



# Metropolitan Planning Organization (MPO) 101

KIPDA Staff



# What is a Metropolitan Planning Organization (MPO)?



## What is an MPO?

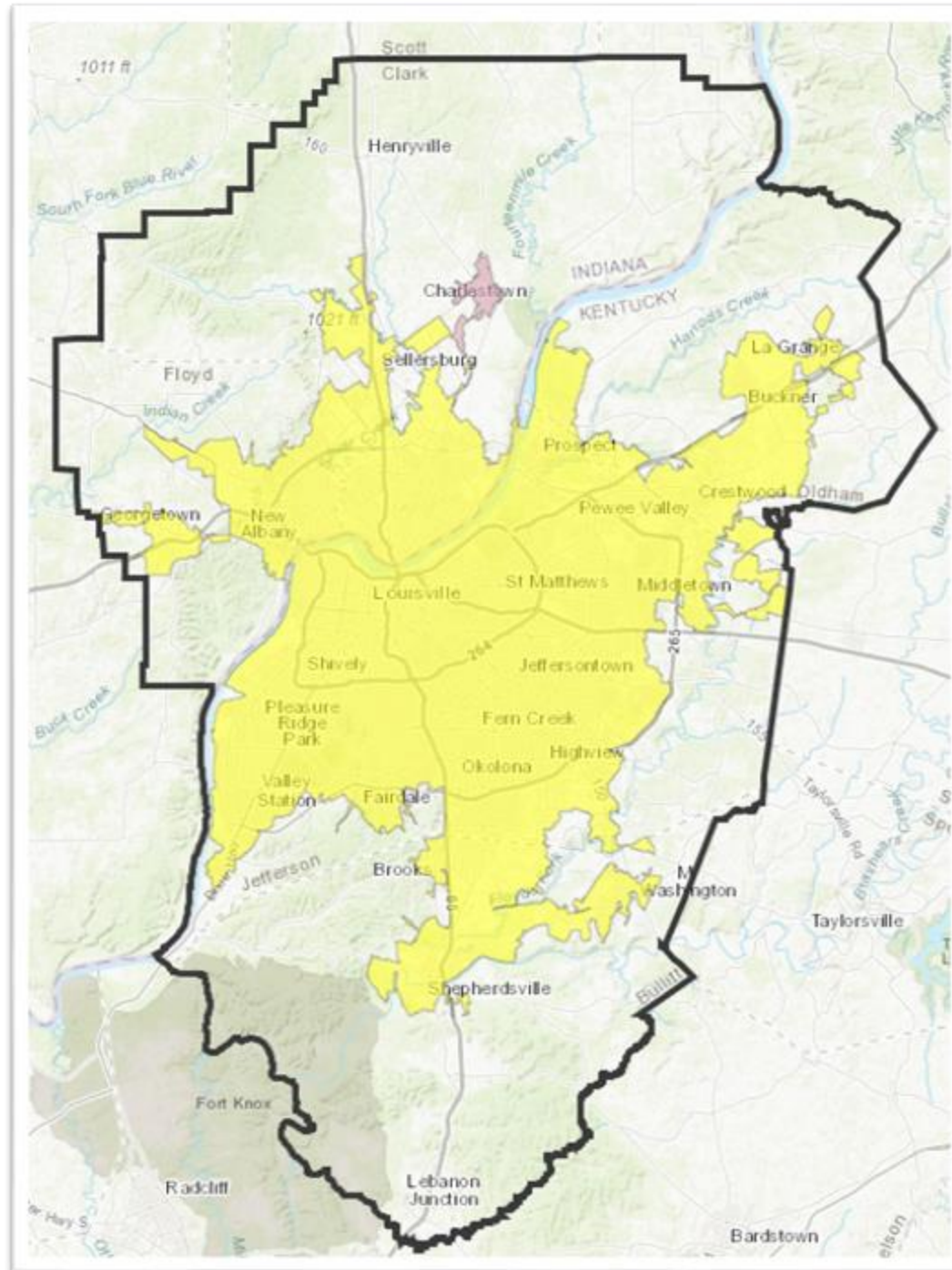
- Policy board of an organization created and designated to carry out transportation planning process
- Federal Highway Act of 1962
- Continuing, Comprehensive, and Cooperative (3C)
- Urbanized Areas of 50,000
- Transportation Management Areas (200,000+)
- U.S. Code Title 23 Section 134
- U.S. Code Title 49 Section 5303





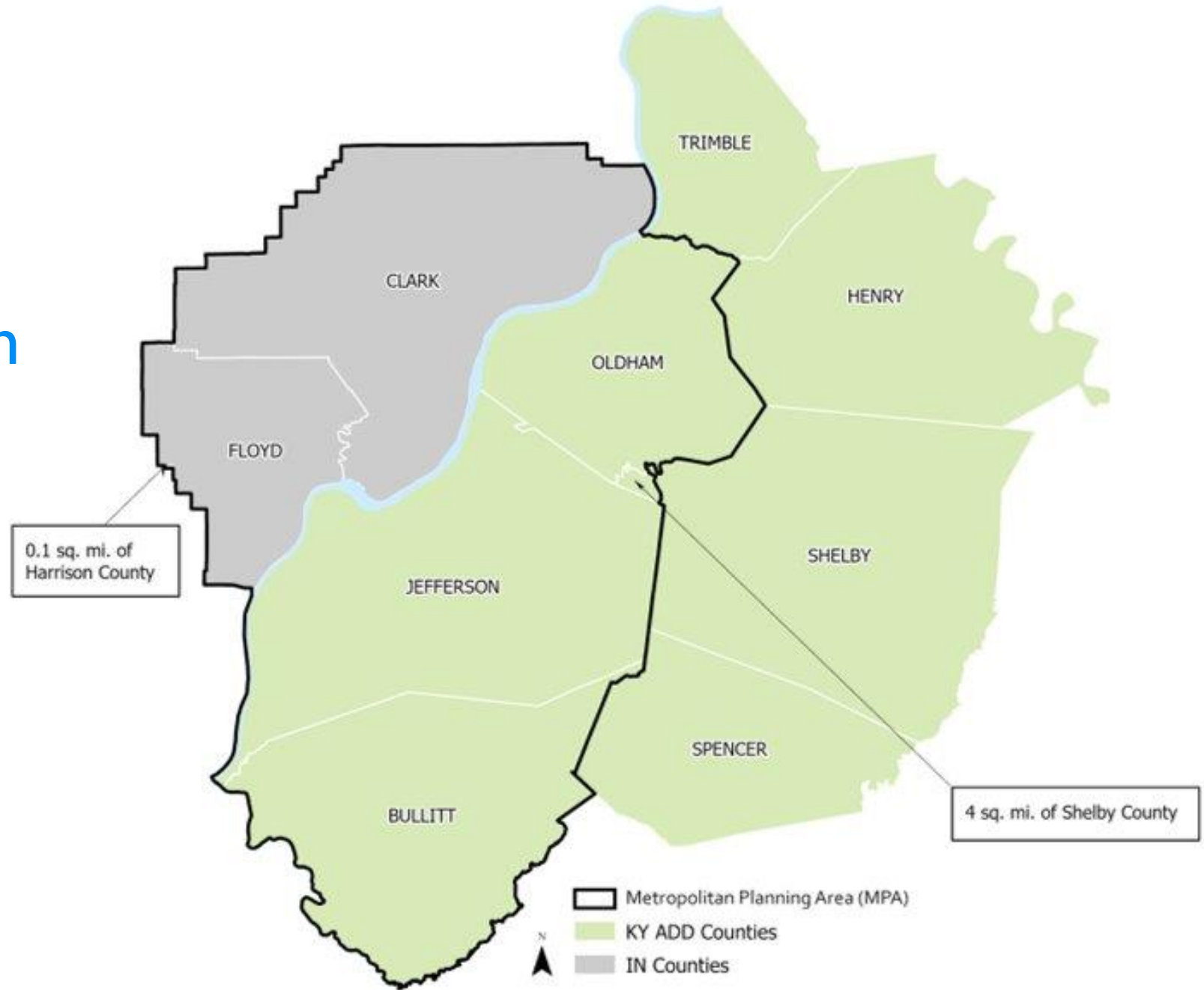
KIPDA

# 2010 Census-Defined Urbanized Area Boundary Map



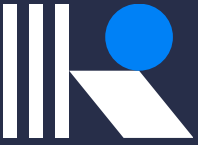


# KIPDA Metropolitan Planning Area



# TPC Membership

- 18 Voting Members + 8 Advisory Members
  - Bullitt County
  - Charlestown
  - Clark County
  - Clarksville
  - Floyd County
  - INDOT – Commissioner
  - INDOT – Seymour
  - Jefferson Co. League of Cities
  - Jeffersontown
  - Jeffersonville
  - KYTC - Secretary
  - Louisville Metro
  - Louisville Regional Airport Authority
  - New Albany
  - Oldham County
  - Shively
  - St. Matthews
  - TARC
  - FAA
  - FHWA – Indiana Division
  - FHWA – Kentucky Division
  - FTA
  - KYTC – District 5
  - Louisville Metro Planning & Design
  - TTCC Chairperson
  - US Dept. of Housing & Urban Dev.



# TPC Membership

- Quorum requirement = 7 voting members
- Alternate members
  - Attend when primary member cannot
  - Full participation
  - Over 40 alternate members
  - Must be in writing from Primary Member to KIPDA staff in advance to participate



# TPC Bylaws

- Establish the rules and procedures of the TPC:
  - Purpose and Authority
  - Membership
  - Officers
  - Meetings
  - Transportation Technical Coordinating Committee (TTCC)
  - Subcommittees
  - Parliamentary Authority
  - Amendment of Bylaws Procedure

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

Updated February 2010

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.

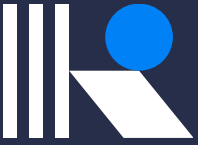
With this designation as the agency responsible for the urban transportation planning process, KIPDA is responsible for carrying out, in cooperation with the States, the provisions of Section 134, Title 23 and Section 8, Title 49 of the U.S. Code, as amended.

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.

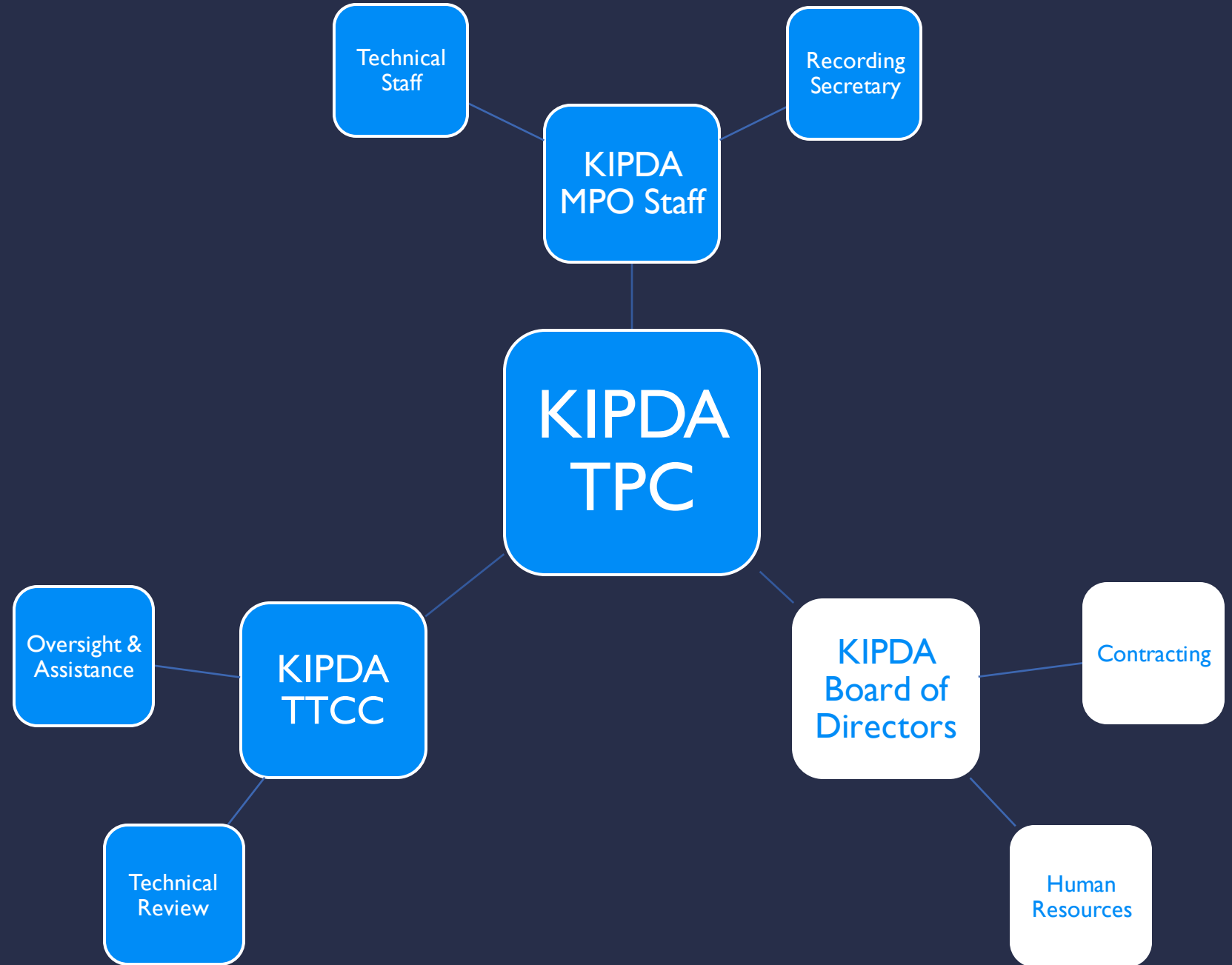
The geographic area for the transportation planning process encompasses the urbanized area, as defined by the Bureau of the Census, and at a minimum, the area likely to be urbanized in the period covered by the long-range transportation plan, as agreed upon by KIPDA and the states.





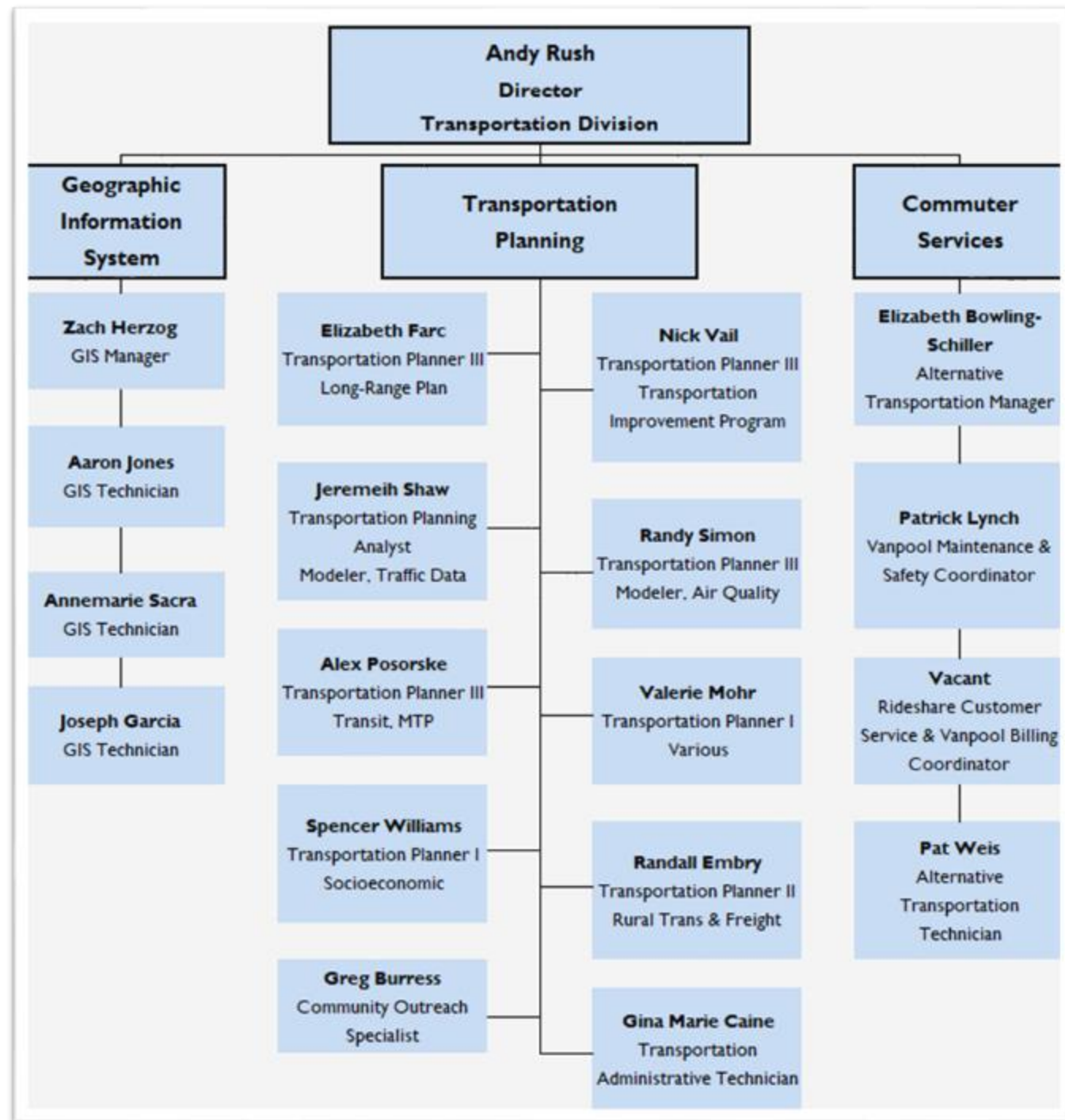


# TPC Relationship to KIPDA





# Organizational Chart



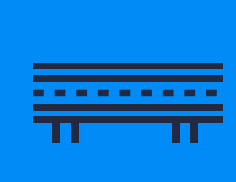
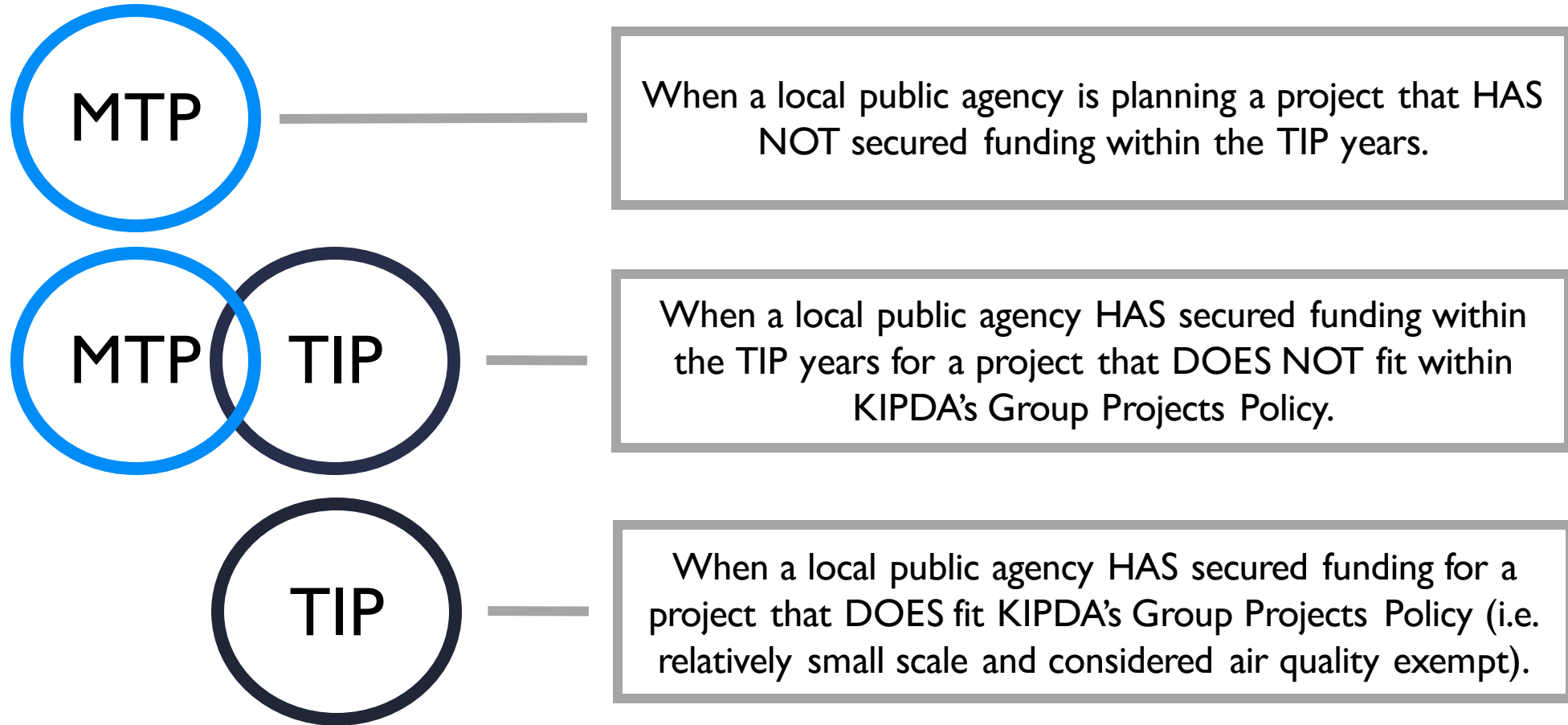
## Core Planning Products

- Metropolitan Transportation Plan (MTP)
  - Long-range policy document that is financially reasonable
  - Project transportation needs, outline vision and priorities for next 20 years
  - Updated every four years
- Transportation Improvement Program (TIP)
  - Short-range fiscal programming document that is fiscally constrained
  - Includes all federally funded projects and regionally significant state/locally funded projects that are set to occur in the next four years (KIPDA's is expanded to 6 years).
  - Updated at least every four years



## MTP & TIP Projects

There are three (3) different scenarios for which transportation projects may exist in the MTP and/or TIP.



## MTP & TIP Status

- Current KIPDA documents:
  - Connecting Kentuckiana (CK) 2040 MTP
  - Fiscal Year 2020 – 2025 TIP
- On February 27, 2020, TPC approved CK 2040 MTP and FY20-25 TIP.
- On March 3, 2020, FHWA-KY and FTA Region 4 (in partnership with FHWA-IN and EPA Regions 4 and 5) found that our MTP and TIP conformed to the 2015 8-hour Ozone National Ambient Air Quality Standards (NAAQS).
- The current MTP and TIP will lapse (i.e. severely limits MPO's ability to modify projects) on March 2, 2024.
- KIPDA tentatively plans to seek TPC approval of a new MTP and TIP no later than June 2023.





## Other Core Planning Products

- Unified Planning Work Program (UPWP)
  - Annual statement of work identifying the planning priorities and activities
  - Includes planning study scopes, resulting products, schedules, costs and source of funds
  - KIPDA is restarting the annual call for planning studies for which local public agencies can apply for.
- Public Participation Plan
  - Outlines the methods, strategies, and expectations for public engagement and outreach in addition to state and federal regulations regarding public participation.
  - Provides details as to when the MPO must and will offer a public comment period on a specific topic, plan or set of projects.
  - Current plan was approved by the TPC on February 24, 2022



## Other Planning Products

<p>Active Transportation Plan (ATP) and Complete Streets Policy In Development</p>	<p>Intelligent Transportation Systems (ITS) Architecture Report TPC approval in June 2017</p>
<p>Congestion Mitigation Process (CMP) TPC approval in July 2018</p>	<p>Performance Management Plan (PMP) TPC approval in August 2021</p>
<p>Coordinated Human Services Transportation Plan (Coordinated Plan) TPC approval in November 2020</p>	<p>Regional Freight Mobility Study TPC approval in February 2019</p>
<p>Environmental Justice (EJ) Guide Updated in January 2022</p>	



# Transportation Funding Overview

There are four primary agencies responsible for awarding transportation funds to projects in the KIPDA region. This list is not exhaustive of every state/federal funding program and does not include Federal agencies that conduct their own discretionary/competitive grant programs.

## INDOT

- NHFP
- NHPP
- Section 130
- STBG - Statewide

## KYTC

- CMAQ – Statewide
- HSIP - Statewide
- NHFP
- NHPP
- Section 130
- STBG – Statewide
- TA - Statewide

## TARC

- Section 5307
- Section 5310
- Section 5339

## TPC (KIPDA) MPO Dedicated Funds

- CMAQ - IN only
- HSIP – IN only
- STBG – Both states
- TA – Both states





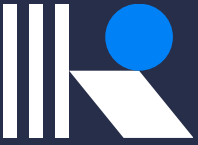
## MPO Dedicated Funding Programs

- Congestion Mitigation and Air Quality (CMAQ) – [Indiana only](#)
  - Funds can be used for projects that reduce congestion and improve air quality in MPOs that are in nonattainment of the NAAQS for ozone and/or particulate matter OR in former nonattainment areas that are now in compliance (maintenance areas).
- Highway Safety Improvement Program (HSIP) – [Indiana only](#)
  - Funds can be used to help achieve a significant reduction in traffic fatalities and serious injuries including safety improvements at intersections, railway-highway grade crossings, traffic calming measures as well as installing/upgrading traffic control devices.
- Surface Transportation Block Grant (STBG) – Indiana and Kentucky
  - Funds are extremely flexible and can be used to improve a wide range of project types including roadways, transit, bike/ped and intelligent transportation systems.
- Transportation Alternatives (TA) – Indiana and Kentucky
  - Funds can be used for a variety of bicycle and pedestrian focused projects.



## Annual Allocation of MPO Dedicated Programs

Program	Indiana	Kentucky
CMAQ	\$1-2M	N/A
HSIP	\$700-900k	N/A
STBG	\$2-4M	\$20-27M
TA	\$200-400k	\$2-3M



# Managing MPO Dedicated Funds

- The Project Management Guidebook (updated November 2020)
  - Clarifies requirements and procedures, while increasing transparency and accountability
  - The guidebook and related resources can be found on the TIP webpage
- Call for Projects
  - Typically conducted every 2-3 years
  - Last one was in 2020 (KY only as all IN funds were already programmed through FY25)
  - Next call will be in Fall 2022 (funds available in both states)
- Cost Increases
  - IN: Sporadically available for all four MPO dedicated programs
  - KY: Always available for STBG projects; sometimes available for TA projects
- Phase Shifts (when a project is delayed)
  - IN: Very complicated with no funding guarantees due to INDOT's carryover rules
  - KY: Allowed, but with some internal restrictions



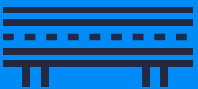
## Differences Between the Two States

### Indiana

- FY runs from July to June
  - Last opportunity to obligate funds for traditional projects in early May
- MPOs cannot carryover funds from one year to the next
  - 99% of the allocated funds must be obligated prior in the year allocated
  - Able to trade with other MPOs
- INDOT allows MPOs to transfer funds between the four programs with some restrictions.
  - This is important since we only receive approx. \$4-6M annually.

### Kentucky

- FY runs from October to September
- MPOs can carryover funds
  - In 2014 FHWA recommended that KIPDA and project sponsors actively work to reduce the substantial carry over balance in the STBG program
- KIPDA doesn't transfer funds between the STBG and TA programs due to the substantial amount of funds available



## Bipartisan Infrastructure Law (BIL)

- New transportation authorization bill signed into law on November 15, 2021
- Fiscal Year 2022 - 2025
- Substantially increases funding levels (approximately 20% more for our MPO dedicated \$)
- Potentially one more MPO dedicated program: Carbon Reduction Program
- Introduced several new competitive grant opportunities managed by USDOT such as the PROTECT, Charging and Fueling Infrastructure and Congestion Relief programs
- New requirement for states and MPOs to carryout Complete Streets planning efforts

