

K I P D A

Kentuckiana Regional Planning
& Development Agency

FISCAL YEAR 2024

UNIFIED PLANNING WORK PROGRAM

LOUISVILLE/JEFFERSON
COUNTY, KY-IN
METROPOLITAN PLANNING
AREA



Fiscal Year 2024

Unified Planning Work Program

Louisville/Jefferson County, KY-IN Metropolitan Planning Area

AMENDED AUGUST 2023

Kentuckiana Regional Planning and Development Agency

Transportation Division

Metropolitan Planning Organization Staff

for the

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This document is available in accessible formats upon request.

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Introduction

Purpose of Document

The purpose of this document is to describe the urban transportation planning activities that will be programmed, scheduled, and managed by or through the Louisville/Jefferson County, KY-IN Metropolitan Planning Organization in cooperation with the Kentuckiana Regional Planning and Development Agency (KIPDA) in the fiscal year beginning July 1, 2023 and ending June 30, 2024. Applicable federal statutes are 23 USC 134 and 49 USC 5303. The primary federal regulations are 23 CFR 450 and 49 CFR 613.

The urban transportation planning program addresses the Louisville/Jefferson County, KY-IN metropolitan planning area (MPA). At the time of this document's publication, it provides for surface transportation planning in Jefferson, Bullitt, Oldham, and a portion of Shelby (4.0 sq. mi.) counties in Kentucky, and in Clark, Floyd, and a portion of Harrison (0.10 sq. mi.) counties in Indiana. This planning boundary is intended to encompass the area that may become urbanized over the next twenty years and includes the Louisville interstate air quality nonattainment/maintenance area as designated by the U.S. Environmental Protection Agency (EPA). The Census-defined Urbanized Areas (UZA) based on the 2020 Census were released on December 29, 2022. The boundaries associated with those areas were released in January 2023.

The results of the 2020 Census resulted in a significant reduction of the Louisville/Jefferson County, KY-IN Urbanized Area. This area is 16% smaller than it was after the 2010 Census. There were two new UZAs established in 2020, Mt. Washington and LaGrange. As of this writing, there are imminent changes to the MPA, to the Federal Aid Urbanized Area (FAUA), and to the formula funding of projects that is based on urbanized area population. It would be speculative to discuss what the changes will be, but based on the results of the 2020 Census, reductions should be expected.

The focus for the MPO in FY 2024 will be centered around the implementation of the new Metropolitan Transportation Plan (MTP), *Connecting Kentuckiana 2050*, and the new FY 2023-2026 Transportation Improvement Program (TIP). Both key planning documents are scheduled for Transportation Policy Committee approval in May 2023. Among the other priorities in FY 2024 will be the development of the regional Safe Streets and Roads for All (SS4A) action planning grant, a KIPDA Active Transportation Plan, and an update to KIPDA's Performance Management Plan. These plans will further assist in the MPO's implementation of the initiatives of the MTP and TIP. These include the ongoing expansion of data collection and analysis, the development of planning resources and tools, participation in transportation related studies, and the fostering of a continuing, comprehensive, and cooperative planning process. The MPO has processes and procedures associated with performance-based planning, and their continued successful implementation will require a concerted effort by MPO staff, committee membership, and all planning partners. In addition to performance-based planning efforts, the MPO has also instituted many project management guidelines and requirements, all aimed at creating a better product while optimizing delivery of that product. As with any successful process, the project management guidelines and requirements will continue to be reviewed and improved upon.

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

Federal Planning Factors

The FY 2024 Unified Planning Work Program (UPWP) addresses issues and areas of concentration aimed at meeting the planning needs of the metropolitan planning area and maintaining compliance with the federal planning regulations from the *Infrastructure Investment and Jobs Act (IIJA) of 2021*, also known as the *Bipartisan Infrastructure Law (BIL)* signed into law on November 15, 2021. The most recent regulations (23 CFR 450.306) include ten factors:

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

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

Important elements of the MTP and TIP are the inclusion of performance-based planning processes and procedures measures. This effort is coordinated with the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in order to keep the performance measures as closely aligned as possible, as well as to foster and support the overall improvement of the metropolitan transportation system. A new Memorandum of Agreement between INDOT, KYTC, KIPDA and TARC was executed in December 2022, detailing the coordination and data-sharing requirements and procedures in the Performance Management Plan (PMP) for the MPO. The KIPDA PMP is intended to serve as a living document, periodically reviewed and updated as the performance management process evolves. An update to the KIPDA PMP is scheduled for FY 2024.

References may be found in several Program Elements regarding: the implementation of the IIJA/BIL (particularly performance-based planning); plans to address connectivity and access to essential services; and concepts relating to regional mobility. Many MPO initiatives relating to regional mobility involve coordination with the Transit Authority of River City (TARC), who is represented on the Transportation Policy Committee (TPC). KIPDA's regional inventory of sidewalks and bicycle facilities is

available via the agency website. Also available through the website are the location of TARC routes and stops which will be provided to INDOT for use in producing their statewide ADA Bus Stop Inventory.

In January 2023, FHWA announced a waiver of the non-federal match requirement for Metropolitan Planning (PL) Funds that are utilized in support of Complete Streets planning activities. These activities must increase safe and accessible options for multiple travel modes for people of all ages and abilities. This follows the requirement in the IIJA/BIL that MPOs use not less than 2.5% of PL funds on Complete Streets planning activities. While numerous elements in this UPWP include these activities, those that are particularly notable have been noted in this report. These sub-elements alone constitute over 10% of the total hours in the UPWP, well beyond the 2.5% minimum.

Planning Emphasis Areas

In December 2021, the FHWA and FTA jointly issued the following Planning Emphasis Areas (PEAs):

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination
- Planning and Environmental Linkages (PEL)
- Federal Land Management Agency (FLMA) Coordination
- Data in Transportation Planning

The PEA's listed above are unchanged for FY 2024. Similarly, in January 2022, the Indiana Division Office of the FHWA and the Region V Office of the FTA issued the following Local PEAs that are unchanged for FY 2024:

- TIP/STIP Process Review
- Metropolitan Planning Area & Urbanized Area Boundaries

KIPDA will work to advance each PEA in the MPO's planning efforts in FY 2024.

Status of KIPDA Region Transportation Planning Activities

Transportation Plan

- The *Connecting Kentuckiana 2040* Metropolitan Transportation Plan was completed in February 2020. The next update of the MTP, entitled *Connecting Kentuckiana 2050*, is expected to be adopted prior to FY 2024.

Planning Administration

- A Federal Certification Review of the metropolitan transportation planning process in the Louisville region was held on June 22nd and 23rd, 2022. That review by FHWA (Indiana and Kentucky Divisions), EPA Region 4, and FTA (Regions 4 and 5) found on September 20, 2022 that the metropolitan planning process as conducted by KIPDA substantially meets the requirements of 23 CFR 450 Subpart C. The review contains five (5) Commendations, ten (10) Recommendations, and two (2) Corrective Actions.

- The two corrective actions were focused on requirements to: 1) update the Planning Memorandum of Agreement (MOA) from 2015, and 2) include the project's total cost in the TIP. Each of these corrective actions have been addressed in accordance with the certification review report. The MOA was updated in December 2022 and the FY 2023-2026 TIP, scheduled for adoption by FY 2024, will have the total cost listed for each project.
- The next Federal Certification Review is tentatively scheduled to be conducted in 2026.
- The existing Planning Memorandum of Agreement (MOA) describes the current relationships between and the responsibilities of those involved. The Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Transit Authority of River City (TARC) and KIPDA executed an updated document in December 2022. This MOA discusses information sharing and cooperative goal setting between the agencies represented. The recent update of the MOA was a relatively minor update that focused on the removal of references to previous Federal transportation legislation.
- An update to the [Public Participation Plan](#) was completed in February 2022. This update better incorporates procedures to ensure effective public outreach in unusual circumstances such as a global pandemic that restricts public gathering. KIPDA continues to coordinate committee meetings in a manner that was established as [temporary meeting procedures](#) due to the COVID-19 global pandemic. Meeting formats and outreach efforts are being expanded and are continually monitored for results.
- Title VI and Environmental Justice training for staff will be planned and the Local Public Agency (LPA) Title VI program management by KIPDA staff will continue, as needed.

City/County Plans

- An update to the Louisville Metro Comprehensive Plan was undertaken in FY 2018, and KIPDA staff was involved through data sharing and through committee and working group participation. It went into effect on January 1, 2019.
- Status of plans throughout the region can be found in the tables on pages 6 and 7, *Status of Comprehensive Plans/Other Land Use Planning Activities*.
- Many of the plans from around the region can be found on the [KIPDA Transportation Online Library](#).

Air Quality

- Effective August 3, 2018, the Louisville 8-hour ozone nonattainment area, consisting of Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky, is in non-attainment of the 2015 National Air Quality Standard (NAAQS) for ozone. Consequently, a federal air quality conformity determination was required as a part of the development of *Connecting Kentuckiana 2040*, is required for *Connecting Kentuckiana 2050*, and is required for amendments to the MTP.
- As of February 2023, a Redesignation Request and Maintenance Plan for the region under the 2015 Ozone NAAQS remains ongoing. This process will transition the designation of the region from a nonattainment area to a maintenance area. New Motor Vehicle Emissions Budgets have been established to be utilized in air quality conformity determinations. The new budgets have been used in the development of *Connecting Kentuckiana 2050* and will continue to be used for MTP updates and amendments.
- Effective August 20, 2018, the entire region is now designated as attainment/unclassifiable of the most recent (2012) average annual PM_{2.5} standard. The EPA has announced that this standard will be strengthened, with final standards announced later in 2023. The ranges being proposed by the EPA

would very likely result in at least a portion of this region becoming a non-attainment area of the new annual PM_{2.5} standard. This could occur in FY 2024 and would add to the regional emissions analyses when the MTP is updated or amended once the designations of non-attainment areas are made.

Public Transportation

- A Comprehensive Operations Analysis for the TARC service area, which serves as an initial component of the overall assessment of current and future public transportation needs of the region and in the TARC Long-Range Plan, began in FY 2019 and were both completed in late 2021.
- The [Coordinated Human Service Transportation Plan](#) (CHSTP) was most recently updated in November 2020. It will continue to be used throughout FY 2024. This plan analyzes gaps in transportation service for the identified populations and provides guidance for the use of funds from the Federal Transit Administration's (FTA) Section 5310 Elderly Individuals and Individuals with Disabilities Program.
- TARC was selected by the MPO as the Designated Recipient for FTA Section 5310 funding for the urbanized area in both Kentucky and Indiana, and KIPDA staff monitors the progress of that funding program.
- Coordination and cooperation with TARC will assist the MPO in performance management for transit in the region. This includes TARC-specific asset management and safety performance management that is a part of KIPDA's Performance Management Plan.
- Cooperation and coordination of the efforts of TARC and Every Commute Counts (the regional rideshare program) to encourage alternatives to single occupant vehicle travel through service marketing, rideshare matching, and vanpool fleet management is ongoing.

Other Transportation Planning Efforts

- KIPDA continues to develop its online [Transportation Planning Portal](#), containing planning resources for project sponsors, planning partners and the public. Recent additions include the development of a new [GIS Data Hub](#) and new [Project Application Forms](#) designed to improve the coordination between projects sponsors and KIPDA staff.
- KIPDA continues to refine and implement the MPO [Congestion Management Process](#) (CMP) that was completed in in FY 2019. This includes the use of origin-destination and speed data that are now available from software vendors.
- KIPDA updated the [Regional ITS Architecture](#) in FY 2017.
- KIPDA staff is involved with various efforts by other member agencies, including implementation of the MOVES air quality model by the Air Pollution Control District (APCD) and travel time analyses by both KYTC and INDOT.
- The MPO coordinates with and provides input to KYTC on their Strategic Highway Investment Formula for Tomorrow (SHIFT) process, which will determine projects to be included in the Six-Year Highway Plan. MPO involvement in the 2024 iteration of the SHIFT process will occur in early FY 2024.
- KIPDA staff will be involved in coordination with INDOT and KYTC concerning the current and future development of their Long-range Statewide Transportation Plans.
- KIPDA is represented at a variety of workshops, team meetings and public meetings conducted by INDOT, KYTC and LPAs throughout the MPA.
- KIPDA finalized a regional [Complete Streets Policy](#) in August 2022. This process was utilized in the development of the new MTP and TIP.

Coordination with Other Metropolitan Planning Organizations

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

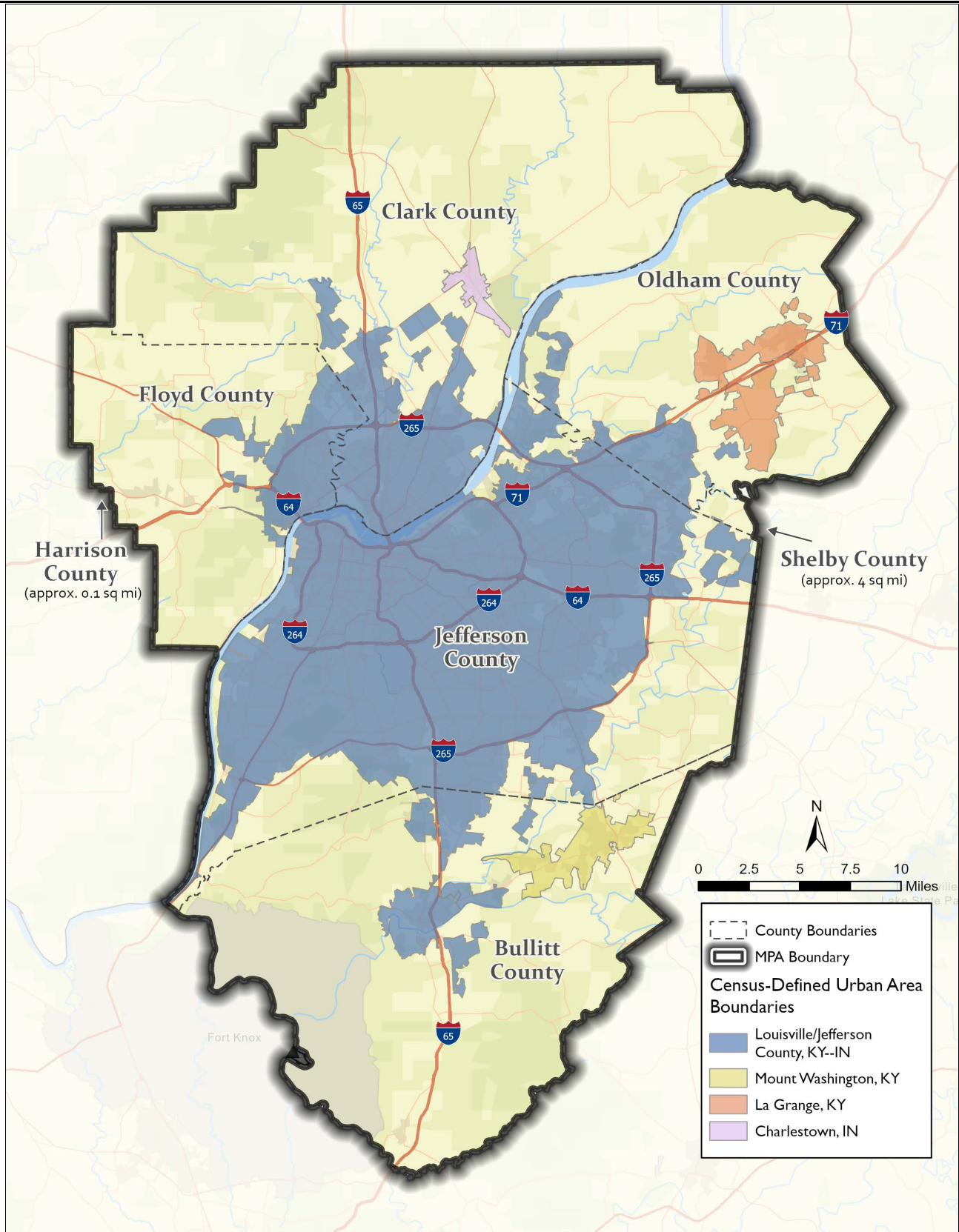
Status of Comprehensive Plans/Other Land Use Planning Activities

| County | Jurisdiction | Plan/Regulation | Last Adopted | Last Amended | Current Status |
|-----------|------------------|---|--------------|--------------|--|
| CLARK | Clark County | Clark County Comprehensive Plan | 2016 | | No update planned at this time. |
| | Clark County | Clark County Zoning Ordinance | 2007 | | New Report |
| | Clark County | River Ridge Enterprise Zone | 2001 | | Updates available on website |
| | Charlestown | Charlestown Comprehensive Plan | 2007 | | New Report |
| | Charlestown | Zoning Regulations | 2007 | | New Report |
| | Clarksville | Clarksville Comprehensive Plan | 2015 | | No update planned at this time. |
| | Clarksville | Clarksville Zoning Regulations | 2011 | 2017 | No update planned at this time. |
| | Clarksville | Subdivision Regulations | 1993 | 2008 | No update planned at this time. |
| | Clarksville | Clark's Landing north – Master Plan | 2008 | 2012 | No update planned at this time. |
| | Clarksville | Eastern Boulevard Corridor Zone | 2008 | | No update planned at this time. |
| | Clarksville | South Clarksville Redevelopment Plan | 2016 | | No update planned at this time. |
| | Jeffersonville | Jeffersonville Comprehensive Plan | 2015 | 2017 | New Unified Development Ordinance |
| | Jeffersonville | Jeffersonville Zoning Regulations | 2000 | 2017 | No update planned at this time. |
| | Jeffersonville | 10 th Street Corridor Master Plan | 2018 | | No update planned at this time. |
| | Sellersburg | Sellersburg Comprehensive Plan | 2020 | | No update planned at this time. |
| | Sellersburg | Downtown Revitalization Study | 2006 | | No update planned at this time. |
| | Sellersburg | Sellersburg Zoning Regulations | 1996 | 2010 | New Unified Development Ordinance |
| FLOYD | Floyd County | Floyd County Comprehensive Plan | 2017 | | No update planned at this time. |
| | Floyd County | Floyd Co. Subdivision Regulations | 2004 | 2010 | No update planned at this time. |
| | Floyd County | Floyd County Zoning Regulations | 2006 | 2018 | No update planned at this time. |
| | Floyd County | Floyd County Thoroughfare Plan | 2007 | | No update planned at this time. |
| | Floyd County | Edwardsville Gateway Master Plan | 2012 | | No update planned at this time. |
| | Floyd County | Highlander Point Gateway Master Plan | 2006 | | No update planned at this time. |
| | Floyd County | Economic Development Strategy | 2006 | | No update planned at this time. |
| | Floyd County | New Albany-Floyd County Parks & Recreation Master Plan | 2008 | | No update planned at this time. |
| | Georgetown | Georgetown Comprehensive Plan | 2016 | | No update planned at this time. |
| | Georgetown | Georgetown Zoning Regulations | 2004 | | No update planned at this time. |
| | New Albany | New Albany-Fringe Area Comprehensive Plan | 2017 | | No update planned at this time. |
| | New Albany | Fringe Area Zoning Regulations | 2009 | 2011 | No update planned at this time. |
| | New Albany | Scribner Place Master Plan | 2009 | | No update planned at this time. |
| HARRISON | Harrison County | Harrison Co. Comprehensive Plan | 2008 | 2014 | No update planned at this time. |
| | Harrison County | Harrison County Subdivision Ordinance | 2016 | | No update planned at this time. |
| | Harrison County | Harrison Co. Zoning Regulations | 2021 | | No update planned at this time. |
| BULLITT | Bullitt County | Bullitt County Comprehensive Plan | 2015 | | No update planned at this time. |
| | Bullitt County | Bullitt County Zoning Regulation | 1999 | 2005 | No update planned at this time. |
| JEFFERSON | Louisville Metro | Plan 2040 Comprehensive Plan | 2018 | | No update planned at this time. |
| | Louisville Metro | Land Development Code | 2006 | 2016 | Ongoing revisions as needed; no major update plans at this time. |
| | Louisville Metro | Vision Louisville | 2021 | | No update planned at this time. |
| | Louisville Metro | Strategic Multi-modal Transportation Plan (Move Louisville) | 2017 | | No update planned at this time. |
| | Louisville Metro | Belknap Neighborhood Plan | 2005 | | No update planned at this time. |
| | Louisville Metro | Bonnycastle Neighborhood Plan | 2003 | | No update planned at this time. |
| | Louisville Metro | Bowman Area Neighborhoods Plan | 2019 | | No update planned at this time. |
| | Louisville Metro | Butchertown Neighborhood Plan | 2008 | | No update planned at this time. |
| | Louisville Metro | Butchertown, Phoenix Hill & NuLu Neighborhood Plan | Underway | | Currently underway. |
| | Louisville Metro | California & Victory Park Neighborhood Plan | 2020 | | No update planned at this time. |
| | Louisville Metro | Clifton Neighborhood Plan | 2002 | | No update planned at this time. |
| | Louisville Metro | Clifton Heights Neighborhood Plan | 2001 | | No update planned at this time. |
| | Louisville Metro | Eastwood Neighborhood Plan | 2005 | | No update planned at this time. |
| | Louisville Metro | Fairdale Neighborhood Plan | 2006 | | Update planned for 2018. |
| | Louisville Metro | Fern Creek Small Area Plan | 2001 | | No update planned at this time. |
| | Louisville Metro | Floyds Fork Area Study | 2010 | | No update planned at this time. |
| | Louisville Metro | Glenview Neighborhood Plan | 2010 | | No update planned at this time. |
| | Louisville Metro | Highlands-Douglass Neighborhood Plan | 2006 | | No update planned at this time. |
| | Louisville Metro | Hurstbourne Transportation Study & Small Area Plan | 2007 | | No update planned at this time. |

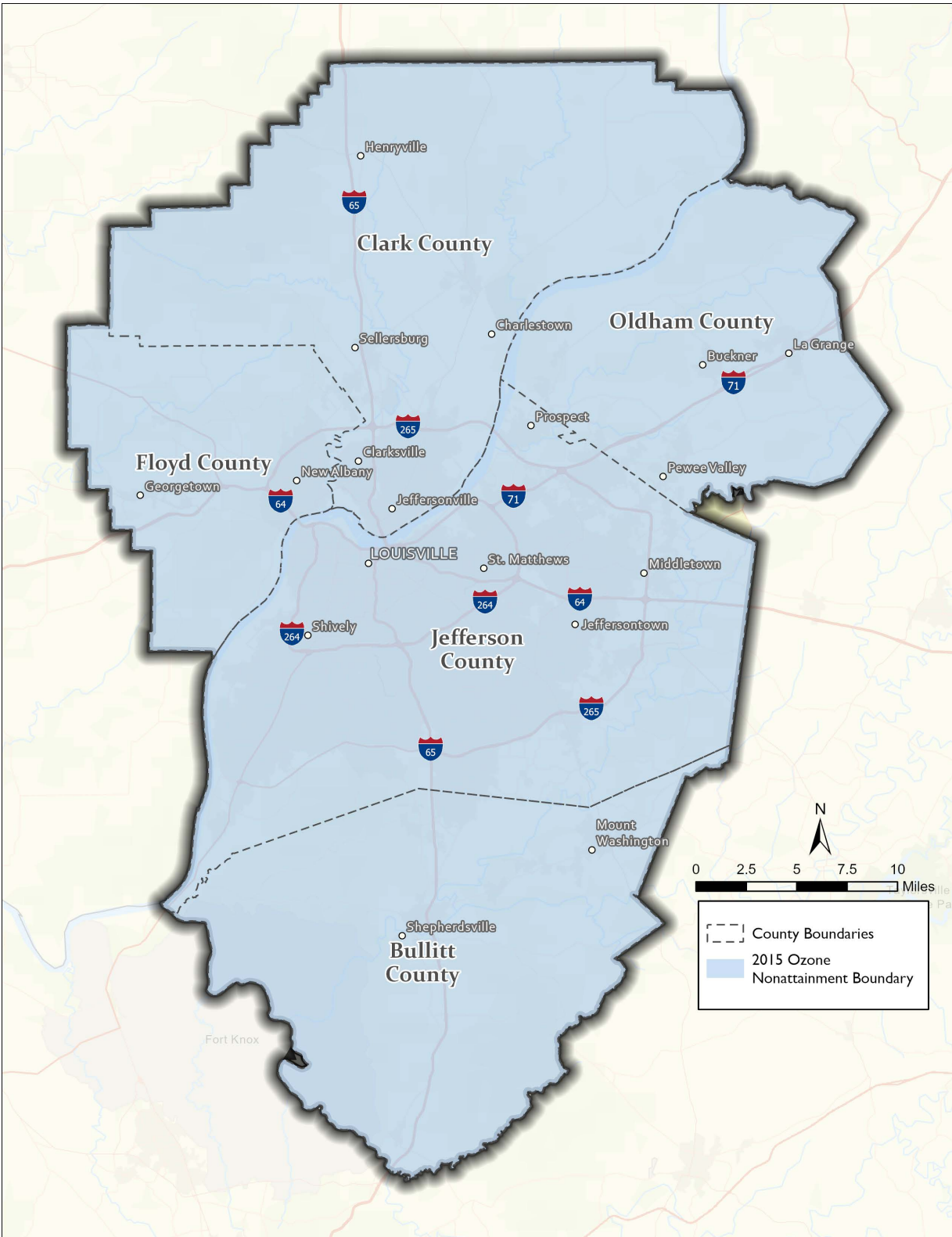
Status of Comprehensive Plans/Other Land Use Planning Activities (continued)

| County | Jurisdiction | Plan/Regulation | Last Adopted | Last Amended | Current Status |
|-----------|------------------|--|--------------|--------------|--|
| JEFFERSON | Louisville Metro | Lexington Road Corridor Study | Complete | | No update planned at this time. |
| | Louisville Metro | Mockingbird Valley Neighborhood Plan | 2006 | | No update planned at this time. |
| | Louisville Metro | Old Henry Subarea Study | 2007 | | No update planned at this time. |
| | Louisville Metro | Old Louisville/Limerick Neighborhood Plan | 2000 | | No update planned at this time. |
| | Louisville Metro | Original Highlands Neighborhood Plan | | | |
| | Louisville Metro | Park Hill Industrial Corridor Study | 2007 | | No update planned at this time. |
| | Louisville Metro | Phoenix Hill Neighborhood Plan | 2008 | | No update planned at this time. |
| | Louisville Metro | River Road Corridor Management Plan | 2012 | | No update planned at this time. |
| | Louisville Metro | Rubbertown Economic Development Strategy | 2010 | | No update planned at this time. |
| | Louisville Metro | Shawnee Neighborhood Plan | 2003 | | No update planned at this time. |
| | Louisville Metro | Shelbyville Road Beautification & Safety Project Plan | 2003 | | No update planned at this time. |
| | Louisville Metro | Smart Growth Implementation Assistance Project | 2012 | | No update planned at this time. |
| | Louisville Metro | Smoketown-Shelby Park Neighborhood Plan | 2002 | | No update planned at this time. |
| | Louisville Metro | South Broadway (SoBro) Neighborhood Plan | 2007 | | No update planned at this time. |
| | Louisville Metro | Southeast Metro Regional Center Planning Study | 2012 | | No update planned at this time. |
| | Louisville Metro | Strategic Plan for the Jeffersontown Bluegrass Industrial Park | 2007 | | No update planned at this time. |
| | Louisville Metro | Taylorsville/Urton Lane Study | 2007 | | No update planned at this time. |
| | Louisville Metro | Tyler Rural Settlement Neighborhood Plan | 2008 | | No update planned at this time. |
| | Louisville Metro | Tyler Town Center & Development District | 2010 | | No update planned at this time. |
| | Louisville Metro | University Corridor Redevelopment Study | 2010 | | No update planned at this time. |
| | Louisville Metro | Westport Road Corridor Small Area Plan | 2010 | | No update planned at this time. |
| | Louisville Metro | West Market Street Corridor Study | 2009 | | No update planned at this time. |
| | Louisville Metro | Wolf Pen Branch Neighborhood Plan | 2006 | | No update planned at this time. |
| OLDHAM | Oldham County | Oldham County Comprehensive Plan | 2021 | | No update planned at this time. |
| | Oldham County | Oldham County Comprehensive Zoning Ordinance | 2007 | | Currently under revision w/expected adoption late 2018. |
| | Oldham County | Oldham County Subdivision Regulations | 2008 | | No update planned at this time. |
| | Oldham County | Oldham County Parks & Recreation Master Plan | | | No update planned at this time. |
| SHELBY | Shelby County | Shelby County Comprehensive Plan | 2018 | | No update planned at this time. |
| | Shelby County | Shelby County Zoning Regulations | 1994 | | No update planned at this time. |
| | Shelby County | Shelby County Subdivision Regulations | 1995 | | Amendments in 2000, 2002, 2004 & 2005. No update planned at this time. |
| | Shelby County | Shelby County Bicycle & Pedestrian Master Plan | 2017 | | No update planned at this time. |

Louisville/Jefferson County, KY-IN Metropolitan Planning Area



Note: This map shows the Metropolitan Planning Area that was based on the 2010 Census Urbanized Area Boundary. An updated Federal Aid Urbanized Area and an updated MPA are currently being developed at the time of this UPWP's development.



In June 2018, an area that includes the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties was designated as a **marginal nonattainment area for the 2015 8-hour ozone standard**. Clark, Floyd, Bullitt, Jefferson and Oldham counties were designated in August 2018 as **attainment/unclassifiable in regard to the 2012 fine particulate matter (PM_{2.5}) standard**. At the time of this UPWP's development, a redesignation request is being developed to change the region's status from nonattainment to maintenance.

Program Elements

I.0 Transportation System and Development Monitoring

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

I.1 Traffic Counting

Objective

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

Products

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

Methodology

KIPDA MPO Staff will collect traffic count data utilizing counting equipment, from information provided by the states, and through contracted data collection activities with Louisville Metro Public Works.

Relationship to Other Work Elements

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

Equipment

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

Responsible Agency

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

Estimated KIPDA MPO Staff Hours

191

I.2 Geographic Information System (GIS)

Objective

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

Products

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

Methodology

KIPDA MPO Staff will utilize the agency's GIS hardware and software to process and analyze information needed for transportation planning purposes, and will make these available to planning partners and the general public on the [KIPDA website](#). KIPDA recently developed a GIS Data Hub that makes KIPDA developed GIS data much more accessible to outside users. KIPDA maintains an Enterprise License agreement with ESRI.

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

5,228

I.3 TARC Route Monitoring

Objective

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

Product

- Annual route monitoring report & presentations to MPO committees (Q1 FY 2024)
- Database and mapping of ridership information applicable to other planning purposes (ongoing)
- Louisville/Jefferson County Information Consortium ([LOJIC](#)) Participation (ongoing)

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

Transit Authority of River City (TARC)

Estimated KIPDA MPO Staff Hours

64

I.4 Maintenance and Update of Information

Objective

- To provide the means of accessing the data necessary to conduct the planning process. MPO Staff will develop, maintain, and regularly update the following datasets:
 - Traffic count database
 - Project information database
 - Contacts database
 - Data in the KYTC Continuous Highway Analysis Framework (CHAF) database
 - Socioeconomic/Census Data
 - Crash data
 - Travel time data from various sources
 - Transit facilities and route mapping
 - Park and Ride inventory
 - Freight and intermodal facilities
 - Transportation Library Database
 - Adjusted Urbanized Area Boundary, Metropolitan Planning Area and TAZ boundaries
 - Roadway Functional Classification inventory
 - Bicycle and Pedestrian Facilities Inventory
 - Land Use Density and trip origin-destination analysis
 - Red Flag Investigation/Environmental Mitigation data
 - Environmental Justice Study Areas

Products

- Databases for use in carrying out the planning process (ongoing)
- Information to be utilized as part of the GIS (ongoing)
- Transportation system infrastructure, service, and performance; land use, socioeconomic, and environmental resource databases (ongoing)
- Safety project identification/development from INDOT and KYTC crash data (ongoing)
- Review, update, and submittal of Adjusted Urban Boundary and roadway functional classification revisions (Early FY 2024)

Methodology

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

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

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

638

I.5 Response to Information Requests

Objective

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

Product

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

64

I.6 Performance Management - Data Collection

Objective

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

Product

- Information provided on the KIPDA website, in the KIPDA [Performance Management Plan](#) and/or in the form of text, tables, reports, maps, shapefiles, mailing lists, databases, etc. (ongoing)

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

191

2.0 Long-Range Transportation Planning

The current Metropolitan Transportation Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, [Connecting Kentuckiana 2040](#), was completed in February 2020, and subsequently received a favorable conformity determination from FHWA and FTA in March 2020. An update of that MTP is currently scheduled to be adopted immediately prior to FY 2024. The new MTP, called *Connecting Kentuckiana 2050*, continues what its predecessor started in providing project and policy-oriented recommendations concerning the management and development of the area's transportation system through the year 2050. In many instances in this section, the acronym MTP is utilized when it pertains to either the current MTP or the one expected to be adopted by the TPC immediately prior to FY 2024. In cases where transportation investment decisions will have significant fundamental impacts on the region and the entire transportation system, additional detailed studies may be conducted to provide a thorough analysis of the transportation problems and alternative solutions proposed to address those problems.

Performance-based planning continues to be a focus of the recent Federal Transportation Bills. Performance measures allow the MPO to better assess needs and project impacts, and to make more effective and efficient transportation investments. In both *Connecting Kentuckiana 2040* and *Connecting Kentuckiana 2050*, data-driven assessments and performance measures guide future initiatives to identify gaps in connectivity throughout the region. By way of this process, more flexible mode choice is afforded to users of the transportation system. This has the potential to not only minimize the increase in vehicle miles travelled, but also to contribute to health benefits and more efficient travel throughout the region.

2.1 Metropolitan Transportation Plan (MTP) Maintenance

Objectives

- To maintain an IJJA/BIL compliant metropolitan transportation plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.
- To process proposed amendments to the MTP according to established procedures.
- To implement a new Metropolitan Transportation Plan, *Connecting Kentuckiana 2050*, that incorporates modern transportation planning principles and envisions a modern vision of the surface transportation system in the region.
- To develop, implement and maintain project tracking methodology through which project sponsors, other agencies, and the public can determine the status and progress of projects as they move from inception to implementation.
- To continuously collect, update, and streamline data for the next MTP.
- To explore the connections between metropolitan transportation planning and the environmental issues and processes related to projects identified in the MTP.
- To continue to develop planning resources related to the MTP, including, but not limited to an Active Transportation Plan, expanded Environmental Justice considerations, further utilization of origin-destination and other travel data.
- Continuing consultations with environmental protection, conservation, land use, natural, historical, community and other relevant organizations and agencies in regard to any potentially negative impacts from the events/projects carried out in the MTP.

Products

- Implement/maintain an IJJA/BIL compliant MTP which addresses the surface transportation needs of the area through 2050 (ongoing)
- Reflection of performance measures and targets within the MTP. (ongoing)
- Provision of planning resources for project sponsors, other agencies, and the public. (ongoing)
- Documentation of the MTP amendment/administrative modification processes (ongoing)
- Processes for identification and scoping of future transportation needs which includes development and maintenance of project data (ongoing)

Methodology

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

Updates to each of these elements are in concert with performance-based transportation planning, as detailed in the IJJA/BIL, and in the subsequent establishment of performance targets by the USDOT, both states, and the MPO. A [Performance Management Plan](#) and a [Project Management Guidebook](#) have both been developed and are currently in use.

Access to planning resources is available through the [KIPDA.org](https://kipda.org) website and is called the [Transportation Planning Portal](#).

Relationship to Other Work Elements

Several elements of the FY 2024 UPWP are relevant to this item.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

2,268

2.2 Travel Demand Forecasting (TDF) Model Development

Objective

- Travel demand forecasting model development is a continuous process intended to maintain an up-to-date planning tool that stays current with the latest modeling procedures, travel and socioeconomic data, and computer resources. This includes the collection/processing of data needed for the model and staff training.

Products

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

Methodology

KIPDA MPO Staff develops and maintains the area's travel demand forecasting model by incorporating the pertinent socioeconomic, travel behavior, and transportation system characteristics into the format required by the model software. Model accuracy is measured by performing various calibration/validation techniques and procedures. Currently the base year of the model is 2019 and the horizon year is 2050.

KIPDA MPO Staff will utilize a variety of data and resources to update and maintain the model and also to supplement the traffic forecasting activities developed using the model. These include Census data, demographic data developed locally, the most recent regional household travel survey, and other resources. These also include data purchased from vendors, including StreetLight, DataAxle, and Woods & Poole. KIPDA maintains TransCAD licenses for modeling purposes.

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,229

2.3 Air Quality Analysis/Conformity Consultation

Objectives

- To conduct air quality analyses as part of MTP development in a manner that is consistent with federal requirements.
- To fulfill the requirements of the air quality conformity consultation process as outlined in the Memorandum of Understanding.

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

Products

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

378

2.4 Intelligent Transportation Systems Planning

Objectives

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

Products

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

95

2.5 Congestion Management Process

Objectives

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

Products

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

473

2.6 Public Transportation Planning

Objectives

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

Products

- In cooperation with TARC, continuation of long-range transit planning efforts. Long-range transit planning may include initiatives such as: identifying transit gaps and needs; increasing interaction between transit, bicycle and pedestrian trips; increasing park and ride activities; conducting corridor specific studies related to congestion relief; increasing commuter trips; and using advanced transit technologies. (ongoing)
- A long-range plan for the TARC service area was completed in FY 2023. This will serve as an initial component of an overall assessment of current and future needs of the region.
- Cooperation and coordination with the public transit/transportation planning process conducted by TARC, including continued use of the Coordinated Human Services Transportation Plan used to select and provide Federal Section 5310 funding from KYTC and INDOT (ongoing)
- Coordination with and technical assistance to LPAs in pursuit of funding for transit-related projects (ongoing)

- **TARC Route Restoration Award:** TARC will receive FTA funding (100% Federal funds) to conduct a system wide analysis of its post-pandemic transit needs and to identify how resources can be better allocated to serve its riders, especially low income and disadvantaged communities who utilize TARC services.
- **Areas of Persistent Poverty Planning Study:** TARC will receive FTA funding (100% Federal funds) to develop a plan to facilitate access to employment, education, and healthcare for individuals who live in areas of persistent poverty in and around Louisville. The project will help TARC continue to implement transportation opportunities that enhance the social, economic, and environmental wellbeing of the greater Louisville community.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant:** Louisville Metro Government was awarded \$5 Million in a discretionary grant for the Broadway All the Way project. TARC will manage the Federal RAISE program funding overseen by the FTA (80% Federal funds) on behalf of Louisville Metro Government. The funds will result in completed planning, design, and engineering documents. The first component of the project will create a unified vision for premium transit on Route 23, the corridor's main line, through public engagement; identification of locations for transfers, BRT connections, and ITS Needs; and a disadvantaged workforce plan. The second component will create the shovel-ready plan for approximately 5.5 miles of Complete Street improvements on Broadway. The third component will complete preliminary and final design for bus station and bus rapid transit infrastructure on Baxter Avenue and Bardstown Road.

Methodology

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

Performance measures established by FTA in conjunction with the IIJA/BIL and its predecessor transportation bills will be recognized and monitored within both the MTP and the TIP, and other local/regional measures regarding transit may also be adopted in the MTP.

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

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

662*

**Sub-element 2.6: Public Transportation Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities.*

2.7 Freight Planning

Objective

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

Products

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

Methodology

KIPDA MPO Staff will use the [Regional Freight Mobility Study](#), adopted in 2019, and input from stakeholders, including the Freight Advisory Subcommittee, to identify and address transportation system deficiencies. The Regional Freight Mobility Study will be used, in conjunction with the CMP, to monitor the performance of priority freight corridors in the Louisville/Jefferson County, KY-IN MPA.

Staff will provide support for the Freight stakeholders, as well as maintain the data in the Regional Freight Mobility Study, the KIPDA Freight Network, and the freight element of the MTP. MPO Staff will

also conduct outreach activities to involve members of the freight community through established KIPDA MPO committees.

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

378

2.8 Bicycle and Pedestrian Planning

Objectives

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

Products

- Maintain inventory of existing pedestrian and bicycle facilities throughout the region. (ongoing)
- Maintain a database of identified network gaps. (ongoing)
- Develop an Active Transportation Plan (mid FY 2024)
- Maintain and update the regional [Complete Streets Policy](#) that was adopted in August 2022. (ongoing)
- Act as a point of contact and assistance for bicycle and pedestrian planning, projects and information including, but not limited to: funding sources such as the Transportation Alternatives Program (TA), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Recreational Trails Program (RTP); design standards; local implementation plans; and ADA Transition Plans. (ongoing)
- Identification and tracking of performance measures related to access by alternative modes as well as to the safety of all users.

Methodology

- Maintain the Bicycle and Pedestrian inventory data.
- Utilize stakeholder input, data resources, and the working group to develop an Active Transportation Plan and Complete Streets Policy.

- Share information with the TTCC, the TPC and others concerning best practices, design standards, funding, and other applicable information.
- Monitor the implementation of the regional bicycle and pedestrian network with information provided by project sponsors.
- When requested, KIPDA MPO Staff will review and advise plan and project development by LPAs involving bicycle and pedestrian modes of travel.
- Work with the states, local governments, and TARC on ADA transition plans.
- Provide assistance, as requested, to the Kentucky Health Department on their Walkability Audits and Health Impact Assessments.

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

851*

**Sub-element 2.8: Bicycle and Pedestrian Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities.*

2.9 Performance Management – Data Analysis

Objectives

- To identify and analyze data in the pursuit of performance management and a more-informed project development process.
- To coordinate with INDOT, KYTC, TARC and other planning partners in the establishment of performance targets.
- To develop transportation performance measures that are specific to the KIPDA Region that are tailored to this region's needs and goals.
- To use data analysis in the monitoring of progress toward the achievement of the established targets.
- To evaluate progress and revise goals and targets as required.

Products

- Data analysis in a variety of applications useful to the transportation planning process (ongoing)
- Provision of data and data analysis to planning partners and the public (ongoing)
- Comprehensive update to KIPDA's Performance Management Plan (PMP) (expected in FY2024)
- Performance target reporting to INDOT and KYTC (varies, some are annual while others are once every four years)

- Region-specific performance measures, as required by FHWA, based on population and air quality status.

Methodology

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

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

945

2.10 Transportation Safety Planning

Objective

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

Products

- A regional action planning grant under the Safe Streets and Roads for All (SS4A) discretionary grant program (completion expected Summer 2024)
- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type (ongoing)
- Selection and prioritization of Highway Safety Improvement Program (HSIP) projects with sub-allocated funding from INDOT (ongoing)

- Annual update of the FHWA safety-related performance measure targets and baselines at the regional level (by February 28, 2024)
- Provide assistance with Local Road Safety Plans, as requested (ongoing)

Methodology

KIPDA was awarded \$600,000 for an action planning grant to significantly reduce roadway deaths in the region. MPO Staff will coordinate these planning efforts to generate a regional plan that includes most jurisdictions in the KIPDA MPO Region as well as the rural counties that are a part of the KIPDA Area Development District.

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

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

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,890*

**Sub-element 2.10: Transportation Safety Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities.*

2.11 Transportation Resiliency and Security Planning

Objectives

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

Products

- Incorporation of security considerations into the MPO transportation planning process, including the funding of short-range planning studies, ITS, and management and operations. (ongoing)
- Incorporation of resiliency considerations into the MPO transportation planning process, including the development of new performance measures, programming of studies and projects that consider resiliency, sustainability, and climate change. (ongoing)

Methodology

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

KIPDA Staff will work with other transportation and air quality agencies to incorporate and accelerate the transition to a cleaner emitting vehicle fleet. This will include consideration of future vehicle fueling and charging infrastructure.

Relationship to Other Work Elements

Transportation system security is a fundamental component of the planning process and closely related to Intelligent Transportation System Planning and Management and Operations Planning. In addition to those mentioned above, resiliency planning is related to the other Air Quality Planning activities, including the programming of CMAQ projects in Indiana and the Conformity Consultation process.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

284

3.0 Short Range Transportation Planning/Programming

3.1 Transportation Improvement Program (TIP)

Objective

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

Products

- An IJJA/BIL compliant FY 2023 – FY 2026 TIP which addresses the short-range surface transportation needs of the area (expected to be adopted immediately prior to FY 2024)
- Development of procedures for reflecting how implemented projects support the goals, objectives and performance targets established in the MTP for the region (ongoing)
- TIP amendments and administrative modifications, as needed (TIP amendments may require analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input, and are processed according to procedures developed by KIPDA staff and approved by the TPC) (ongoing)
- The TIP, amendments, and administrative modifications are available to the public and can be found on the KIPDA website (ongoing)
- An Annual Listing of Obligated Projects for federally funded projects from the previous fiscal year posted on the KIPDA website (expected in December 2023)
- Periodic progress reports to KIPDA transportation committees for MPO Dedicated Funding Programs (ongoing)
- KIPDA MPO Staff attendance at KYTC project status reviews (ongoing)
- KIPDA MPO Staff attendance at APDP meetings with INDOT Central Office and Seymour District Office, FHWA, and local agency staff (ongoing)
- Priority rankings of projects developed as part of the KYTC Strategic Highway Investment Formula for Tomorrow (*SHIFT*) process for considering projects to be included in the Recommended Six-Year Highway Plan (*SHIFT* 2024 expected to conclude in mid FY 2024)
- Developing and maintaining prioritization and selection processes for projects to utilize federal MPO Dedicated Program funding (STBG-MPO, CRP-MPO, and TA-MPO in Kentucky / CMAQ, HSIP, STBG-MPO, CRP-MPO, PROTECT, and TA-MPO in Indiana) (ongoing)

- Developing and administering a process in which new funding sources in the IJJA/BIL are identified and projects are programmed. This includes changes in the formula funding programs as well as the numerous discretionary grant programs in the IJJA/BIL. (ongoing)
- Monitoring of local implementation of federally funded transportation projects, which will include a project tracking and review process as well as documentation being made available for public review (ongoing)
- Coordinate, educate, and participate in a review/re-evaluation of the current Project Management Process. (ongoing)
- Based on the evaluation of projects for the *Connecting Kentuckiana 2050* MTP, a series of tables indicate the potential contribution of TIP projects. (ongoing)
- Addition of projects into the KYTC Continuous Highway Analysis Framework (CHAF) Database in support of project prioritization (ongoing)
- Host LPA Training/Workshops, if desired and as appropriate (ongoing)

Methodology

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

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

Relationship to Other Work Elements

The TIP is consistent with the MTP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

3,768

3.2 Project Design/Traffic Study Data Requests

Objective

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

Product

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

505

3.3 Short Range Studies and Programs

Objective

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

Products

KIPDA sets aside a portion of the PL and 5303 funding that is allocated to the agency annually to fund planning studies that are priorities of the local agencies around the region. In late FY 2023, KIPDA Staff made approximately \$250,000 available through a “Call for Studies” where local governments applied for planning funds. In addition to the studies listed below, there may be additional planning studies initiated in FY 2024 that will utilize a portion of the additional PL and 5303 formula funding that KIPDA will receive from the IJJA/BIL. The UPWP will be amended, as appropriate, to reflect all planning efforts receiving PL and 5303 funds. It is assumed that the local match for these planning efforts will be paid by the agencies receiving funds for the studies.

The availability of funds carried over from prior years will impact the availability of funding for PL/5303 funded planning studies.

The following studies are to be funded in FY 2024 through the “Call for Studies”:

- Jeffersontown Gaslight Square Transportation Access & Parking Study: This study will provide guidance on future land use strategies along with setting the standards for future growth in Jeffersontown.
- Louisville Metro Bike Implementation Plan: This study will define specific, measurable, actionable, realistic, and time-bound (SMART) active transportation goals that Louisville Metro can deliver to its residents by making strategic investments in short- and medium-term improvements to its street and road network.

KIPDA will provide technical assistance on the KY 329 Corridor Study in Oldham County. This study is to be funded using PL Discretionary funds from KYTC. The project is expected to begin in Fall 2023.

Methodology

KIPDA will lead and/or support all planning efforts receiving PL and 5303 funding in this region.

Relationship to Other Work Elements

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

Responsible Agency

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

Estimated KIPDA MPO Staff Hours

230

3.4 Management and Operations Planning

Objectives

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

Products

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

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

92

4.0 Program Administration

4.1 Unified Planning Work Program

Objectives

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

Products

- Annual work program that responds to federal, state and local guidance (Draft February 2024, Final April 2024)
- Funding contracts in support of the work program (June/July each year)
- Memorandum of Agreement (MOA) between KYTC, INDOT, TARC and KIPDA (as needed)
- Grant applications for any special funding outside the annual work program (ongoing)
- Monthly progress reports for FY 2024 (monthly)
- Annual Performance and Expenditures Report for FY 2023 (September 2024)
- Self-certification review of compliance with applicable federal and state laws, including the Americans with Disabilities Act and Title VI of the Civil Rights Act (no later than January 2024)
- Equipment and supplies purchased as needed to carry out planning activities (ongoing)
- Use of vendor services as needed to assist with staff training (ongoing)
- Membership in professional organizations, including the Association of Metropolitan Planning Organizations, American Planning Association, Transportation Research Board, and the American Public Transportation Association

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

167

4.2 Public Involvement/Title VI

Objectives

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

Products

- An IIJA/BIL compliant Public Participation Plan which contributes to addressing both the short-range and long-range surface transportation needs of the area (updated in FY 2022)
- Advertised public events where the general public is provided an opportunity to review and comment on KIPDA planning and programming activities (ongoing)
- Public comment period at all meetings of the KIPDA Transportation Policy Committee and Transportation Technical Coordinating Committee (ongoing)
- Print and electronic advertising, signs, supplies, material, personnel, and coordination and logistical information needed for public involvement activities (ongoing)
- Transportation Division publications (ongoing)
- KIPDA agency publications (ongoing)
- Maintenance of the MPO element of the [KIPDA website](#) (ongoing)
- Video recording of TPC and TTCC meetings for posting on the KIPDA website (ongoing)
- Use of social networking sites Facebook and Twitter to provide notice of meetings and other transportation issues (ongoing)
- Periodic review of the effectiveness of the Public Participation Plan, with updates every four years (ongoing)
- Training activities on public participation for KIPDA MPO Staff and committees (ongoing)
- Training for/monitoring progress of LPA ADA Transition Plans and Title VI Programs (ongoing)
- Explicit documentation of responses to public comments (ongoing)
- Documentation of public involvement activities carried out by MPO constituent agencies for Transportation Policy Committee use (ongoing)
- Updated Community Impact Assessment for Louisville/Jefferson County, KY-IN MPA
- Community Impact Assessments for KYTC project studies, as requested (ongoing)
- Continue to utilize virtual and hybrid meeting procedures for the TPC and TTCC meetings, as established in the Public Participation Plan. (ongoing)

Methodology

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,463

4.3 Committee Support

Objective

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

Products

- Committee agendas, notices, minutes and memoranda (ongoing)
- Up-to-date committee members' guides and committee bylaws (ongoing)
- KIPDA MPO Staff participation and presentations in committee and subcommittee meetings and workshops (ongoing)
- Purchase of professional services as needed to assist with committee processes (ongoing)
- Informed recommendations and decisions by transportation committees (ongoing)
- Updated meeting procedures that utilize virtual and hybrid formats that seek to maximize the meaningful participation by the committee members and the public per the Public Participation Plan.
- Review of committee membership considering the 2020 Census and the jurisdictions within the updated Urbanized Area Boundary (early FY 2024).

Methodology

KIPDA MPO Staff will provide the administrative support needed to conduct the committee process, including agency membership review, annual bylaws review, materials and information preparation, and meeting packet distribution. Staff will also assist with procedural matters and provide assistance to committee officers when required. Staff will ensure, through various tools, that committees are aware of their roles and responsibilities and will work to maintain an open dialogue regarding policies and procedures. Presentations by KIPDA MPO Staff regarding the transportation planning process will be given at TTCC and TPC meetings throughout FY 2024 to enhance the knowledge and understanding of committee members. The result should be better-informed, engaged, and empowered MPO committees, having increased awareness of regional transportation and quality of life issues.

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,087

4.4 Staff Management, Training, and Major Purchases

Objectives

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

Products

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

- Acquisition of documents, reports, reference materials, equipment, software, periodicals, and subscriptions to publications related to execution of the work program(ongoing)
- Periodic acquisition and maintenance of computer equipment consistent with KIPDA's technology plan, as well as training associated with said equipment(ongoing)

Methodology

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

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

- Origin-Destination data services
- ESRI Enterprise agreement
- Continuous computer and related equipment upgrades

Relationship to Other Work Elements

Program Administration impacts all elements of the transportation planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,463

5.0 Commuter Services

5.1 Rideshare Program

Objective

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

Products

- Commuter ridematching services for carpools, transit, vanpools, park & ride lots, and bikepools, maintaining a database with over 200 active worksites (ongoing)
- The administration, including operation and maintenance, of a regional vanpool program (ongoing)
- Van purchases, as needed (ongoing) (Note: PL funds are not used for van purchases)
- Customer service and monthly fare collection for vanpool members (ongoing)
- Maintaining and improving the website www.EveryCommuteCounts.org and the registrant site <https://ttr.rideproweb.com/rp2> (ongoing)
- Multi-faceted advertising campaign, including rideshare challenge campaigns, internet communications, and social media promotion of all rideshare modes and micromobility modes: carpool, transit, vanpool, bikeshare, bikepool, telework, condensed work week, walking, and scooters (ongoing)
- Quarterly reports to the Transit Authority of River City (TARC) for vanpool fares collected (quarterly)
- Monthly progress reports of progress and related, which includes air quality impacts and related program benefits (monthly)
- Administration of the regional Emergency Ride Home Program for registered area rideshare commuters (ongoing)

Methodology

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

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

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

Relationship to Other Work Elements

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

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

6,396