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
2010 Census-Defined Urbanized Area Boundary Map
KIPDA Metropolitan Planning Area

0.1 sq. mi. of Harrison County

4 sq. mi. of Shelby County
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
TPC Relationship to KIPDA
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
There are three (3) different scenarios for which transportation projects may exist in the MTP and/or TIP.

- **MTP**
  - When a local public agency is planning a project that HAS NOT secured funding within the TIP years.

- **MTP & TIP**
  - When a local public agency HAS secured funding within the TIP years for a project that DOES NOT fit within KIPDA’s Group Projects Policy.

- **TIP**
  - When a local public agency HAS secured funding for a project that DOES fit KIPDA’s Group Projects Policy (i.e. relatively small scale and considered air quality exempt).
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

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

<table>
<thead>
<tr>
<th>INDOT</th>
<th>KYTC</th>
<th>TARC</th>
<th>TPC (KIPDA) MPO Dedicated Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHFP</td>
<td>CMAQ – Statewide</td>
<td>Section 5307</td>
<td>CMAQ - IN only</td>
</tr>
<tr>
<td>NHPP</td>
<td>HSIP - Statewide</td>
<td>Section 5310</td>
<td>HSIP – IN only</td>
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<tr>
<td>Section 130</td>
<td>NHFP</td>
<td>Section 5339</td>
<td>STBG – Both states</td>
</tr>
<tr>
<td>STBG - Statewide</td>
<td></td>
<td></td>
<td>TA – Both states</td>
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<tr>
<td></td>
<td>CMAQ – Statewide</td>
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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

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<tr>
<th>Program</th>
<th>Indiana</th>
<th>Kentucky</th>
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<tbody>
<tr>
<td>CMAQ</td>
<td>$1-2M</td>
<td>N/A</td>
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<tr>
<td>HSIP</td>
<td>$700-900k</td>
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<td>STBG</td>
<td>$2-4M</td>
<td>$20-27M</td>
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<tr>
<td>TA</td>
<td>$200-400k</td>
<td>$2-3M</td>
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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 carry out Complete Streets planning efforts