> Non Federal		<b>347.5</b>		
Transportation Improvement Program Funding Proposal						
Federal Fiscal Year	Funding Source	Project Phasee	Federal Dollars	Other Dollars	Total Dollars	
	<b>STP</b>	Prel. Engineering				
	<b>STP</b>	Design				
	<b>STP</b>	Right of Way				
	<b>STP</b>	Utilities				
	<b>STP</b>	Construction				
		Transit Capital				
		Other				
<b>Project Development Status</b>						
	Existing		Proposed		Existing    Proposed	
Number of Signals between Termini	<b>1</b>		<b>1</b>		Number of Travel Lanes	<b>2</b> <b>2</b>
Lane Widths	<b>12 ft.</b>				Number of Turning Bays	<b>1</b> <b>1</b>
Posted Speed Limit(s)	<b>35 mph</b>				Center Turn Lane (Y/N)	<b>N</b> <b>Y</b>
Is the Project ADA Accessible?	Is the NEPA Process Complete?	Has Any ROW been Acquired?		Year Open to Public	CMAQ Projects Only: Has a CMAQ Letter of Eligibility been received?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>2015</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Is Construction Underway?	Does Project Include Bicycle Facilities?	Does the Project Include Pedestrian Facilities?		<b>Authorized Signature of Sponsoring Agency</b> <i>Department of Transportation Official</i> <b>Date Signed: 9-30-2003</b>		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				

**TIP PIF Example**

**KIPDA Project Information Form** Department of Transportation

Directions: Place project information in the spaces provided below.

Project Name <b>State Highway 44</b>		Project Secondary Name <b>Main Street</b>		Project ID	
Project Description Changes <b>Reconstruct and add center turn lane from Bypass to 2.0 miles east of Bypass.</b>					
Please Provide (if not already included) or Update Project Purpose <b>Improve safety and reduce congestion.</b>					
<b>Project Planning Document Status (Check All that Apply)</b>			<b>Project Cost for Plan/Illustrative List</b>		
This project belongs in the following KIPDA Document(s):			Transportation Plan <b>\$8,200,000</b>		
<input checked="" type="checkbox"/> Transportation Plan			Illustrative List		
<input type="checkbox"/> Transportation Improvement Program					
<input type="checkbox"/> Illustrative List					
<b>Project Completion Status</b>		Anticipated Primary Funding Source		State ID#	
Not Applicable		<input checked="" type="checkbox"/> Federal <input type="checkbox"/> Non Federal		<b>347.5</b>	
Transportation Improvement Program Funding Proposal					
Federal Fiscal Year	Funding Source	Project Phase	Federal Dollars	Other Dollars	Total Dollars
<b>2007</b>	<b>STP</b>	Prel. Engineering	<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>
<b>2008</b>	<b>STP</b>	Design	<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>
	<b>donated</b>	Right of Way			
<b>2010</b>	<b>STP</b>	Utilities	<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>
<b>2012</b>	<b>STP</b>	Construction	<b>\$4,160,000</b>	<b>\$1,040,000</b>	<b>\$5,200,000</b>
		Transit Capital			
		Other			
<b>Project Development Status</b>					
		Existing      Proposed		Existing      Proposed	
Number of Signals between Termini	<b>1</b>	<b>1</b>	Number of Travel Lanes	<b>2</b>	<b>2</b>
Lane Widths	<b>12 ft.</b>	<b>14 ft.</b>	Number of Turning Bays	<b>1</b>	<b>1</b>
Posted Speed Limit(s)	<b>35 mph</b>	<b>35 mph</b>	Center Turn Lane (Y/N)	<b>N</b>	<b>Y</b>
Is the Project ADA Accessible?	Is the NEPA Process Complete?	Has Any ROW been Acquired?	Year Open to Public	CMAQ Projects Only: Has a CMAQ Letter of Eligibility been received?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>2015</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Is Construction Underway?	Does Project Include Bicycle Facilities?	Does the Project Include Pedestrian Facilities?	<b>Authorized Signature of Sponsoring Agency</b> <i>Department of Transportation Official</i>		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Date Signed:</b> <i>9-30-2005</i>		

# **Appendix E**

# **Transportation Technical**

# **Coordinating Committee**

# **Membership**



**ATTACHMENT A**  
**MEMBERS OF THE TRANSPORTATION TECHNICAL COORDINATING**  
**COMMITTEE**

**Voting Members**

1. Bullitt County
2. Charlestown
3. Clark County
4. Clark County Air Board
5. Clark County Planning Commission
6. Clarksville
7. Floyd County
8. Indiana Department of Environmental Management
9. Indiana Department of Transportation – Urban & Corridor Planning
10. Indiana Department of Transportation – Public Transportation
11. Indiana Department of Transportation – Seymour District
12. Jeffersontown
13. Jeffersonville
14. Kentuckiana Regional Planning and Development Agency
15. Kentucky Division of Air Quality
16. Kentucky Transportation Cabinet – District 5
17. Kentucky Transportation Cabinet – Multimodal
18. Louisville & Jefferson County Riverport Authority
19. Louisville Metro Air Pollution Control District
20. Louisville Metro Economic Development
21. Louisville Metro Planning & Design Services
22. Louisville Metro Public Works
23. New Albany Planning Commission
24. Oldham County Judge Executive
25. Oldham County Planning Commission
26. Port of Indiana – Jeffersonville
27. Regional Airport Authority
28. TARC Elderly & Disabled Advisory Council
29. Transit Authority of River City

**Advisory Members**

1. Clark County Fire Chiefs Association
2. Federal Aviation Administration – Memphis
3. Federal Highway Administration – Indiana
4. Federal Highway Administration – Kentucky
5. Federal Transit Administration – Region 4
6. Greater Louisville, Inc.
7. Louisville Transportation Company
8. Louisville Water Company
9. Louisville/Jefferson County Metropolitan Sewer District
10. River Hills Economic Development District
11. Southern Indiana Transportation Advisory Group
12. One Southern Indiana
13. University of Louisville

