



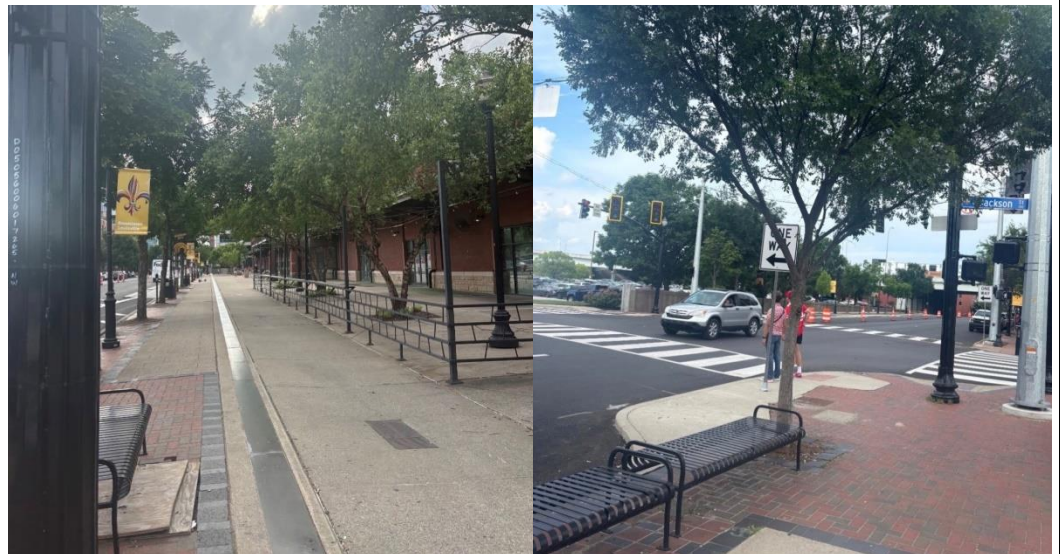
U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Louisville Transportation Management Area



September 2026

Final Report

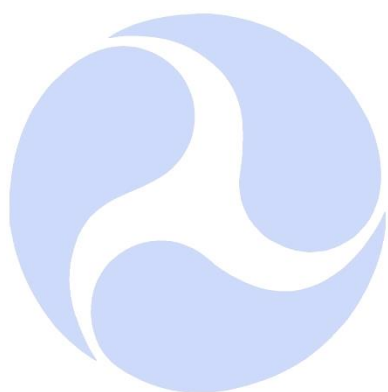




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1.0 EXECUTIVE SUMMARY

On May 6 and May 7, 2026, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Louisville urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

Certification reviews for the Louisville TMA have been conducted since the 1990s. The most recent certification reviews were conducted in 2010, 2014, 2018, and 2022. The previous Certification Review findings and their disposition are provided in **Appendix A**.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Louisville urbanized area meets Federal planning requirements **WITH CORRECTIVE ACTIONS**.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), and the Transit Authority of River City (TARC) the Louisville Metropolitan Planning Organization (MPO) as part of the Kentuckiana Regional Planning Development Agency (KIPDA) are subject to addressing **two corrective actions**. There are also **four recommendations** in this report that merit close attention and follow-up, while the MPO received **six commendations** in areas where they are performing very well.

Review Area	Action	Finding	Resolution Due Date
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a) & MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	Commendation	Provided Interactive GIS Online Resource Center includes GIS Mapping of the UAB and MPA as well as other impactful information throughout the region	N/A
Unified Planning Work Program 23 CFR 450.308	Recommendation	Add table to each work element to include main tasks and their cost along with the total cost for each work element versus only compiling main costs of elements within the appendix	N/A



Metropolitan Transportation Plan and Performance-Based Planning & Programming 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Corrective Action	Update MTP and TIP to include a current system performance report as required in 23 CFR 450.324 (f)(3),(4), which is housed under the referenced Performance Management Plan.	1 year from receiving final TMA Certification Review Report
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	Commendation 1	Streamlined the Participation Plan document to be more succinct and user friendly, while also providing on-line Interactive Story Maps to assist those interested parties in learning more about projects as an interactive hands-on tool	N/A
	Commendation 2	Provided committee members monthly “at-a-glance” statistical updates on the level of participation received through multiple social media outlets and on-site meetings to the committees remain up to date on effectiveness of outreach methods and tools	N/A
	Corrective Action	Update PP Amendment process to provide for a 45-day public comment period prior to being adopted by the MPO to comply with 23 CFR 450.316(a)(3) and clarify public involvement differences between MTP amendments versus administrative modifications	90 days from receiving final TMA Certification Review Report
Environmental Mitigation/Planning Environmental Linkage 23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450	Commendation	Provided “Red Flag Inventory” listing as a valuable Interactive GIS screening tool for project sponsors to identify potential environmental, community, and planning level constraints that may impact a project early on in the project development process	N/A
Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h) and Transportation Security Planning 23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(a)(3) 23 CFR 450.306(d) 23 CFR 450.324(h)	Commendation	Created a high injury network for each community in the MPA (using the SS4A grant award) with subsequent integration of those networks into the project selection and scoring process for the MTP and TIP. This serves as an excellent example of maximizing federally funded planning efforts to expedite project development and advance system safety priorities and best practices.	N/A



Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h) and Transportation Security Planning 23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(a)(3) 23 CFR 450.306(d) 23 CFR 450.324(h)	Commendation	Integrated bicycle and pedestrian planning into its multimodal transportation planning process through implementation of its Complete Streets Policy and its Online GIS Interactive Resource Center. These resources support coordination among transportation partners and facilitate the identification of multimodal connectivity opportunities during project development.	N/A
	Recommendation	Develop an MPO specific resiliency plan and continuation of operations plan (COOP) to improve security planning and promote infrastructure investment that minimizes damage from natural and manmade disasters	N/A
Nonmotorized Planning/Livability 23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224(f)(2)	Recommendation	Update the 2018 <i>Bicycle and Pedestrian Resource Guide</i> to reflect current regional priorities, updated transportation data, and emerging multimodal planning best practices to include new resources. This would further strengthen the region's bicycle and pedestrian planning framework.	N/A
Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322 and Intelligent Information Systems (ITS) 23 CFR 450.324(f)(5)	Recommendation	Document the review of the ITS Architecture at least once every four years, concurrent with the TIP in accordance with the current ITS Architecture document to ensure that recent initiatives such as electric vehicle infrastructure, TSMO, etc. are included.	N/A

Details of the certification findings for each of the above items are contained in this report.



2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed whether or not they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve clarity of the Certification Review reports.



2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the designated agency for the Louisville Metropolitan Planning Organization's (MPO's) urbanized area. The Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) are the responsible State agencies, and the Transit Authority of River City (TARC) is the responsible public transportation operator. Current membership in the Greater Louisville Area MPO (KIPDA MPO) consists of elected officials and citizens from the political jurisdictions in Bullitt, Jefferson, Oldham, and a small portion of Shelby County in Kentucky, as well as Clark and Floyd Counties in Indiana. The City of Louisville serves as the largest population center in this urbanized area.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

Since the 1990s, certification reviews have been conducted for the Louisville TMA. The most recent certification reviews were conducted in 2010, 2014, 2018, and 2022. A summary of the status of findings from the last review is provided in **Appendix A**. This report details the seventh review, which consists of a formal site visit and a public involvement opportunity, conducted in May 2026.

This certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Participants in the review included representatives of FHWA, FTA, USEPA, KYTC, INDOT, TARC, and KIPDA - Louisville MPO staff. A full list of participants is included in **Appendix B**.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings. As a part of the TMA Certification



Process, FHWA and FTA utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review.

The TMA Certification Risk Assessment Tool was used to assess the risk of the various program areas for which KIPDA MPO is responsible. The core topic areas initially reviewed as required elements of the metropolitan planning process authorized in 23 U.S.C. 134 and 49 U.S.C. 5303 were either addressed further and/or confirmed as part of the TMA Certification Review. These are listed as follows.

- MPO Organization Structure and Policy Board
- Metropolitan Planning Area Boundaries (MPA)
- Metropolitan Planning Agreements
- Scope of the Transportation Planning Process and Process Coordination
- Participation by Interested Parties (Participation Plan)
- Congestion Management Process (CMP)
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Annual List of Obligated Projects (ALOP)

The risk-based assessment tool initially used as part of this TMA Certification Review included a review of background information on all the above stated topic areas, current known status, and key findings from the two most recent reviews. Once complete, the Federal Review Team (FRT) completed desk-reviews on their assigned task areas to identify the following subject areas for further on-site discussion.

- Metropolitan Planning Area Boundaries (MPA)/ MPO Structure and Agreements (Planning and Conformity)
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)/ Performance-Based Planning and Programming (PBPP)
- Transit Planning
- Participation by Interested Parties/Socio Economic Factor
- Environmental Mitigation/Planning Environmental Linkage (PEL)
- Transportation Safety and Security Planning
- Non-Motorized Planning/Livability
- Congestion Management Process (CMP)/Intelligent Transportation Systems (ITS)

These topic areas are summarized in the body of the report, and a summary of the TMA Certification Risk Assessment is provided in Chapter 5 – Conclusions and Recommendations.



Public involvement included social media outreach across multiple platforms with a survey link, and one on-site public meeting attended by the MPO staff, State, and local government officials was held on the evening of May 6, 2026, at The Arterburn located at 310 Ten Pin Lane. Louisville KY 40207. A combination of social media outlets used by the MPO to reach out to their stakeholders and the public included Facebook, X, Instagram, the MPO's Website at www.kipda.org, email notifications, and MPO Committee Meeting announcements were used to inform stakeholders and the public of the certification review. The public comment period ended on June 12, 2026, with more details found in **Appendix C**. A list of Acronyms is also available in **Appendix D**.

3.2 Documents Reviewed

The following MPO documents were evaluated as a part of this planning process review:

- KIPDA-INDOT-KYTC-TARC Joint Memorandum of Agreement (MOA), 2022 and 2026
- KIPDA-Louisville Area MPO's Conformity Memorandum of Understanding (MOU) for Air Quality Conformity, 2008, and 2026 MOU
- Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP), May 2023
- KIPDA-Louisville MPO's Performance Management Plan (PMP), April 2022
- FY 2025-2028 Transportation Improvement Program (TIP)
- KIPDA MPO's Interactive Global Information Systems (GIS) Online Resource Center
- FY 2025, FY 2026, and FY 2027 Unified Planning Work Programs (UPWPs) for the KIPDA MPO
- FY 2025 Performance and Expenditure Report
- KIPDA MPO's FY 2025-2028 TIP and Self-Certification
- 2025 Participation Plan
- FY 2025 Annual list of Obligated Projects
- 2025 Congestion Management Process
- 2025 Agency Safety Plan
- 2023 Connecting Kentuckiana 2050 MTP
- 2022 Transit Asset Management Plan
- 2018 Bicycle and Pedestrian Resource Guide
- 2017 KIPDA MPO Regional ITS Architecture



4.0 PROGRAM REVIEW

4.1 Metropolitan Planning Area Boundaries (MPA) & MPO Structure and Agreements (Planning and Conformity)

4.1.1 Regulatory Basis

MPA: 23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

MPO Structure and Agreements (Planning and Conformity): 23 U.S.C. 134(d), 23 CFR 450.314(a) and 23 CFR 450.208 states the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

Conformity Agreement: 23 CFR 450.314(c), (d), and (e) and 40 CFR 93.105 all require conformity agreements involving the MPO under different circumstances. The correct citation depends on the circumstance of each area.

4.1.2 Current Status

MPA: The Kentuckiana Regional Planning Development Agency (KIPDA) serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN urbanized area that consists of Jefferson, Bullitt, and Oldham Counties in Kentucky along with a small portion of Shelby County. Going forward, this entity will be referred to as the KIPDA MPO. The urbanized area also includes Clark and Floyd Counties in Indiana. KIPDA's Regional Transportation Council includes Shelby, Spencer, Henry, and Trimble counties in Kentucky.



The KIPDA MPO's Metropolitan Planning Area (MPA) and FHWA Adjusted Urban Area Boundaries were updated in 2024 based on the 2020 Decennial Census defined Urban Area Boundary (UAB) Update released on December 29, 2022. There are now four (4) UABs nested within KIPDA MPO's MPA. Any project located within the KIPDA MPA boundary is eligible to apply for available federal funding, but the share of capital funds portioned to the KIPDA MPO's region is determined by only the Louisville/Jefferson County UAB.

To assist their stakeholders and the public, KIPDA published an on-line Story map, accessible through their main website at www.kipda.org under Transportation/GIS Services/Products and Services, detailing the process with an interactive, searchable Urban Area Boundary (UAB) Map titled, "KIPDA Urban Area Boundaries (2020) Story Map" for users to input locations and check on UAB status. This Interactive GIS mapping system and other online resource tools can also be readily accessed by project sponsors, stakeholders, and the public at <https://kipdatransportation.org/>.

According to KIPDA's website, by the year 2030, the Kentucky State Data Center projected the population in the KIPDA region to grow to 1,077,435. This would increase the area population by approximately 70,015 people to include a growing demographic of those aged 65 and older. According to the ACS 2023 5-year estimates, per KIPDA, this population makes up 16.7 percent of the population within the region and is close to the national trend of 16.8 percent. This emphasizes the need to strategically plan for the healthcare, mobility, and housing of this aging population.

MPO Structure and Agreements (Planning and Conformity): The Kentuckiana Regional Planning & Development Agency (KIPDA) functions as more than just the metropolitan planning organization for the Louisville/Jefferson County KY-IN urbanized area. KIPDA also serves as the Area Development District (ADD) much in the same capacity as a Regional Planning Organization (RPO) that serves a multi-state/multi-county area within the Metropolitan Planning Area (MPA) with over 15 municipalities. KIPDA not only provides regional planning, review and technical services in the areas of public administration, but they also provide social services and community ridesharing programs.

Based on the new 2026 planning agreement, the Louisville Area Metropolitan Planning Organization (MPO) is divided into two primary bodies that hold hybrid meetings monthly, which are open to the public. These following committees also have meeting minutes and other details available through the KIPDA MPO website at www.kipda.org:

- **Transportation Policy Committee (TPC):** Acting as the central decision-making group, the TPC is responsible for directing transportation planning, approving new plans, and putting programs into action.
- **Transportation Technical Coordinating Committee (TTCC):** This group functions as an advisory board that supports the TPC by offering technical reviews and assistance on transportation matters.



In addition, KIPDA MPO utilizes various advisory committees, subcommittees, and working groups to carry out the transportation planning process and to engage stakeholders.

This most recent 2026 Memorandum of Agreement (MOA) for Planning was updated by and between KIPDA MPO, Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC) and Transit Authority of River City (TARC). This document is available on the KIPDA MPO website. The agreement outlines the mutual responsibilities of each agency in carrying out the metropolitan transportation planning process in accordance with 23 CFR 450.314(a), and the specific written provisions for cooperatively developing and sharing information related to transportation performance data, as well as the selection and reporting of performance targets in accordance with 23 CFR 450.314(h).

The 2008 Air Quality Consultation Memorandum of Understanding (MOU) was recently updated in 2026 and outlines the interagency consultation process among the KIPDA, INDOT, KYTC, IDEM, and Louisville Metro Air Pollution Control District, TARC and USEPA in accordance with 23 CFR 450.314 (c) and (d). This 2026 MOU was revised to reflect more current references to the definitions of the Metropolitan Planning Area (MPA) since Harrison County is no longer included after the Decennial Census redefined the urbanized area, and other more up-to-date references to committee memberships, and level of participation by Kentucky Interagency Consultation members in the consultation process as requested by USEPA.

With the completion of the 2026 MOU occurring during the writing of this 2026 TMA Certification Review Report, the 2026 MOU will join the recently implemented 2026 MOA to establish a current collaboration framework from which the KIPDA MPO operates. It should also be noted that these documents ensure that transportation planning, project development, and funding decisions can proceed efficiently and effectively for this multi-state MPO.

4.1.3 Findings

The MPO meets compliance requirements with the updated 2026 MOU for Air Quality Conformity and MOA now in place to be fully aligned with current requirements.

Commendation:

MPA: The MPO staff are commended on the development and up-to-date status of the Interactive GIS Online Resource Center to include GIS Mapping of the UAB and MPA as well as other impactful information throughout the region that could potentially affect transportation projects. This allows the public and stakeholders to view the region as they choose by selecting what they want to see in a given area by switching on and off various data layers. This also assists project sponsors in identifying possible impacts to a potential project during the initial stages of project development.



4.2 Unified Planning Work Program (UPWP)

4.2.1 Regulatory Basis

UPWP: 23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.2.2 Current Status

The Kentuckiana Regional Planning and Development Agency (KIPDA)-Louisville/Jefferson County, KY-IN Metropolitan Planning Organization (Louisville MPO) adopted their FY 2026 Unified Planning Work Program (UPWP) in April 2025 with a total annual budget of over \$5.7 Million per Table A-1: KIPDA Unified Planning Work Program Budget Summary - Estimated FY 2026 Funding as shown in Appendix A of this UPWP. The UPWP outlines the urban transportation planning activities scheduled, programmed, and managed by the KIPDA MPO. The work elements and budget for tasks in the UPWP are developed in direct cooperation with their transportation planning partners (KYTC, INDOT, Local Planning Agencies (LPAs), and the Transit Authority of River City (TARC)) that reside within the Metropolitan Planning Area (MPA). The 2026 Memorandum of Agreement (MOA) supports this effort and is in place between KYTC, INDOT, TARC, and the KIPDA MPO to help facilitate and more efficiently enhance the project development and programming processes.

To support quarterly reporting and reimbursements, the KIPDA MPO monitors federal funds and expenditures on a monthly basis. Currently, the Unified Planning Work Program (UPWP) summarizes these funds in Appendix A, detailing overall budgets by work element, funding source, and agency.

4.2.3 Findings

The UPWP is in compliance with the regulatory requirements.

Recommendations:

Enhance the review of each work element discussion by adding a cost table for each individual work element. This specific work element table would provide greater clarity for the reader and reviewer by showing the main tasks under the work element and cost for such tasks along with a total cost for the work element versus listing separately in the UPWP Appendix.



4.3 Metropolitan Transportation Plan (MTP) & Performance-Based Planning and Programming (PBPP)

4.3.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecast transportation, population, land use, employment, congestion, and economic conditions and trends.

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means.

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system



with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

4.3.2 Current Status

Since the last review, the KIPDA developed an updated Metropolitan Transportation Plan (MTP) entitled Connecting Kentuckiana 2050. It was approved by the KIPDA Transportation Policy Committee on May 25, 2023, and found to conform for air quality to the 2015 8-hour Ozone Standards on June 23, 2023. The Connecting Kentuckiana 2050 plan documents the cooperative transportation planning process implemented by KIPDA.

KIPDA successfully implemented the following in the development process of the MTP:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

During the development of Connecting Kentuckiana 2050, KIPDA employed various strategies to provide opportunity for meaningful public engagement and comment. KIPDA established and utilized a webpage and interactive project map that allowed stakeholders to submit comments online to the agency directly and developed an interactive activity during pop-up events that allowed participants to utilize coins to prioritize needs in the region. KIPDA staff also held two virtual public meetings to gather input. A summary of these events, as well as comments received, is included as an appendix in the final plan document. The final version of the MTP is available for review and download on the MPO's website.

The Louisville MPO's Transportation Policy Committee (TPC) previously approved an update to the MTP amendment processes to allow for amendments and administrative modifications. During the site visit the Federal Review Team observed this update had not been reflected in the adopted MTP document. KIPDA staff has since updated their MTP to reflect this revision and provided FHWA and FTA with a link to the revised document. To remain compliant with federal regulations, KIPDA shall incorporate the amendment, and administrative modification policies and associated processes in any MTP updates or amendments dated after this certification report in accordance with 23 CFR 450 and 49 CFR Part 613. The revised procedures



should clearly identify the criteria for amendments versus administrative modifications, document public involvement requirements, and ensure consistency with applicable federal regulations and adopted MPO planning documents.

With regard to the Transportation Performance Measures (TPMs) required by MAP-21 and continued in the FAST Act, and Infrastructure Investment and Jobs Act (IIJA), while KIPDA previously elected to develop their own performance targets for Safety (PM1), Infrastructure Condition (PM2), and to support the KYTC and INDOT targets for System Performance (PM3), for the last two years KIPDA has elected to support the KYTC and INDOT targets for all applicable measures. In development of Connecting Kentuckiana 2050 MTP, the MPO also utilized regional performance measures and targets that align with the plan goals, as well as the national performance measures.

The federal regulations (23 CFR 450.324 (f) (4)) require the inclusion of a system performance report in the MTP which outlines progress achieved in meeting the performance targets in comparison to previous reports, including the baseline data. During the desk review and site visit, the Federal Review Team observed that KIPDA's 2050 MTP does not include the required system performance report.

In the 2050 MTP as well as the most recently approved TIP (FY2025-2028), KIPDA MPO references an independent document, [The Performance Management Plan](#), as the required system performance report for the federally required performance measures. However, during the site visit and subsequent discussions, the Federal Review Team confirmed that the performance management plan document has not been revised since April 2022. While KIPDA staff informed the FRT that they are in the process of developing an update to the performance management plan that will provide recent data and be available for review by the public and other stakeholders, the required system performance information is not currently available.

4.3.3 Findings

The FHWA/FTA Review Team finds the KIPDA MTP does not fully meet the requirements of 23 U.S.C. 134(c), (h) & (i), 23 CFR 450.324, and 23 CFR 450.306(d) and Transit 49 CFR Part 613.

Corrective Action:

As mentioned above, the 2050 MTP does not include a system performance report as required in 23 CFR 450.324 (f)(3),(4)) and TIP in as required in 23 CFR 450.326(d) but references April 2022 Performance Management Plan. This plan is also referenced in the TIP.

Schedule for Process Improvement:

Corrective Action: KIPDA must update the MTP and TIP referenced System Performance Report (aka Performance Management Plan) within 1 year of this report to meet all requirements of 23 CFR 450.324 and 23 CFR 450.306 (d).



To remain compliant with federal regulations, KIPDA shall incorporate the amendment, and administrative modification policies and associated processes in any MTP updates or amendments dated after this certification report.

4.4 Transit Planning

4.4.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

23 CFR 450.300(a) states: "...the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process... 23 CFR 450.306(a)(6) states: The metropolitan transportation planning process shall...enhance the integration and connectivity of the transportation system, across and between modes..."

4.4.2 Current Status

The coordination between the KIPDA MPO, the Transit Authority of River City (TARC), Local Planning Agencies (LPAs), KYTC and INDOT is cooperative and effective for addressing the transit needs of the region. TARC partnered with KIPDA MPO and the Louisville Metro Government to complete the following studies and plans: TARC Tomorrow Plan and the TARC Micromobility Transit Study. The TARC Tomorrow Plan, all aimed at providing safer and more efficient transportation and environmental improvements along the corridors.

TARC, established in 1974, serves as the primary public transportation provider in the greater Louisville Area MPO's Region which includes five counties in two states: Kentucky (Jefferson, Bullitt, and Oldham) and southern Indiana (Clark and Floyd). TARC's system includes 34 traditional fixed route lines, including four express lines operating during peak weekday with one additional fixed route transit line operated by the City of Lagrange. TARC has 227 buses in its fixed route fleet, including 33 hybrid-electric and 15 all-electric. TARC averages more than 50 million passenger miles on more than 12 million unlinked trips. TARC also has 102 additional paratransit vehicles to support its TARC service. Paratransit provider TARC3 averages more than 6,000 Paratransit trips per week.

TARC receives funding from the 5307, 5339, and 5310 programs. Over the last three years, TARC has received facility upgrades to assist in route planning, efficiency, and strategy.



4.4.3 Findings

Transit planning is in compliance with the regulatory requirements.

4.5 Transportation Improvement Program (TIP)/ Annual List Obligated Projects (ALOP)

4.5.1 Regulatory Basis

TIP: 23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

ALOP: 23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S.C. Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding: obligated during the preceding year
- Federal funding: remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project

4.5.2 Current Status

The KIPDA MPO's Transportation Policy Committee (TPC) adopted the FY2025-2028 TIP on May 22, 2025. The FY2025-2028 TIP documents on how Federal, State, and local funds will be expended on highway and public transportation improvements and contain all federally funded and regionally significant projects. The TIP includes State and local roadway, bridge, bicycle,



pedestrian, safety, Intelligent Transportation Systems, Congestion Management Process, and transit projects. KIPDA continued to include performance reports in their FY2025-2028 TIP. KIPDA developed a multi-modal, comprehensive TIP through a comprehensive, continuing, and cooperative effort with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Transit Authority River City (TARC), Local Public Agencies (LPAs), the public, and other interested parties.

The KIPDA regularly modifies the MPO's Transportation Improvement Program (TIP) through initial submittals received from their LPAs via KIPDA's online application found on their website through <https://kipdatransportation.org/forms/>. The formal TIP modification is addressed through two primary processes: amendments for major project changes, such as the addition of regionally significant projects, and administrative modifications for minor project changes, which is discussed in greater detail on page 18 and 19 of the FY2025-2028 TIP, respectively. Additionally, new smaller scale projects can quickly be added to the FY25-28 TIP via the MPO's Grouped Projects Policy, if they are air-quality exempt, and do not require individual identification as discussed on page 20 of the FY2025-2028 TIP. To ensure consistency, these grouped project categories are identical in both the TIP and the Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP). This streamlined approach allows eligible projects, such as Highway Safety Improvement Program (HSIP) initiatives, to be incorporated efficiently while maintaining full accountability. An Excel-based project listing is also published on the TIP webpage after changes are made to the TIP at <https://kipdatransportation.org/currenttip/>.

To comply with performance management regulations, KIPDA collaborated with transit agencies and relevant Departments of Transportation (DOTs) to document mandatory performance measures, baselines and targets as referenced in the FY2025-2028 TIP to the 2050 MTP and Performance Management Plan. These required metrics focus on areas such as air quality, safety, sustainability, transit asset management, roadway system improvements through travel time reliability, and resiliency of infrastructure, such as the assessment of structural condition of bridges and pavements. Furthermore, KIPDA has shared how the specific project types featured in the TIP have the potential to reach the performance targets established in the 2050 MTP and references the Performance Management Plan as the system performance report at <https://kipdatransportation.org/currenttip/>, thereby connecting investment priorities with these overarching performance targets.

To gather public and stakeholder feedback in accordance with the Louisville MPO's Participation Plan, KIPDA utilized a combination of newspaper advertisements, social media outreach, and public meetings. This effort included hosting a specific working group for members of the Transportation Technical Coordinating Committee (TTCC) and the Transportation Policy Committee (TPC) to carefully review the collected input. Ultimately, KIPDA staff reviewed and documented all received comments, making them publicly available in Appendix C to the FY2025-2028 TIP.



The prior 2022 TMA Certification review identified a corrective action in the Transportation Improvement Program to include a for each project or phase estimated total project cost, which may extend beyond the 4 years of the TIP. As requested, this was addressed in the following amendments and the fiscally constrained FY2023-2026 and FY25-2028 TIPs going forward. Also, the 2022 TMA Certification review noted a recommendation that was addressed for the Annual List of Obligated Projects (ALOP) to be reformatted for easier comparison between the TIP and ALOP projects programmed and those obligated for funding.

4.5.3 Findings

The TIP and ALOP substantially meet compliance requirements once an updated system performance report is included in the TIP referenced Performance Management Plan to be fully aligned with current requirements. KIPDA shall update the MPO's MTP and TIP referenced Performance Management Plan that was last updated in April 2022 to reflect the current system performance report conditions as required in 23 CFR 450.326(d).

4.6 Participation by Interested Parties

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Federal regulations require MPOs to develop and maintain a documented Public Participation Plan pursuant to 23 CFR 450.316. Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.6.2 Current Status

The MPO has adopted and implemented a Participation Plan (PP) that guides outreach and engagement activities associated with the development of the Metropolitan Transportation Plan (MTP) and other planning products. The public was invited to submit comments provided to the Federal Highway Administration (FHWA) as part of this 2026 TMA Certification Review process. This opportunity provided interested parties, stakeholders, and members of the public



an avenue to share input, concerns, and recommendations regarding the document and planning process. All comments received by FHWA during the public review period were considered and are included in the **Appendix C** of this report for reference and documentation purposes. The inclusion of these comments demonstrates FHWA's commitment to transparency, public involvement, and consideration of stakeholder feedback in the transportation planning process.

The Louisville MPO's Transportation Policy Committee (TPC) approved an update to the MTP amendment processes to allow for amendments and administrative modifications. During the site visit, the Federal Review Team (FRT) observed this update had not been reflected in the adopted Metropolitan Transportation Plan (MTP) and PP documents. KIPDA staff have since updated their MTP and PP to identify this revision and provided FHWA and FTA with a link to the revised documents.

The FRT also observed through this effort that the PP amendment process shall be updated to require a 45-day public comment period before MPO adoption, consistent with 23 CFR 450.316(a)(3), to enhance transparency and stakeholder involvement in the planning process. To remain compliant with federal regulations, KIPDA MPO also needs to incorporate discussion on the public involvement difference between MTP amendments and administrative modifications after this certification report.

The review team finds that the MPO has established and implemented a public participation process that is generally consistent with federal requirements.

4.6.3 Findings

The MPO does substantially meet federal requirements for public participation under 23 CFR 450.316 once the Participation Plan is updated allowing for a 45-day PP Amendment to be fully aligned with current requirements and defining differences in public involvement for the MTP amendments versus administrative modifications.

Corrective Action:

As mentioned above, the Participation Plan shall be updated with a 45-day public review period for PP Amendments before the initial or revised participation plan is adopted by the MPO to include discussing the public outreach portion of MTP amendments versus administrative modifications. Copies of the approved PP shall be provided to the FHWA and FTA for informational purposes and posted on the World Wide Web, to the maximum extent practicable in accordance with 23 CFR 450.316(a)(3).



Commendation:

Commendation 1: KIPDA should be commended for their public outreach efforts in streamlining the Participation Plan document to be more user friendly for the general public. KIPDA utilizes on-line Interactive Story Maps to assist those interested parties in learning more about projects as an interactive hands-on tool.

Commendation 2: KIPDA provides committee members monthly “at-a-glance” statistical updates on the level of participation received through multiple social media outlets and on-site meetings. This helps the committee remain up to date on which outreach tools are more effective.

Schedule for Process Improvement:

Corrective Action: KIPDA must revise the Public Participation Plan (PP) to include the 45-day PP Amendment process and add discussion clarifying the public involvement differences between MTP amendments versus administrative modifications. This update must be completed within 90 days of receiving this certification review report to fully comply with the requirements of 23 CFR 450.316.

4.7 Environmental Mitigation/ Planning Environmental Linkage (PEL)

4.7.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D), 23 CFR 450.324(f)(10), 23 U.S.C. 168, and Appendix A to 23 CFR Part 450 require MPOs to consider environmental mitigation activities, areas and resources of environmental concern, and support the integration of transportation planning and environmental review through Planning and Environment Linkages (PEL).

4.7.2 Current Status

Environmental considerations are incorporated into the MTP through environmental data, resource mapping, and coordination with resource agencies. The MPO utilizes Planning and Environment Linkages principles by integrating environmental, community, and transportation considerations during long-range planning and project development activities.

The KIPDA Red Flag Inventory appears to provide a valuable regional GIS screening tool intended to identify environmental, community, and planning constraints early in project development. By consolidating multiple resource datasets into a single platform, the tool can help project sponsors, local governments, and planning staff identify potential issues before significant time and resources are invested in project design. This early screening capability supports more informed decision-making, promotes avoidance and minimization of impacts, and can improve coordination among transportation, environmental, and community stakeholders.



KIPDA utilizes a socioeconomic forecasting process to support the development of its Metropolitan Transportation Plan (MTP), travel demand model, and long-range transportation decision-making. The forecasting process incorporates projections of population, households, employment, and land use to estimate future transportation needs throughout the metropolitan planning area. These forecasts are developed through coordination with local governments, planning partners, and regional stakeholders to ensure that anticipated growth patterns and development trends are reasonably reflected in the planning process.

The socioeconomic forecasting process provides a critical foundation for evaluating future transportation system performance, identifying capacity needs, and assessing the impacts of proposed transportation investments. Forecast data are used as key inputs to travel demand modeling and help inform project prioritization, fiscal planning, and policy development. By incorporating locally informed growth assumptions, KIPDA seeks to ensure that transportation investments are aligned with expected demographic and economic changes across the region.

The MPO's forecasting efforts also support a broader Planning and Environmental Linkages (PEL) approach by helping planners understand how future growth patterns may interact with environmental, community, and infrastructure constraints. Continued coordination with local jurisdictions and periodic updates to forecast assumptions are important to maintaining the accuracy and credibility of the forecasting process and ensuring that transportation planning decisions are based on the best available information.

4.7.3 Findings

The Environmental Mitigation/Planning and Environment Linkages (PEL) remain in compliance with regulatory requirements. The review team finds that the MPO appropriately incorporates environmental considerations into the metropolitan transportation planning process and demonstrates the principles of PEL through the integration of transportation planning, environmental stewardship, and stakeholder engagement.

Commendation:

KIPDA should be commended for their “Red Flag Inventory” listing to provide a valuable Interactive GIS screening tool for project sponsors to identify potential environmental, community, and planning level constraints that may impact a project early on in the project development process.

4.8 Transportation Safety and Security Planning

4.8.1 Regulatory Basis

Safety: 23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement



projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

Security: 23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(a)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

4.8.2 Current Status

Safety: KIPDA has thoroughly integrated safety into their transportation planning processes and products. Increasing safety for all users is specified as a goal in the 2050 MTP, and the MPO evaluates proposed projects based on safety factors. Projects planned at locations with the highest crash rates between 2010 and 2020 and that utilize FHWA proven safety countermeasures were ranked the highest by KIPDA during the MTP development process. In addition to analyzing safety data and incorporating safety into project evaluations, KIPDA recently utilized their SS4A grant award to develop a regional safety action plan, which included individual safety action plans for 16 jurisdictions within the MPO planning area. The safety action plans identified high injury networks and intersections where safety investments and improvements should be prioritized. KIPDA is currently working on an MTP update and will incorporate the high injury networks identified in the safety action plans to the scoring criteria and project evaluations for the MTP. By doing so, KIPDA is effectively translating their SS4A and MTP planning efforts into project investment and implementation, ultimately enhancing the safety of the regional transportation system.

Security: KIPDA has begun to integrate security and resiliency into their MTP and overall planning processes by participating in regional efforts to develop a resiliency plan and coordinating with KYTC to identify critical evacuation routes. KIPDA also has developed a robust GIS mapping system, available for use by local public agencies, that allows project sponsors to identify potential safety and security risks within a given project area. KIPDA can improve their security planning by developing an MPO specific resiliency plan, promoting infrastructure investment that minimizes damage from natural and manmade disasters, and by developing a continuation of operations plan (COOP). The MPO may also consider using



PROTECT funds to provide technical assistance to local public agencies regarding resiliency activities and/or projects.

4.8.3 Findings

The FHWA/FTA Review Team finds that KIPDA is compliant with federal regulations.

Commendation:

KIPDA's development of high injury networks for each community in the MPA (using the SS4A grant award) and subsequent integration of those networks into the project selection and scoring process for the MTP and TIP is an excellent example of maximizing federally funded planning efforts to expedite project development and advance system safety priorities and best practices.

Recommendations:

KIDPA should develop an MPO specific resiliency plan, as well as a continuation of operations plan (COOP).

4.9 Nonmotorized Planning/Livability

4.9.1 Regulatory Basis

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities. This is also reiterated in 23 CFR 450.324(f)(2) and 23 CFR 450.326(e) which requires consideration for bicycling and pedestrian facilities in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

4.9.2 Current Status

As part of the TMA certification review, the Federal Review Team evaluated KIPDA's bicycle and pedestrian planning activities, with particular emphasis on multimodal connectivity, consideration of active transportation, and the relationship of these elements to transit access within the metropolitan transportation planning process.



This topic was selected for additional review because, according to the 2025–2029 Kentucky Strategic Highway Safety Plan, the Louisville metropolitan area recorded the highest total number and the highest rate per 100,000 population of fatalities and serious injuries involving vulnerable road users in Kentucky during the 2019–2023 period.

KIPDA incorporates bicycle and pedestrian planning into its multimodal transportation planning process through implementation of its *Bicycle and Pedestrian Resource Guide* (2018), its *Complete Streets Policy* (adopted August 2022), and ongoing planning efforts, including its Online GIS Interactive Resource Center. Collectively, these resources provide a framework for considering bicycle and pedestrian needs during transportation planning, project development, and funding decisions.

KIPDA's Complete Streets Policy encourages consideration of all transportation users, including pedestrians, bicyclists, transit users, and motorists, by promoting the incorporation of multimodal elements into MPO-funded projects. The policy supports the development of safe, accessible, and connected transportation facilities consistent with regional mobility and accessibility goals.

KIPDA's bicycle and pedestrian planning activities demonstrate appropriate consideration of multimodal connections that support access throughout the regional transportation system, including access to transit facilities where applicable. Planning considerations such as pedestrian accessibility, safe routes, and network connectivity contribute to a more integrated transportation system.

KIPDA also coordinates with transportation partners throughout project development to ensure multimodal considerations are incorporated into proposed transportation improvements. This coordination includes the use of KIPDA's Online GIS Interactive Resource Center, which supports gaps and connectivity analyses for bicycles, pedestrians, transit, and other transportation facilities during project development. These efforts facilitate the integration of multimodal improvements into both the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

KIPDA's *Bicycle and Pedestrian Resource Guide* was developed in 2018 and continues to serve as a planning resource. Although the guide has not been updated since its original publication, periodic updates are not specifically required under the federal metropolitan transportation planning regulations. Nevertheless, updating the guide would provide KIPDA with an opportunity to incorporate current transportation data, new resources, and emerging multimodal planning best practices. The absence of a recent update does not alter the conclusion that KIPDA continues to incorporate bicycle and pedestrian considerations into its metropolitan transportation planning process through adopted policies, ongoing planning activities, and project development practices.



4.9.3 Findings

The MPO is compliant with applicable federal transportation planning requirements. KIPDA's Complete Streets Policy, multimodal planning activities, and project development practices demonstrate continued consideration of bicycle and pedestrian transportation needs and their relationship to regional transportation connectivity and accessibility goals within the metropolitan transportation planning process.

Commendation:

KIPDA is commended for integrating bicycle and pedestrian planning into its multimodal transportation planning process through implementation of its Complete Streets Policy and its Online GIS Interactive Resource Center. These resources support coordination among transportation partners and facilitate the identification of multimodal connectivity opportunities during project development.

Recommendations:

The Federal Review team recommends that KIPDA update its 2018 *Bicycle and Pedestrian Resource Guide* to reflect new resources, updated transportation data, and include emerging multimodal planning best practices. While not required for compliance, an updated guide would strengthen the region's bicycle and pedestrian planning framework. It is recommended this guide be updated prior to the next TMA Certification Review.

4.10 Air Quality

4.10.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

4.10.2 Current Status

The KIPDA region continues to be affected by the presence of high levels of ground-level ozone and fine particulates known as particulate matter, specifically PM_{2.5} and is currently considered a non-attainment area for the 2015 8-hour ozone standard on the Kentucky side of the Metropolitan Planning Area (MPA) and maintenance area on the Indiana side.



KIPDA, in association with its partner agencies, delivers confirmed air quality conformity results for the Louisville Area MPO, while the regulatory landscape and environmental conditions continue to evolve. The region has navigated through changes to the National Ambient Air Quality Standards (NAAQS) in recent years to result in a first-time split in attainment status between the states within the Louisville MPO's MPA. Indiana was redesignated by USEPA to attainment for the 2015 8-hour ozone NAAQS effective July 5, 2022, while the United States Environmental Protection Agency (USEPA) initially proposed to redesignate the Kentucky portion of the MPA, but subsequently finalized denial of the request to redesignate on January 29, 2026, and is currently classified as "Moderate" nonattainment for this NAAQS. The Commonwealth of Kentucky and the Kentucky Energy and Environment Cabinet filed petitions in the United States Court of Appeals for the Sixth Circuit challenging the denial of the redesignation request. USEPA has filed a Motion for Voluntary Remand in that case, which is currently pending before the court. On the same date, USEPA published a proposed rule through the federal register to determine, with the consideration of exceptional events due to the 2023 Canadian Wildfires, the Kentucky portion of the MPA attained the 2015 8-hour ozone NAAQS by the August 3, 2024 "moderate" attainment date. At present, KIPDA must continue to follow air quality conformity requirements since part of the Louisville Area remains in non-attainment for the 2015 8-hour ozone standard, and the other part is in the 20-year maintenance for this NAAQS.

Since the 1997 Particulate Matter (PM_{2.5}) NAAQS (which has since been revoked), the MPO has been designated as being in attainment for subsequent PM_{2.5} NAAQS. A new 2024 PM_{2.5} NAAQS of 9 µg/m³ was adopted by USEPA. With the latest certified data for 2023-2025, the Louisville MPA is below this new 2024 standard. The USEPA missed February 7, 2026, designation deadline for the 2024 PM_{2.5} annual NAAQS and has not yet published any designations.

There are currently two court cases relevant to the NAAQS. On June 26, 2026, the DC Circuit denied USEPA's request for vacatur of the 2024 PM_{2.5} standard and dismissed related petitions. On July 17, 2026, the Northern California District Court ordered USEPA to promulgate final designations for the 2024 PM_{2.5} standard by February 6, 2027. We are currently waiting on the next steps from USEPA.

With significant staff turnover from partner agencies, KIPDA expanded their expertise in response and is now conducting the USEPA's Motor Vehicle Emissions Simulator (MOVES) 4 Model for their regional emissions analysis in-house. This MOVES model is a state-of-the-science emissions modeling system that estimates emissions for the mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and toxins found in the air. KIPDA is also planning to transition to MOVES 5 soon in accordance with the grace period for using that version.

KIPDA also continues to maintain their region's travel demand forecasting (TDF) model. It is this model which feeds valuable travel related information into the MOVES model. Key outputs from the TDF model, including Vehicle Miles Traveled (VMT) and speed outputs, are among those used as inputs to the MOVES model. A new 2027 TDF model scenario was developed,



since no more than a 10-year gap is allowed between the base year and the analysis years with the former base year occurring in 2019. This TDF and MOVES modeling efforts ensure that future regional transportation plans and federally funded projects do not worsen local air quality and thereby strengthen the region's ability to meet federal requirements.

Through close coordination with the Interagency Consultation (IAC) Group consisting of Federal, State, and Local Government Planning Agencies, KIPDA minimizes disruptions and keeps projects moving forward. The MPO applies their technical knowledge and collaborative approach with the IAC Group to anticipate challenges, streamline the conformity process, and avoid delays. KIPDA's continued adaptability is important to ensure efficient response to changing conditions, while remaining compliant and responsive to the region's transportation planning needs.

The 2008 Air Quality Conformity Consultation Memorandum of Understanding (MOU) was just recently updated in 2026 to reflect the current conditions at the request of the Interagency Consultation Members in accordance with 40 CFR Part 93 and 23 CFR Part 450.

4.10.3 Findings

KIPDA meets the provisions of transportation conformity to now include the 2026 MOU in accordance with 23 CFR Part 450 and 40 CFR Part 93 with emphasis on 40 CFR 93.105.

4.11 Congestion Management Process (CMP)/ Intelligent Information Systems (ITS)

4.11.1 Regulatory Basis

CMP: 23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process which provides for safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

ITS: 23 CFR 450.324(f)(5) requires the MTP to include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. Effective M&O



strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

The FHWA Final Rule and FTA Policy on Intelligent Transportation Systems (ITS) Architecture and Standards was issued on January 8, 2001, and codified under 23 CFR Part 940 ITS Architecture and Standards, implements Section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21). This Final Rule/Policy requires that all ITS projects funded by the Highway Trust Fund and the Mass Transit Account conform to the national ITS architecture, whether they are stand-alone projects or combined with non-ITS projects, as well as to U.S. DOT-adopted ITS standards.

4.11.2 Current Status

CMP: The TMA is subject to the conformity requirements for the 2015 8-hr ozone standard and well as the 1997 8-hour ozone standards due to the South Coast judicial ruling. This requires the MPO to create a CMP which is used to develop strategies to assist in selecting and prioritizing projects for the MPO's MTP and TIP that will have positive and impactful results on traffic congestion and air quality.

The Louisville MPO's CMP was last updated in May of 2025. The performance measures established in the plan link the MPO's MTP and TIP. Performance measures have recently been updated to include new data tools, such as regional and corridor level congestion analysis, National Performance Monitoring Research Data Sets (NPMRDS) sponsored by FHWA via the Regional Integrated Transportation Information System (RITIS) on-line platform to analyze national travel speeds and travel times, and Streetlight data to assist with collecting non-motorized and other data sources. The primary metrics used to determine corridor congestion are vehicle hours of delay, Truck Travel Index (TTI) to measure average congestion, and Buffer Time Index (BTI) to measure travel reliability.

While the CMP establishes performance measures, it does not assess their effectiveness. While not a requirement, it would be informative and helpful to include further discussion on some of the strategies that were effective, including local examples from previous plans.

ITS: KIPDA has a regional ITS architecture that was adopted in 2017 and serves as a roadmap for transportation systems integration. The MPO coordinates transit providers in the region, as well as KYTC and INDOT, to maximize operational and management strategies related to ITS. While there are no current plans to update the ITS architecture, the MPO is funding a planning study for the city of Louisville to review and develop updates to their ITS architecture.

The ITS architecture plan received two recommendations from the previous certification review. KIPDA was recommended to update their plan to the latest available national data and software applications and to review their ITS architecture at least once every five years. Their software was updated and current ITS document states that it will be updated every four years, concurrent with the TIP. This will ensure that recent initiatives such as electric vehicle



infrastructure, Transportation Systems Management and Operations (TSMO), etc. are included. Additionally, the ITS plan states that a maintenance working group for Regional ITS Architecture will be maintained. It is not clear if KIPDA continues to have or regularly meet with the ITS maintenance working group.

4.11.3 Findings

The Congestion Management Process and ITS Architecture are in compliance with the regulatory requirements.

Recommendations:

It is recommended that the MPO document the next ITS review in accordance with the current ITS Architecture which states that it will be reviewed for updates every four years, concurrent with the TIP.



5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Louisville urbanized area meets Federal planning requirements **WITH CORRECTIVE ACTIONS** as follows.

5.1 Commendations

The following are noteworthy practices that the KIPDA MPO is doing well in the transportation planning process:

- The MPO is commended for their Interactive GIS On-line Resource Center which includes GIS Mapping of the UAB, MPA, and other potentially impactful information on transportation planning throughout the region.
- The MPO is commended for streamlining the Participation Plan document to be more succinct and user friendly, while also providing on-line Interactive Story Maps to assist those interested parties in learning more about transportation projects as an interactive hands-on tool.
- The MPO is commended for providing committee members monthly “at-a-glance” statistical updates on the level of participation received through multiple social media outlets and on-site meetings to aid the committees on current effectiveness of outreach methods and tools.
- The MPO is commended for the development of their “Red Flag Inventory” listing as a valuable Interactive GIS screening tool for project sponsors to identify potential environmental, community, and planning level constraints that may impact a project early on in the project development process.
- The MPO is commended on its efforts to create a high injury network for each community in the MPA (using the SS4A grant award) with subsequent integration of those networks into the project selection and scoring process for the MTP and TIP development process. This serves as an excellent example of maximizing federally funded planning efforts to expedite project development and advance system safety priorities and best practices.
- The MPO is commended on the success of integrating bicycle and pedestrian planning into its multimodal transportation planning process through implementation of its Complete Streets Policy and Online GIS Interactive Resource Center. These resources support coordination among transportation partners and facilitate the identification of multimodal connectivity opportunities during project development.



5.2 Corrective Actions

The following are corrective actions that the KIPDA MPO must take to comply with Federal Regulations:

- The MPO shall update MTP and TIP to include a current system performance report (aka Performance Management Plan) as required in 23 CFR 450.324 (f)(3),(4) and 23 CFR450.326(d).
- The MPO shall update the PP to include a 45-day public review period for PP Amendments before the initial or revised participation plan is adopted by the MPO to include discussion on public outreach of MTP amendments versus administrative modifications in according with 23 CFR 450.316 and specifically 23 CFR 450.316(a)(3).

5.3 Recommendations

The following are recommendations that would improve the transportation planning process:

- It is recommended for the MPO in their UPWPs to add a table to each work element to include main tasks and their cost along with the total cost for each work element versus only compiling main costs of elements within the appendix.
- It is recommended for the MPO to develop an MPO specific resiliency plan and continuation of operations plan (COOP) to improve security planning and promote infrastructure investment that minimizes damage from natural and manmade disasters.
- It is recommended for the MPO to update their 2018 *Bicycle and Pedestrian Resource Guide* to reflect new resources, updated transportation data, and include emerging multimodal planning best practices. This would strengthen the region's bicycle and pedestrian planning framework.
- It is recommended for the MPO to document their review of the ITS Architecture at least once every four years, concurrent with the TIP in accordance with the current ITS Architecture document to ensure that recent initiatives such as electric vehicle infrastructure, TSMO, etc. are included.



APPENDIX A – STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

Finding	Action	Corrective Actions/ Recommendations	Disposition
Planning MOA is from 2015 and is outdated	Corrective Action	Update the Planning MOA per 23 CFR 450.208	MOA updated 12/31/2022
Current documents include language that can be generated to make updates easier.	Recommendation	Work with KYTC and INDOT to streamline agreement formats to ensure future changes are easier to process.	Agreements updated 12/31/2022
FHWA/FTA Planning Emphasis Areas (PEAs) are listed in the UPWP, but activities to implement them are not addressed.	Recommendation	Expand discussion of the PEAs in the FY 2024 UPWP to demonstrate how they will be integrated into MPO planning activities.	FY 2024 UPWP discussion expanded on MPO planning activities
The Environmental Justice Analysis consists of GIS identification of project locations overlaid with census data on socioeconomic and minority populations	Recommendation	Develop methods to identify and analyze project effects for those EJ populations	Methods were developed to identify and analyze project effects in EJ populations as part of their next project prioritization process.
INDOT has not provided Operations and Maintenance (O&M) budget information to the MPO on a consistent basis.	Recommendation	INDOT to provide the MPO, in a timely manner, the O&M budget information to include in the MTP	INDOT has improved upon their coordination with the MPO to include providing O&M budget information.
The coordination effects in the development of the MTP did not include environmental mitigation	Recommendation	Expand coordination activities to include environmental mitigation at the project planning and development stages	
The TIP does not include total project cost for each project or phase	Corrective Action	The TIP shall include, for each project or phase estimated total project cost, which may extend beyond the 4 years of the TIP per 23 CFR 450.326 (g)(2)	TIP Amendments and current FY 25-28 TIP was updated to include total project cost for each project.
There was difficulty in comparing projects in the TIP with those listed in the Annual Listing of Obligated Projects (ALOP)	Recommendation	The format of the ALOP to be reviewed and revised for easier public identification and comparison with projects programmed and those funded/obligated the TIP.	The ALOP was reformatted for easier public review with that of the TIP document.



The "Public Participation Plan" document should be renamed to "Participation Plan," since 23 CFR 450.316 calls for outreach to multiple agencies, not just the public.	Recommendation	Revised the title of the "Public Participation Plan" to be called the "Participation Plan."	The MPO's "Public Participation Plan" was retitled to be called the "Participation Plan."
Information Technology Systems (ITS) Architecture is using an outdated version of the software	Recommendation	Update the ITS Architecture using the latest version of the national ITS framework Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) and the Regional Architecture Development for intelligent transportation (RAD-IT) is a software application (formally Turbo Architecture). The FHWA ITS Architecture implementation website provides a link to the latest ARC-IT which includes all the information and tools needed.	The ITS framework software has been updated.
The ITS architecture is five years old	Recommendation	Review the ITS Architecture at least once every five years to ensure that recent initiatives (for example, electric vehicle infrastructure, TSMO, etc.) are included.	The current ITS document states that it will be reviewed for updates every four years, concurrent with the TIP. The MPO did not see a reason for revisions at this time.
Transportation is considered critical infrastructure and plans should be in place to provide alternatives should there be a disruption in one of the components.	Recommendation	More fully define the MPO's role in resiliency and security planning.	MPO works with states and local governments to address security and resiliency through an Emergency Route Plan. Using PROTECT funds for activities. MPO defines critical locations on project maps for project sponsors as part of prioritization process.



APPENDIX B - PARTICIPANTS

The following individuals were involved in the Louisville urbanized area on-site review:

Federal Review Team:

- Tonya Higdon, FHWA-Kentucky Division
- Camille Robinson, FHWA-Kentucky Division
- Erica Tait, FHWA-Indiana Division
- Paige Story, FHWA-Indiana Division
- Aviance Webb, FTA Region IV
- Cecilia Crenshaw-Godfrey, FTA Region V
- Simone Jarvis, EPA-Region IV
- Gillian Walshe-Langford, EPA-Region IV
- Tony Maietta, EPA-Region V

Kentuckiana Regional Planning and Development Agency (KIPDA):

- Jarrett Haley, Executive Director
- Andy Rush, Director of Transportation
- Gina Caine, Transportation Administrative Technician
- Greg Buress, Community and Committee Engagement Specialist
- Chris Nicolas, Transportation Planner II
- Zach Herzog, GIS Department Manager
- Alex Gossman, GIS Specialist
- Brady Hill, Transportation Planner III
- Darian Koch, Transportation Planner I
- Randy Simon, Transportation Planner III
- Eronmonsele Esekhaigbe, Transportation Planning Analyst
- Mick Logston, Transportation Planner II
- Adam Forseth, GIS Analyst

Kentucky Transportation Cabinet (KYTC):

- Tom Hall, District 5 Planning
- Isidro Delgado, Central Office Planning
- Thomas Witt, Central Office Planning

Indiana Department of Transportation (INDOT):

- Emanuel Nosnwu, Transportation Planner
- Frank Baukert, Transportation Modeler
- Hayley Thomas, Seymour District LPA Program Director

Transit Authority of River City (TARC):

- Geoffrey Hobin, Acting Director of Planning
- Liann Alfaro, Director of Planning
- Chris Ward, Director of Grants and Capitol Programs



Louisville Air Pollution Control District (APCD):

- Rachael Hamilton, Executive Administrator/Director of Program Planning
- Flannery O'Neal, Assistant Executive Administrator
- Matt King, Industrial Permitting Manager

Louisville Metro Government:

- Nicole George, Deputy Mayor
- Bill Bell, Louisville DOT Director
- Mike King, Office of Planning Director
- Dustin Duncan, Research and Grants Officer
- Mark Noll, Louisville Metro Public Works

Kentucky Energy and Environment Cabinet:

- Emma Moreo, Environmental Scientist Advisor
- Claire Oyler, Program Planning



APPENDIX C – PUBLIC COMMENTS

The MPO posted a survey on their website for a 49-day period, 11 days prior to the on-site review and 38-days after the on-site review, from April 24, 2026 – June 12, 2026. There were 13 total responses received with two responses being provided with a \$100 dollar question format as to how best to distribute the available funds among the identified needs at the in-person public outreach Meeting held at The Arterburn in Louisville, Kentucky, the evening of Wednesday, May 6, 2026, from 6:30-7:30pm EDT. Those responses are summarized below in Item A for the in-person meeting. Item B below shows the survey questions and subsequent responses received via on-line resources on page 41. The summarized results are planned to be shared by the MPO at the MPO's Transportation Policy Committee on September 24, 2026. For privacy purposes, the names of individual respondents and their contact information are not included in this document.

A. The In-Person Public Meeting Held at the Arterburn with feedback to \$100 question:

- If you had a theoretical \$100, how would you prioritize spending across these 4 buckets?

Respondent 1:

\$30 - Congestion Mitigation

\$20 - Bike/Ped

\$30 - Safety

\$20 - Maintenance

Respondent 2:

\$0 - Congestion Mitigation

\$20 - Bike/Ped

\$30 - Safety

\$50 - Maintenance

B. The On-Line Social Media feedback to the following Survey Questions with comments shown in the table proceeding.

- Item #1: Question: How have you been involved in the KIPDA MPO transportation planning process? (Check all that apply)
 - Attended public information meeting/open house
 - Visited KIPDA's Website (www.kipda.org)
 - Attended or watched a KIPDA -Louisville MPO Transportation Technical Committee Meeting (TTCC and/or TPC)
 - Advisory Committee Member
 - Transportation Policy Committee Member
 - Other (Fill in the blank)



- Item #2: Question: Where do you find general information about the MPO, including MPO projects and activities? (Check all that apply.)*
 - KIPDA's Website (www.kipda.org)
 - MPO Facebook Page
 - MPO's X (formerly known as Twitter) page
 - MPO's Instagram Page
 - KIPDA Newsletter
 - Board & Committee Meetings
 - Email
 - Other

- Item #3: Please rate your agreement with the following statements:

#	Question:	Strongly Agree	Disagree	Neutral	Agree	Strongly Agree
1.	I have adequate opportunity to participate in the transportation planning process. *	☐	☐	☐	☐	☐
2.	The KIPDA MPO's plans and documents are easily accessible to me. *	☐	☐	☐	☐	☐
3.	All transportation users and modes (vehicle, bikes, pedestrians, transit, freight, etc.) that utilize our roadways are included in the KIPDA Planning process and transportation plans. *	☐	☐	☐	☐	☐
4.	All people regardless of race, color, national origin, disability, or income have equal opportunity. *	☐	☐	☐	☐	☐

- Item #4: Question: If you answered disagree or strongly disagree with any of the previous questions, please elaborate on why and/or how the KIPDA MPO could improve in these areas. (Fill in the blank)



- Item #5: Question: Did you know you can file a complaint if you have experienced discrimination in the transportation planning process? For more information visit <https://www.kipda.org/about/ada-title-vi?>
 - Yes
 - No

- Item #6: Question: What do you think the MPO is doing well? Do you have suggestions for how the MPO can be improved? (Fill in the blank)

- Item #7: Request: Provide personal contact information, if desired.
 - Name: First/Last
 - Address:
 - Phone:
 - Email:

- Item #8: Submit button



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

	Item #1: Question: How have you been involved in the KIPDA MPO transportation planning process? (Check all that apply)	Item #2: Question: Where do you find general information about the MPO, including MPO projects and activities? (Check all that apply)	Item #3: Question #1: I have adequate opportunity to participate in the transportation planning process. (Rate Your Agreement with Statement)	Item #3: Question #2: The KIPDA MPO's plans and documents are easily accessible to me. (Rate Your Agreement with Statement)	Item #3: Question #3: All transportation users and modes (vehicle, bikes, pedestrians, transit, freight, etc.) that utilize our roadways are included in the KIPDA Planning process and transportation plans. (Rate Your Agreement with Statement)	Item #3: Question #4: All people regardless of race, color, national origin, disability, or income have equal opportunity. (Rate Your Agreement with Statement)	Item #4: Question: If you answered "Disagree" or "Strongly Disagree" to any of the previous Item #3 Questions, please elaborate on why and/or how the KIPDA MPO could improve (Fill in the Blank)	Item #5: Question: Did you know you can file a complaint if you have experienced discrimination in the transportation planning process? For more information visit www.kipda.org (Yes or No)	Item #6: Question: What do you think the MPO is doing well? Do you have suggestions for how the MPO can be improved? (Fill in the Blank)
Federal Certification Review #: 2026S.Jd	Attended public information meeting/open house. Visited KIPDA's Website (www.kipda.org). Attended or watched a KIPDA (www.kipda.org). Attended public information meeting/open house. Visited KIPDA's Website (www.kipda.org).	KIPDA's Website (www.kipda.org). Email	Agree (4.0)	Agree (4.0)	Neutral (3.0)	Neutral (3.0)	I don't have one at this time.	Yes	Making sure all counties have adequate transportation
11							Question 4: Have an opportunity to make suggestions? to see the plans and documents at a public meeting? to talk with project planners???		
10	Attended public information meeting/open house. Visited KIPDA's Website (www.kipda.org).	KIPDA's Website (www.kipda.org)	Agree (4.0)	Neutral (3.0)	Strongly Agree (5.0)	Neutral (3.0)		Yes	
9	Other (Fill in the blank)	Other	Strongly Disagree (1.0)	Neutral (3.0)	Neutral (3.0)	Neutral (3.0)	I've lived here for 30 years and have never heard of kipda mpo.	Yes	I would like this city to be more walkable and bike-friendly.
8	Attended public information meeting/open house	KIPDA's Website (www.kipda.org). Other	Neutral (3.0)	Disagree (2.0)	Strongly Disagree (1.0)	Strongly Disagree (1.0)	They don't listen to what the residents say at the meetings. We need for kipda to plan for what the residents need.	Yes	Im not sure what MPO is
7	Attended public information meeting/open house	Other	Neutral (3.0)	Neutral (3.0)	Disagree (2.0)	Strongly Disagree (1.0)	Without roommate, thriving, and easily accessible public transit, Louisville will become even more of a dying city.	Yes	
6	Attended public information meeting/open house. Visited KIPDA's Website (www.kipda.org). Attended or watched a KIPDA Transportation Committee Meeting (TTCC and/or TPC)	KIPDA's Website (www.kipda.org). KIPDA Newsletter, Board & Committee Meetings	Agree (4.0)	Agree (4.0)	Agree (4.0)	Agree (4.0)		Yes	Doing well. (Recommend defining MPO for survey participants.)
5	Attended public information meeting/open house. Visited KIPDA's Website (www.kipda.org). Attended or watched a KIPDA Transportation Committee Meeting (TTCC and/or TPC)	KIPDA's Website (www.kipda.org). MPO Facebook Page, Email	Agree (4.0)	Agree (4.0)	Agree (4.0)	Agree (4.0)		Yes	
4	Visited KIPDA's Website (www.kipda.org)	KIPDA's Website (www.kipda.org)	Neutral (3.0)	Neutral (3.0)	Disagree (2.0)	Disagree (2.0)		Yes	
3	Attended public information meeting/open house	KIPDA's Website (www.kipda.org)	Agree (4.0)	Agree (4.0)	Agree (4.0)	Neutral (3.0)		Yes	Keeping people informed.
							I don't have access if I don't know about the projects. KIPDA needs a more aggressive media strategy- mainstream, social, as well as outreach to neighborhood associations.		
2	Visited KIPDA's Website (www.kipda.org)	KIPDA's Website (www.kipda.org). MPO Facebook Page	Disagree (2.0)	Neutral (3.0)	Disagree (2.0)	Strongly Disagree (1.0)		Yes	Ensuring cars are the only way to get around Louisville.
1	Visited KIPDA's Website (www.kipda.org)	MPO Facebook Page	Strongly Agree (5.0)	Strongly Agree (5.0)	Strongly Agree (5.0)	Strongly Agree (5.0)		Yes	



APPENDIX D - LIST OF ACRONYMS

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
BTI: Buffer Time Index
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MOVES: Motor Vehicle Emissions Simulator
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NPMRDS: National Performance Monitoring Research Data Sets
NO₂: Nitrogen Dioxide
O₃: Ozone
PM₁₀ and PM_{2.5}: Particulate Matter
RITIS: Regional Integrated Transportation Information System
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDF: Travel Demand Forecasting
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TSMO: Transportation Systems Management and Operations
TTI: Truck Travel Index
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VMT: Vehicle Miles Traveled





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