Federal Highway Administration  
Kentucky Division Office  
330 West Broadway St  
Frankfort, KY 40601

Federal Transit Administration  
Region 4 Office  
230 Peachtree Street, NW Suite 1400  
Atlanta, GA 30303

November 13, 2018

In Reply Refer To:  
HDA-KY

Mr. Bill Dieruf  
Louisville Area Metropolitan Planning Organization  
Chair  
Mayor of Jeffersontown  
10416 Watson Trail  
Jeffersontown, Kentucky 40299-3749

Dear Mr. Dieruf:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) completed a 2018 Certification Review of the metropolitan transportation planning process for the Louisville Transportation Management Area (TMA). The review was conducted to ensure the existence of a “3-C” planning process that satisfies the provisions of 23 USC 134, 49 USC 5303, and associated federal requirements.

The certification review team found that the MPO planning processes, administered by the Kentuckiana Regional Planning and Development Agency (KIPDA) for the Louisville TMA, are in compliance with the federal planning requirements. The FHWA and FTA jointly certify that the transportation planning process of the Louisville TMA meets the federal planning requirements in 23 CFR 450 Subpart C.

The enclosed certification review report documents the FHWA and FTA’s findings. We appreciate the KIPDA MPO’s hard work and cooperation, and the Kentucky Transportation Cabinet’s participation, during the certification review. If you have any questions regarding the certification report, please call either Mr. Eric Rothermel of FHWA at (502) 223-6742 or Ms. Brittany Lavender of FTA at (404) 865-5475.

Thomas L. Nelson, Jr., P.E.  
Division Administrator  
Federal Highway Administration

Yvette G. Taylor, PhD  
Regional Administrator  
Federal Transit Administration

Enclosure
# Table of Contents

1.0 EXECUTIVE SUMMARY ..................................................................................................................... 3

1.1 Findings from 2014 KIPDA Certification Review ........................................................................... 3

1.2 Summary of Current Findings ........................................................................................................... 3

2.0 INTRODUCTION ............................................................................................................................... 6

2.1 Background ...................................................................................................................................... 6

2.2 Purpose and Objective ....................................................................................................................... 7

3.0 SCOPE AND METHODOLOGY ....................................................................................................... 7

3.1 Review Process ................................................................................................................................. 8

3.2 Documents Reviewed ....................................................................................................................... 8

4.0 PROGRAM REVIEW ......................................................................................................................... 10

4.1 Overview of KIPDA Planning Process .............................................................................................. 10

4.2 Performance Measures within the TIP and STIP .............................................................................. 11

4.3 Environmental Mitigation ................................................................................................................. 12

4.4 Travel Demand Forecast Modeling ................................................................................................ 13

4.5 Transit Planning ............................................................................................................................... 14

4.6 Public Participation ......................................................................................................................... 15

4.7 Integrating Freight in the Transportation Planning Process ................................................................. 16

4.8 Congestion Management Process ................................................................................................ 18

4.9 Air Quality and Transportation Conformity ..................................................................................... 19

4.10 Financial Planning ........................................................................................................................ 20

4.11 Planning for Bicycle and Pedestrian Facilities ............................................................................. 24

5.0 CONCLUSION AND RECOMMENDATIONS .................................................................................. 25

APPENDIX A - Status of 2014 KIPDA Certification Review
1.0 EXECUTIVE SUMMARY

On August 22-23, 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the site visit portion of the certification review of the transportation planning process being carried out in the Louisville urbanized area and administered by the Kentuckiana Regional Planning and Development Agency (KIPDA). 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 Findings from 2014 KIPDA Certification Review

The last certification review from KIPDA was conducted in 2014. The review was finalized on December 15, 2014 and included one corrective action and five recommendations. The corrective action was in accordance with 23 CFR 450.314(a) which defines planning agreements between the MPO and State, and 23 CFR 450.324(f)(ii) and 23 CFR 450.326(j) which addresses MPO, State, and public transportation operators’ cooperative development of revenue estimates for the MTP and TIP respectively.

The review team issued the corrective action that planning agreements must be updated to more clearly describe the process used by the MPO and the two States to develop revenue estimates and projects’ cost. Cooperation between the stakeholders is required to be more thoroughly documented as part of the planning agreement. The corrective action needed to be complete by May 30, 2015.

KIPDA resolved the corrective action on June 2, 2015 when the Kentucky Transportation Cabinet (KYTC), Indiana Department of Transportation (INDOT) and the Transit Authority of the River City (TARC), executed a Planning Memorandum of Agreement. On September 8, 2015, FHWA sent a letter to KIPDA stating that KIPDA fulfilled the requirements of the corrective action.

In addition to completing the activities called for by the corrective action from 2014, KIPDA has implemented all of the review team’s recommendations and implemented them prior to the 2018 Federal Certification Review. KIPDA’s response to all recommendations can be found 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 is being carried out in accordance with of 23 CFR 450 Subpart C and other applicable provisions of Federal law. The review team has recommendations to improve the planning process in the Louisville urban area. These recommendations should be monitored by FHWA and FTA during their ongoing planning oversight and stewardship activities.
with KIPDA, as well as at the next certification review site visit. The report also contains commendations where the planning process cooperatively being carried out by KIPDA, KYTC, INDOT, and TARC are performing exceptionally well.

### Summary of Findings

<table>
<thead>
<tr>
<th>Review Area</th>
<th>Recommendation</th>
<th>Commendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overview of KIPDA Planning Process</td>
<td>• None</td>
<td>• None</td>
</tr>
<tr>
<td>Performance Measures within the TIP and MTP</td>
<td>• None</td>
<td>• The MPO went the extra mile and developed an independent document titled, the Performance Management Plan for the MPO Area. As part of that document, the MPO created a table showing the correlation between the National Goals, the MTP Goals and the Transportation Performance Measures. The extensive work that went into creating and correlating this document is exemplary.</td>
</tr>
<tr>
<td>Environmental Mitigation within the MTP</td>
<td>• The MPO needs to include environmental mitigation in the MTP update for 2019, Connecting Kentuckiana. The information needs to meet what is outlined in the environmental requirements, particularly describing potential environmental mitigation activities, as well as potential areas to carry them out. The “Red Flags” component of the KIPDA Transportation Planning Portal, as described below, is a valuable information resource that has been used to inform project development. However, use of this tool during preparation of the next MTP Update, during what could be termed “pre-project development,” could provide a ready means of identifying and addressing potential environmental mitigation issues during the planning process.</td>
<td>• As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Portal has an environmental component that “red-flags” environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO, the State Departments of Transportation (KYTC and INDOT), and the Transit Authority of River City (TARC) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets.</td>
</tr>
<tr>
<td>Travel Demand Forecast Modeling</td>
<td>• None</td>
<td>• None</td>
</tr>
<tr>
<td>Transit Planning</td>
<td>• None</td>
<td>• TARC participates actively in the planning process. The planning process appears to be collaborative, cooperative, and comprehensive among KIPDA, TARC, and the States. This proactive collaboration has</td>
</tr>
</tbody>
</table>
The Dixie Highway BRT is projected to reduce transit travel times, improve transit service reliability in the corridor, and enhance regional connectivity with other TARC routes.

<table>
<thead>
<tr>
<th>Public Outreach within the Public Participation Plan</th>
<th>It is recommended that KIPDA’s Community Assessment &amp; Outreach Program be updated as soon as possible to reflect current demographic data for use in preparation of the next long-range plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Online Project Application tool has an environmental component that “red-flags” environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Department of Transportation (KYTC and INDOT) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets. The tool also provides public comment that is more understandable because of its GIS based application. Sponsors now have immediate access to comments that may influence the development of their projects.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freight Planning</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The MPO should be commended for their identification of “Freight Clusters”. Lacking Origin/Destination data for truck traffic in the region, this is a good way to identify where freight is concentrated in the region. Knowing where freight traffic is occurring helps focus analysis efforts, particularly for the development of the Regional Freight Mobility Study.</td>
</tr>
<tr>
<td>Air Quality and Transportation Conformity</td>
<td>• It is recommended that the MPO’s Conformity MOA be updated as it is ten years old.</td>
</tr>
<tr>
<td>Financial Planning</td>
<td>• None</td>
</tr>
<tr>
<td>Bike and Pedestrian Planning</td>
<td>• None</td>
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<td>-----------------------------</td>
<td>---------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>• The MPO developed the KIPDA Transportation Planning Portal that shows the current facilities in the MPO area that are a collector or above (bike lanes, crosswalks, multi-use paths, sharrows and sidewalks). The online tool also shows the “gaps” in the facilities. The gaps can help SDOT project managers see where gaps are in the inventory and if future projects in that area could incorporate bicycle and pedestrian projects with the transportation project. The tool will help this region better consider bike and pedestrian projects in the future.</td>
</tr>
</tbody>
</table>

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 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 Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP and STIP) findings, air-quality (AQ) conformity determinations, 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.

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, 49 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 KIPDA, is the designated MPO for the Louisville urbanized area. The KYTC and INDOT are the responsible State agencies and TARC is the responsible public transportation operator. 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

This report documents the 2018 certification review, which consisted of a desk review, formal site visit and a public involvement opportunity, conducted in August 2018. Participants in the review included representatives of FHWA, FTA, KYTC District and Central Office, TARC, INDOT, EPA, and KIPDA staff. KIPDA’s previous certification review is from 2014. A summary of the status of findings from the last review is provided in Appendix A.

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

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Overview of KIPDA Planning Process; Performance Measures within the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP);
- Environmental Mitigation Measures within the MTP;
- Traffic Demand Forecast Modeling;
- Transit Planning;
- Public Outreach within the Public Participation Plan;
- Freight Planning;
- Congestion Management Plan (CMP);
- Air Quality and Transportation Conformity;
- Financial Planning; and
- Bike and Pedestrian Planning

3.2 Documents Reviewed

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

<table>
<thead>
<tr>
<th>2035 MTP</th>
<th>2018-2021 TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIPDA Online Resource Center Tool</td>
<td>FY 2018 UPWP</td>
</tr>
<tr>
<td>Air Quality Summary Report</td>
<td>ADA Planning Resources</td>
</tr>
<tr>
<td>Bike and Pedestrian Inventory and Resource Guide</td>
<td>Air Quality Conformity MOU</td>
</tr>
<tr>
<td>Congestion Analysis</td>
<td>Congestion Management Process</td>
</tr>
<tr>
<td>Coordinated Human Services Transportation Plan</td>
<td>Environmental Justice Areas and Resource Document</td>
</tr>
<tr>
<td>Freight Network and Plan</td>
<td>High Crash Locations Report</td>
</tr>
<tr>
<td>ITS Architecture Report</td>
<td>KIPDA TPC and TTCC Members Roster</td>
</tr>
<tr>
<td>Planning Memorandum of Agreement</td>
<td>Public Participation Plan</td>
</tr>
<tr>
<td>Performance Management Plan</td>
<td>Planning Assumptions</td>
</tr>
<tr>
<td>Program of Projects</td>
<td>Project Application Assistant for Connecting Kentuckiana</td>
</tr>
<tr>
<td>Project Management Process</td>
<td>Response to 2014 Corrective Action and Recommendations</td>
</tr>
<tr>
<td>Socioeconomic Data and Forecasts</td>
<td>TARC’s Long Range Plan</td>
</tr>
<tr>
<td>TARC’s Budget</td>
<td>Ticket to Ride Regional Rideshare Program</td>
</tr>
<tr>
<td>Traffic Count Database</td>
<td>Transit Asset Management (TAM) Performance Targets</td>
</tr>
<tr>
<td>Transit Planning</td>
<td>Transportation Policy Committee: Transportation Meeting</td>
</tr>
</tbody>
</table>
4.0 PROGRAM REVIEW

4.1 Overview of KIPDA Planning Process

4.1.1 Regulatory Basis
23 CFR 450.306 (b) requires the metropolitan planning process to be continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the “3C” planning process.

23 U.S.C. 134(d) and 23 CFR 450.314(a) state 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.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.1.2 Current Status
KIPDA is currently working on a TIP update for the Fall of 2019 and an MTP update in 2019. KIPDA is implementing all planning regulations and is incorporating performance measures into the planning process.

4.1.3 Findings
The Louisville MPO is in compliance with the requirements for transportation performance measures and should work with the States and TARC as it prepares its safety plan, also with targets that subsequently will be considered by the MPO for adoption, as well as System Performance Reports and Descriptions of the anticipated process in target achievement with TIP implementation.

4.2 Performance Measures within the TIP and STIP

4.2.1 Regulatory Basis
23 CFR 450.324 (f) (3), the Metropolitan Transportation Plan (MTP) must include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306 (d). Per 23 CFR 450.326 (d), the
Transportation Improvement Program (TIP) shall include, to the maximum extent possible, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.

4.2.2 Current Status
The Louisville MPO has expanded their planning MOA to include aspects of the Transportation Performance Measures (TPM), (i.e. supplies of data, use of data, etc.) The MPO has developed an independent document titled, the Performance Management Plan for the MPO Area.

Highway Performance Measures 1: Safety. The MPO Policy Board did not adopt the KYTC or the INDOT measures, but developed their own methodology and regional targets. The MPO Policy Board approved the Safety Performance Targets at the February 22, 2018 meeting.

Highway Performance Measures 2 & 3: The targets for other measures were not due at the time of this report. However, the MPO Policy Board approved the targets for PM2 and PM3 at their October 25, 2018 meeting supporting both Kentucky and Indiana targets and included Level of Travel Time Reliability (LOTTR), Truck Travel Time Reliability (TTTR), etc. in the MPO’s Performance Management Plan. The Louisville MPO chose to use the segment-by- segment Level of Service (LOS) analysis in the MPO’s Congestion Management Process (CMP) instead of the Travel Time Index (TTI) or LOTTR. This was due in part to the limited coverage of the National Performance Management Research Data Set (NPMRDS) which is interstates and non- interstate NHS Routes only.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>State Target Due Date</th>
<th>MPO Target Due Date</th>
<th>Required in Planning Documents with Next Update or Amendment After:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway PM 1 - Safety</td>
<td>08/31/17</td>
<td>02/27/18</td>
<td>05/27/18</td>
</tr>
<tr>
<td>Highway PM 2 - Pavement &amp; Bridges</td>
<td>05/20/18</td>
<td>11/16/18</td>
<td>05/20/19</td>
</tr>
<tr>
<td>Highway PM 3 - System (Freight &amp; Air Quality)</td>
<td>05/20/18</td>
<td>11/16/18</td>
<td>05/20/19</td>
</tr>
<tr>
<td>Transit PM 1 - State of Good Repair (SGR)</td>
<td>01/01/17</td>
<td>06/30/17</td>
<td>10/01/18</td>
</tr>
<tr>
<td>Transit PM 2 - Safety Management Systems (SMS)</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Transit Performance Measures 1: The Transit Authority of River City (TARC) has shared its draft State of Good Repair targets with the MPO, and the MPO plans to incorporate those targets directly into their planning documents before the October 1, 2018 deadline. The TARC Board subsequently approved the targets on October 23, 2018.

4.2.3 Findings
The Louisville MPO is in compliance with the requirements for transportation performance measures and should work with the State and TARC as it prepares its safety plan, also with targets that subsequently will be considered by the MPO for adoption, as well as System Performance Reports and Descriptions of the anticipated process in target achievement with TIP implementation.

Commendation:
The MPO went the extra mile and developed an independent document titled, the Performance Management Plan for the MPO Area. As part of that document, the MPO created a table showing the correlation between the National Goals, the MTP Goals and the Transportation Performance Measures. The extensive work that went into creating and correlating this document is exemplary.

4.3 Environmental Mitigation

4.3.1 Regulatory Basis
Environmental mitigation requirements are set forth in connection with the MTP in 23 CFR 450.324(f)(10). The basis for addressing environmental mitigation is detailed in sections addressing consultation (23 CFR 450.316(a) and (b) and 23 CFR 450.324(f)(10), (g), and (m)). The environmental requirements are:

- The MTP shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- The discussion:
  - Should include activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP;
  - May focus on policies, programs, or strategies, rather than addressing the project level;
  - Shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.
- The MPO may establish reasonable timeframes for performing this consultation.
4.3.2 Current Status
On August 28, 2014 KIPDA’s Transportation Policy Committee (TPC) adopted the horizon 2035 MTP. The MPO is currently working on a new MTP, Connecting Kentuckiana with an anticipated adoption by the TPC in the summer of 2019. Connecting Kentuckiana intends to enhance the transportation planning process conducted by the MPO members through the expansion of existing planning tools and the introduction of new ones.

4.3.3 Findings
The MTP does not include a discussion of environmental mitigation as required by 23 CFR 450.324(f)(10). While extensive information is provided on environmental resources, there is no indication of potential environmental impacts, nor how recommended projects may have been modified to mitigate those potential environmental impacts. The MPO does have the information that meets the federal requires but does not include it in the MTP document.

Commendation:
As mentioned above, the MPO has developed an online tool, the KIPDA Online Project Application. The KIPDA Transportation Planning Portal has an environmental component that “red- flags” environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Departments of Transportation (KYTC and INDOT), and the Transit Authority of the River City (TARC) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets.

Recommendations:
The MPO needs to include environmental mitigation in the MTP update for 2019, Connecting Kentuckiana. The information needs to meet what is outlined in the environmental requirements, particularly describing potential environmental mitigation activities, as well as potential areas to carry them out. The “Red Flags” component of the KIPDA Transportation Planning Portal is a valuable information resource that has been used to inform project development. However, use of this tool during preparation of the next MTP Update, during what could be termed “pre-project development,” could provide a ready means of identifying and addressing potential environmental mitigation issues during the planning process.

4.4 Travel Demand Forecast Modeling

4.4.1 Regulatory Basis
23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.
4.4.2 Current Status
The Kentuckiana Regional Planning and Development Agency (MPO) Travel Demand Forecast Model (TDF) was recently updated (Summer 2018) with a travel demand base year of 2015. The TDF is a Four Step Model that includes (1) Trip Generation, (2) Trip Distribution, (3) Mode Choice, and (4) Trip Assignment. The first step in the process, Trip Generation, uses socioeconomic data to determine the number of trips produced by a traffic analysis zone (TAZ). The second step is trip distribution. Once the number of trips are known, trip distribution determines where the trips will go. The third step is mode choice. This step determines what vehicle trips will utilize when going from one zone to another. The final step is trip assignment. This step takes all trips from mode choice and assigns them to a transportation network. The updated TDF includes 984 TAZ’s and 46 external stations. Included within the TAZ’s and external stations are all collectors, arterials, freeways, interstates, and some local roadways. Updated social economic data was incorporated into the TDF, including: 2010 United States Census Bureau data, American Community Survey estimates, Kentucky State Data Center population data, infoUSA, and Woods & Poole data. For the purposes of scenario planning, travel demand congestion reduction strategies and growth scenarios were incorporated into the TDF for years 2020, 2025, 2030, 2035, and 2040. The TDF is maintained by the MPO’s staff and used during Air Quality conformity analysis and decision making.

4.4.3 Findings
The Kentuckiana Regional Planning and Development Agency transportation demand forecast modeling is in compliance with 23 CFR 450.324(f)(1).

4.5 Transit Planning

4.5.1 Regulatory Basis
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...

4.5.2 Current Status
The coordination between Kentuckiana Regional Planning and Development Agency (KIPDA), the Transit Authority of River City (TARC), and the States of Kentucky and Indiana work cooperatively and effectively in planning for addressing the transit needs of the region. TARC was founded in 1974 and provides service to five counties in two states: Kentucky (Jefferson, Bullitt, and Oldham) and southern Indiana (Clark and Floyd).

In 2016, TARC provided an average of 46,423 weekday unlinked trips and operates 41 routes (Circular, Frequent, Standard, and Express routes) in the region that provided connections to jobs and activity centers.
It was noted that TARC has identified a 10% ridership increase as their target over the next planning horizon and was preparing to evaluate transit improvement scenarios for achieving that target. TARC described their planned Comprehensive Operational Analysis and hiring of a consultant to expand its ridership forecasting capabilities TARC is known to have one of the largest electric bus fleet in the nation. As of 2016, TARC had a total of 15 all-electric buses in service and provides services on two routes, the Main/Market and Fourth Street.

4.5.3 Findings
It is apparent that transit planning is being incorporated into the metropolitan planning process.

Commendation:
TARC participates actively in the planning process. The planning process appears to be collaborative, cooperative, and comprehensive among KIPDA, TARC, and the States. This proactive collaboration has contributed to formulation and implementation of the region’s first Bus Rapid Transit (BRT) Project, the Dixie Highway BRT. The Dixie Highway BRT is projected to reduce transit travel times, improve transit service reliability in the corridor, and enhance regional connectivity with other TARC routes.

4.6 Public Participation

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 requirement details for public involvement are detailed in 23 CFR 450.316(a) and (b), which call for 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. Specific requirements include the provision of 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. In addition, the MPO must seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

4.6.2 Current Status
KIPDA is proactive in reaching-out to engage communities in various facets of the planning process, as well as in offering speakers to attend community events. Over the 2017-2018 period, KIPDA staff participated in more than 40 community events, including activities held at
schools, business expos, festivals, and community organizations. In addition, a positive and growing presence in social media was in evidence on Facebook and Twitter, where nearly 1000 followers are noted.

The Public Participation Plan was updated in FY 2015 and was evaluated in FY 2017 for effectiveness, as part of the Third Annual Community-wide Survey. Nineteen (19) questions focused on KIPDA’s transportation planning and public participation processes, and results were presented to KIPDA’s Transportation Policy Committee. No changes to the PPP were recommended based upon results of the evaluation.

A particularly effective practice is KIPDA’s On-Line Resource Center (KOLRC), which is a GIS database of information that may influence transportation projects as they are developed or modified. The intended audience is comprised of planning partners, stakeholder communities, and the public at large. KIPDA staff has continued the effective practice of geo-coding public comments during the MTP update process, as well as maintaining, updating, and utilizing an extensive database of contacts. Comments are collected on specific projects and on general transportation issues.

Another informational resource, the Community Assessment & Outreach Program, provides data on potential Title VI issues, as well as impacts Environmental Justice (EJ) and other Communities of Concern. Data profiles are provided for minority, low income, and limited English proficiency/low literacy communities. These data are used to identify potential benefits and burdens associated with implementation of KIPDA’s plans and programs. Unfortunately, this valuable resource is out of date.

4.6.3 Findings
The FHWA/FTA federal review team finds that the MPO meets public participation requirements found in 23 CFR 450.

Commendation:
As mentioned above, the MPO has developed an online tool, the KIPDA Transportation Planning Portal. The Online Project Application tool has an environmental component that “red-flags” environmental constraints in the MPO area. This tool will have the ability to better link planning and environment and allow the MPO and State Department of Transportation (KYTC and INDOT) to know potential impacts a project will have. The tool will be able to help with project timelines and budgets. The tool also provides public comment that is more understandable because of its GIS based application. Sponsors now have immediate access to comments that may influence the development of their projects.

Recommendations:
It is recommended that KIPDA’s Community Assessment & Outreach Program be updated as soon as possible to reflect current demographic data for use in preparation of the next long-range plan.

4.7 Integrating Freight in the Transportation Planning Process
4.7.1 Regulatory Basis
23 USC 134, The FAST Act specifically calls for the need to address freight movement as part of the transportation planning process. Per 23 CFR 450.306(b), requirements for addressing freight movement as part of the transportation planning process can be found within several of the planning factors. These freight-related factors include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

4.7.2 Current Status
Within the Metropolitan Planning Area (MPA) all five modes of freight exist.

- There are three Class I railroads, and one Class II Railroad, and multiple short line railroads that provide service to the MPA.
- There is one Commercial Aviation Airport, and two General Aviation airports. The Louisville International Airport ranks third in the nation’s airports in terms of landed weight of all-cargo operations. The United Parcel Service (UPS) Worldport generates the majority of the air freight at the Louisville International Airport.
- There are two public riverports on the Ohio River, one on the Kentucky side and one on the Indiana side.
- Both liquid petroleum and natural gas pass through the MPA.
- I-64, I-65, I-71, I-264, and I-265 all pass through the Louisville MSA carrying large volumes of freight.

There are 220 Freight Generators in the area. During the site tour, three of those generators were viewed: Ford Truck Plant, the River Ridge Commerce Center, and the Port of Indiana.

The Louisville MPO addresses freight in a variety of ways. The Horizon 2035 MTP lists “supporting freight” as one of its regional priorities. The MPO's prioritization process provides extra points for freight projects that support the goals of the MTP. The CMP is used to develop freight performance measures. The MPO has also has a Regional Freight Network and is currently developing a Freight Study.

The updated Regional Freight Network (formerly the Freight Corridor System) was updated in May 2018. The freight network has two tiers, Tier I contains the National Highway Freight Network and the KY Highway Freight Network. Tier II contains roads that provide access to high-density freight clusters, high density regional shopping clusters, and interstates, and freeways. The freight clusters were identified in 2016 by KIPDA staff through GIS analysis. The clusters show concentrated areas of major freight generators, with the idea that these areas have more freight movement. Freight Corridors were identified by existing truck traffic (10%) and by proximity to freight distribution centers.
In June 2018, the Louisville Area MPO started development of a Regional Freight Mobility Study. The Study is expected to be completed by the end of January 2019. As part of this initiative, two listening sessions with freight stakeholders were held in June and August 2018. The Study is expected to provide: Identification of existing and future conditions in freight logistics, a needs assessment, a list of priorities for improvement that will support the forthcoming Connecting Kentuckiana MTP, ways to address barriers to the efficient movement of freight, and a toolbox to address first and last mile concerns. The Study will be used to inform the planning process.

The MPO has been an active member of Delta Nu Alpha, an international organization that focuses on all level of transportation logistics. In addition, the MPO participates in meetings with the Chamber of Commerce’s Transportation Committee where specific needs of the freight community are discussed. The MPO has also initiated contact with Conexus Indiana, an agency that focuses on manufacturing and logistics.

4.7.3 Findings
The Louisville Area MPO is in compliance with the Planning Factors and the FAST Act.

Commendation:
The MPO should be commended for their identification of “Freight Clusters”. Lacking Origin/Destination data for truck traffic in the region, this is a good way to identify where freight is concentrated in the region. Knowing where freight traffic is occurring helps focus analysis efforts, particularly for the development of the Regional Freight Mobility Study.

4.8 Congestion Management Process

4.8.1 Regulatory Basis
23 CFR 450.322, the Congestion Management Process (CMP) applies to TMAs and is a systematic approach for managing congestion through a process that “provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 USC Chapter 53 through the use of travel demand reduction, job access projects, and operational management strategies.” The development of a congestion management process should result in a multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan (MTP) and the Transportation Improvement Program (TIP). Federal regulations also require that the CMP include methods to monitor and evaluate the performance of the multimodal transportation system.

“In a TMA designated as a nonattainment areas for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any projects that will result in a significant increase in the carrying capacity for SOVs, unless the project is addressed through the congestion management process meeting the requirements of 23 CFR 450.322.”

Congress specifically established Congestion Reduction as a national goal for the Federal-aid
4.8.2 **Current Status**

The Louisville, KY-IN airshed has been designated as non-attainment for the 2015 8-hr Ozone standard for all counties in the MPO. Therefore, the requirements of the Clean Air Act dictate that federal funds may not be programmed for any project in a non-attainment area that will result in a significant increase in the carrying capacity of single occupancy vehicles unless the project is modeled and demonstrates air quality conformity and is addressed in a compliant CMP.

The Louisville MPO’s Congestion Management Process (CMP) was just updated in July 2018 in preparation for the MTP update. The CMP process utilizes the eight recommended actions and has established performance measures and targets identified in the Louisville Area MPO’s Performance Management Plan. The CMP network includes major arterials and above.

The CMP is used in three basic ways:

1. To identify congestion locations, and indicate the extent of congestion in the region;
2. To evaluate which strategies (i.e. transportation management strategies, traffic operational improvements, ITS technologies and public transportation options) will be most effective in alleviating congestion; and
3. To help prioritize projects for the MTP and TIP. The segment-level LOS analysis provides extra points in the scoring process for the following types of projects:
   - Projects that maintain or reduce congestion on or within ½ mile of the CMP Network
   - Projects that reduce existing and/or forecasted congestion on surface streets that are located in or provide access to high employment clusters and/or major employers.

A variety of different types of data is collected and made available to the public on the KIPDA Online Resource Center.

4.8.3 **Findings**

The Louisville Area MPO’s CMP is compliant. However, as an information resource for future CMP and MTP updates, CMP updates should include documentation of the evaluation of the effects of implemented CMP strategies (23 CFR 450.322(d)(6)).

4.9 **Air Quality and Transportation Conformity**

4.9.1 **Regulatory Basis**

The Clean Air Act, Section 176(c), requires that transportation plans, transportation improvement programs (TIPs), and projects conform to the purpose of the state implementation plan (SIP). Conformity to the purpose of the SIP means that the transportation
activities will not cause new violations of the National Ambient Air Quality Standards (NAAQS), worsen existing violations, or delay timely attainment of the NAAQS.

4.9.2 Current Status
KIPDA is currently nonattainment for the 2015 8-hour Ozone Standard. They are also required to make a conformity determination for the 1997 8-hour Ozone Standard as a result of the February 16, 2018 D.C. Circuit Court decision in South Coast Air Quality Management District versus EPA. This action struck down portions of the 2008 Ozone NAAQS SIP requirement Rule, which included requirement associated with EPA’s revocation of the 1997 Ozone NAAQS. KIPDA completed the update to their Travel Demand Forecasting (TDF) model which now has a base year of 2015. The model will be used for the next conformity determination which will occur with Amendment 3 to the 2018-21 TIP.

The MPO’s Conformity Memorandum of Agreement was last updated in 2008.

4.9.3 Findings
KIPDA meets the provisions for Transportation Conformity.

Commendation:
KIPDA ranks in the top tier of MPOs, in the EPA’s Southeast Region, that has a great command of the interagency consultation process. KIPDA consistently demonstrates their seamless ability to effectively communicate and demonstrate transportation conformity. KIPDA’s conformity documentation is very detailed and leaves nothing lacking for the interagency consultation partners to make informed decisions.

Recommendation:
It is recommended that the MPO’s Conformity MOA be updated as it is ten years old.

4.10 Financial Planning

4.10.1 Regulatory Basis
Fiscal constraint of Metropolitan Transportation Plans and Statewide and Metropolitan Transportation Improvement Programs is a cornerstone of the Statewide and Metropolitan Transportation Planning Final Rule published on May 27, 2016. Fiscal constraint has been required since the passage of the ISTEA in 1991 and has been continued with the passage of each subsequent transportation act, up to and including the passage of the FAST Act, which was signed into law on December 4, 2015.

23 CFR 450.216(m), 23 CFR 450.322(f)(10)(ii), and 23 CFR 450.324(h) outline the federal requirements for how MPOs and SDOTs should program the TIP and STIP for funding revenues. MPOs and SDOTS are allowed to base future revenues on historic trends, including consideration of past legislative or executive actions. To be considered "reasonable," the financial information and financial plans that accompany the TIP and metropolitan transportation plan must identify strategies for ensuring the availability of these new revenue sources in the years when they are needed for project development and implementation.
4.10.2 Current Status
KIPDA, in compliance with the Code of Federal Regulations included in the MPO’s Horizon 2035 metropolitan transportation plan (MTP) a discussion about project funding over the life of the MTP. As part of this discussion the MTP defined project costs, funding resources, which included traditional and non-tradition funding sources, operational and maintenance and a comparison of the costs verses the resources. For proposed transportation investments, project costs were included and documented within the KIPDA MTP.

Proposed investments funding estimates are carried forward into the KIPDA transportation improvement program (TIP) and outlined in the published TIP document. As part of the TIP, funding categories are categorized based on the funding programs for each year of the TIP.
Similar in format of the MTP, the KIPDA TIP includes project costs and proposed funding strategies for all approved investments. As such, KIPDA is able and has showed through this process, that the MTP and TIP are indeed fiscally constraint therefore ensuring that the transportation planning activities have been carried out as outlined in the code of federal regulations.

**Heavy Haul Road**

**KIPDA ID#211Q**

Project Description:

- Highway: I-65
- Location: Indiana
- Description: Improvement to the highway to increase capacity and safety.

Project Purpose:

- To improve safety and efficiency of the highway.
- To support economic development in the region.

**Table 8**

**FY 2018 - FY 2021 Transportation Improvement Program**

**Financial Plan of Federal Funds**

**Indiana**

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>Programmed Project Cost</th>
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<td>Federal Funds</td>
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<tr>
<td>Total</td>
<td>$97,184,165</td>
</tr>
</tbody>
</table>

**Table 8 Notes:**

1. Project ID: 1112
2. Project Description: Improvement to the highway to increase capacity and safety.
3. Project Cost: $97,082,175
4. Funding Sources: Federal funds, state/local match, and project revenues.

**PctHtr n hon'ity:** Project/program 'N' Pot include estm'11 facil'les.
As the non-Federal entity, acting as a sub-recipient of federal funds which are passed on to local public agencies, KIPDA is responsible for the oversight of the local public agencies Federal award supported activities. KIPDA monitors such activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring covers each program, function or activity (2 CFR 200.328). See also §200.331 Requirements for pass-through entities. As part of this responsibility, KIPDA developed and implemented a financial obligation analysis process which was used to assess each of the metropolitan planning area’s local public agencies. Based on the analysis, KIPDA identified opportunities to create additional efficiencies in local public agencies and state processes which resulted in the development and implementation of a plan of action.

4.10.3 Findings
KIPDA is implementing a cooperative process for estimating future revenues to ensure that the TIP is financially constrained. The MPO is in compliance with federal regulations and guidance for financial planning.

Commendation:
As the non-Federal entity, acting as a sub-recipient of STP Urban funds which are passed on to local public agencies, the Kentuckiana Regional Planning and Development Agency (MPO) is responsible for the oversight of the local public agencies Federal award supported activities. The MPO must monitor such activities under Federal awards to assure compliance with applicable Federal requirements and performance expectations are being achieved. Monitoring by the MPO must cover each program, function or activity (2 CFR 200.328). See also §200.331 Requirements for pass-through entities. As part of this responsibility, the MPO developed and implemented a financial obligation analysis process which was used to assess each of the metropolitan planning area’s local public agencies. Based on the analysis, the MPO identified opportunities to create additional efficiencies in local public agencies and state processes which resulted in the development and implementation of a plan of action to address deficiencies in the current practices.

Due to the MPO’s proactive approach to identifying and addressing process deficiencies, the Review Team would like to commend the MPO for its efforts.

4.11 Planning for Bicycle and Pedestrian Facilities

4.11.1 Regulatory Basis
Requirements for considering bicycling and pedestrian facilities in the MTP and TIP are set forth in 23 CFR 450.324(f)(2) and 23 CFR 450.326(e) respectively. As guidance, the US Department of Transportation issued the United State Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations on March 11, 2010 to reflect the USDOT’s support for the development of fully integrated active transportation network. The policy states:
The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

4.11.2 Current Status
The MPO is creating a Bicycle and Pedestrian Resource Guide which outlines the non-motorized performance goals, describes the bicycle and pedestrian facility inventory, details how bicycle and pedestrian efforts are connected to other MPO planning resources, lists a toolbox of bicycle and pedestrian facilities and describes how bicycle and pedestrian projects are impacted during project development.

The MPO set the following goals for the guide:

- Improve connectivity of the pedestrian network;
- Improve connectivity of bicycle facilities;
- Increase safety for all users;
- Increase the availability and efficiency of person based multi-modal options; and
- Influence positive economic impacts.

4.11.3 Findings
The MPO is including bicycle and pedestrian in the MTP and TIP. The MPO is developing a guide for Bicycles and Pedestrians that will meet the USDOT policy and requirements in the regulations.

Commendation:
The MPO developed the KIPDA Transportation Planning Portal that shows the current facilities in the MPO area that are a collector or above (bike lanes, crosswalks, multi-use paths, sharrows and sidewalks). The online tool also shows the “gaps” in the facilities. The gaps can help SDOT project managers see where gaps are in the inventory and if future projects in that area could incorporate bicycle and pedestrian projects with the transportation project. The tool will help this region better consider bike and pedestrian projects in the future.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA are certifying the transportation planning process conducted by KIPDA, KYTC, INDOT, and TARC meets the federal requirements in 23 U.S.C. 134(k)(5) and 49 U.S.C.
5303(k)(5). There are also recommendations in this report that warrant follow-up, as well as areas that the MPO is performing very well in that are to be commended.
APPENDIX A - Status of 2014 KIPDA Certification Review
MEMORANDUM

TO: 2018 Federal Certification Review: Desk Audit

FROM: KIPDA Staff

DATE: July 27, 2018

SUBJECT: Response to 2014 Corrective Action and Recommendations

KIPDA has carefully reviewed the Corrective Action and Recommendations found in the Program Review Certification Review of the Louisville (KY-IN) Metropolitan Planning Organization Final Report, September 3-4, 2014. We thank the federal review team for the opportunity to enhance the planning process at KIPDA and ask that you review and accept these responses to the Corrective Action and the Recommendations.

Corrective Action 1:

“23 CFR 450.314(a) defines planning agreements between the MPO and State, and 23 CFR 450.322(10)(ii) addresses MPO and State cooperative development of funding estimates for each metropolitan planning area.

States are required to develop planning agreements with MPOs to clarify roles and responsibilities and to explain how they will work cooperatively in the development of planning tools such as metropolitan transportation plans and transportation improvement programs.

In 2010, the Federal Review Team found a lack of clarity and certainty regarding identification of projects and revenues in the metropolitan region. The 2010 Review Team issued a corrective action and although the process and communication have improved there is still no updated written agreement. The review team therefore issues a 2014 corrective action to the MPO and two States, that planning agreements must be updated to more clearly describe the process used by the MPO and the two States to develop revenue estimates and projects’ cost. Cooperation between the stakeholders is required to be more thoroughly documented as part of the planning agreement. At the time of the issuance of the 2014 Federal Certification Report, a draft MOA was being circulated between the two states and TARC for review. This task must be completed by May 30, 2015. “
KIPDA Response to Corrective Action 1:
KIPDA, in partnership with the Kentucky Transportation Cabinet, Indiana Department of Transportation, and the Transit Authority of the River City, executed a Planning Memorandum of Agreement on July 2, 2015. A letter was sent by KIPDA on August 13, 2015 to the Federal Highway Administration – Kentucky Division announcing that the new Planning MOA had been completed, thus satisfying the 2014 Federal Certification Review Corrective Action. On September 8, 2015, KIPDA received an email from the Federal Highway Administration – Kentucky Division stating, “The FHWA is pleased to receive the attached Memorandum of Agreement (MOA) in fulfillment of the Corrective Action in the FHWA/FTA 2014 Certification Review.” The 2015 Planning MOA is available for review in the 2018 Desk Audit material.

Recommendation 1:
“It is recommended for ADA and Title VI that:

- The ADA Transition Plan (1993) should be updated.
- The “Employment Grievance Procedure” be re-titled as “ADA Grievance Procedure”
- Outdated documents should be removed from the KIPDA website.
- Complaint forms should be reviewed and updated as required.”

KIPDA Response to Recommendation 1:
An update to the KIPDA ADA Transition Plan is currently underway and completion is anticipated in the next few months. KIPDA’s Title VI Plan is also anticipated to be completed in the near future. Once these documents have been approved by the KIPDA Board of Directors, they will be placed on KIPDA’s website.

The following modifications/updates have been made on the KIPDA website pertaining to ADA and Title VI:

- “Employment Grievance Procedure / Title VI Procedure” has been changed to “ADA Grievance Procedure.”
- KIPDA’s Title VI Assurances and Title VI Policy have been updated.
- The Grievance Procedure, ADA and Title VI Complaint form have been updated.

Recommendation 2:
“It is recommended that the ITS Architecture:

- Be tied to the MPO’s MTP, TIP, and CMP.
- Support the objectives/strategies listed in the MPO MTP.”
• Utilize Turbo Architecture Version 7.0 capabilities to link planning objectives and strategies with service packages in the ITS architecture. This will facilitate consistency between the MTP and the ITS architecture, and should also be part of the ITS architecture maintenance plan. Turbo training is available on-site and on-line.

• Be made available to stakeholders via the MPO website with options to download documents or databases and a link to provide feedback.”

KIPDA Response to Recommendation 2:
The Transportation Policy Committee adopted an update to the KIPDA Regional ITS Architecture in June, 2017. Turbo Architecture Version 7.1 was utilized with the update.

The KIPDA Regional ITS Architecture Final Report is available on the KIPDA.org website and includes a thorough discussion of the association between the ITS Architecture and KIPDA’s various transportation planning products and processes. In addition to the report, a link to the online ITS Architecture is available for the stakeholders to use and review as well.

Recommendation 3:
“It is recommended for the CMP that:

• The scheduled CMP Update must include all 8-steps in the CMP including defining performance measures. Performance measures are at the core of the CMP and are parameters to measure the level of congestion, identify locations, and indicate the extent of congestion in the region. Periodic assessment of the effectiveness of CMP strategies is critical and it is suggested that “periodic” be given target timeframes.

• Recommendation of a project by the CMP should become an important component when scoring projects during the project prioritization process.

• Use CMP data (i.e. delay times and system performance) to conduct small-area studies and corridor analysis and to develop freight-related performance measures.”

KIPDA Response to Recommendation 3:
KIPDA updated the Congestion Management Process (CMP) in July 2018. This update includes the following eight steps as recommended:

1. Develop congestion management objectives
2. Identify area of application
3. Define system/network of interest
4. Develop performance measures
5. Institute system performance monitoring plan
6. Identify/evaluate strategies
7. Implement selected strategies/manage system
8. Monitor strategy effectiveness

Performance measures are inherent in all KIPDA planning efforts, including the CMP. The CMP incorporates many of the performance measures and targets that are identified in the KIPDA Performance Management Plan and are integrated into the Connecting Kentuckiana MTP update (the next MTP). The targets include components that address Safety, Transit, Non-Motorized transportation, Motor Vehicle Access and Freight Movement.

The CMP strategies are also integrated throughout the Connecting Kentuckiana project development, project evaluation, and project ranking processes. Important to their continued effectiveness is the assessment of strategies that will occur on a four year cycle.

**Recommendation 4:**
“Over the last few years the carryover balance of available STP Urban funds has increased substantially. The FHWA-KYDO conducted a Program Review of Inactive Projects in 2013 and the Louisville MPO area has a large number of inactive projects in the FHWA FMIS report. Several projects have not moved to construction in an expected and timely fashion, and projects authorized for design and construction are not making reasonable progress. The review team recommends that the MPO and LPA project sponsors work together to reduce the amount of unobligated STP Urban funds available by moving projects to implementation. We also recommend that authorized project activities commence and move to completion without becoming inactive. All projects should have an accurate scope, budget and implementation schedule.”

**KIPDA Response to Recommendation 4:**
Under guidance from the Transportation Policy Committee, and with the introduction of the KIPDA Project Management Process (PMP) in 2017, KIPDA, LPAs, KYTC, INDOT, and TARC have taken significant steps toward advancing projects in a more timely fashion. With the PMP, previous expectations between project sponsors that may have been somewhat unclear have become expectations shared and agreed to by all parties. The PMP assists project sponsors to better understand the importance of more accurate cost estimates, reasonable schedules and obligating project phases in a timely manner. While the PMP offers several new tools to assist with project management, key to the advancement of projects are: the limit on the frequency of shifting a project phase from year to year; a limit on an allowable cost increase relative to its proposed cost estimate; and a change in project types from large scale projects to smaller,
more manageable projects that increase opportunities to advance more projects in a more timely fashion.

While there is more work to be done, significant progress has been realized over a relatively short period of time. FY 2016 and FY 2017 combined obligations ($32.1 million) exceeded the combined FY 2014 and FY 2015 obligations ($13.8 million) by over 230%. This increase is an indication that the PMP has affected a shift toward increased obligations that can be sustained over the long term.

**Recommendation 5:**

“**MAP 21 eliminated the Transportation Enhancement Program and created the Transportation Alternatives Program (TAP). The Louisville MPO will receive funding to program on eligible projects by eligible sponsors. MAP 21 guidance defines the selection process for TAP projects and projects must be chosen through a competitive process. The review team recommends that the MPO work with KYTC, INDOT and other planning partners to adopt a competitive selection process and move forward on TAP project implementation.**

**KIPDA Response to Recommendation 5:**

TAP selection process was adopted by the Transportation Policy Committee in August, 2015. It has been utilized twice since its adoption: fall of 2015 and spring of 2017. Both instances have proven successful.
APPENDIX B - Public Listening Session

There was one member of the public that attend the public listening session. The attendee made comments pertaining to: project selection; meeting locations and times; public transit to and from meetings; and lack of projects in environmental justice areas. She delivered written a Title VI complaint to FHWA during the public listening session. FHWA and FTA Headquarters are reviewing the complaint.
SIGN IN

NAME contact
Voting Links Metropolitan Housing Coalition
APPENDIX C - KIPDA and EPA Presentations
TRANSPORTATION POLICY COMMITTEE

PMP
Measures
Targets

MTP
20-Year Scope
Air Quality
Conformity
Financial Constraint

CMP

TIP
4-Year Scope
Air Quality
Conformity
Financial Constraint

UPWP
1-Year Scope

MPO
Studies

3C Planning Process

PUBLIC INPUT

Studies by Others
MTP Goals & Objectives

- Constituents
- Public Input
- Data Analysis
- Transportation Policy Committee
- MTP Vision Statement
- Goals
- MTP Objectives
- Agencies
- TTCC
GOALS AND OBJECTIVES

Goal 1: Transit
Improve public transit connectivity to identified Community Access Clusters, including, but not limited to, high density employment, high density residential, high density retail, commerce centers, and Access to Education.

- By 2040, and where opportunities for growth exist, increase by 20% the percent of land area within identified clusters of Community Access, high density employment, high density medical, high density shopping, high density housing, and schools served by public transit.
- Increase the number of occupied spaces in Park and Ride lots by 40% by 2040.
- By 2040 increase the number of park and ride lots with dedicated bicycle access by 10%.
- By 2040 increase the number of park and ride lots with pedestrian access by 20%.

Goal 2: Non-Motorized (Pedestrian)
Improve the connectivity of the pedestrian network.

- By 2040, increase by 10% pedestrian walkways within identified Community Access Clusters (including, but not limited to, high density employment, high density residential, high density shopping, and Access to Education clusters) and to public transit stops.

Goal 3: Non-Motorized (Bicycle)
Improve the connectivity of bicycle facilities.

- By 2040, increase by 10% the number of miles of dedicated bicycle facilities within identified Community Access Clusters, high density employment, high density medical, and high density shopping and within 1 mile of the boundary, near schools by adding new facilities, filling in gaps in existing facilities, and improving access to transit stops on functionally classified roadways.
Needs Assessment

- Public Input
- Congestion
- Focus Areas
- Crash Analysis
- Data Clustering
Project Development

Policy Driven: Data Supported
Project Development

Policy Driven : Data Supported
Project Application Assistant

- Utilizes data for project development
- Interactive project application process
- ESRI ArcGIS Online app
- Project application form
Non-Motorized

Pedestrian Facilities

Is the project/program anticipated to provide additional or enhance existing pedestrian facilities?*
- Yes
- No

Describe the specific improvements or additions.*

This project will add 5' sidewalks and striped crosswalks at side street intersections on Veterans Parkway from Vehrle Rd to Holman Ln.

Is the project/program improving or increasing pedestrian access within 1/4 mile of a school?*
- Yes
- No

Refer to the Schools/Colleges layer.

Bicycle Facilities

Is the project/program anticipated to provide additional bicycle facilities?*
- Yes
- No

Is the pedestrian facility project/program located along a transit route?*
- Yes
- No

Refer to the Transit Routes layer.

Does the project/program reduce gaps in the existing pedestrian network?*
- Yes
- No

Refer to the Pedestrian Network Gap Analysis layer.
Project Development

*Policy Driven : Data Supported*

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<tr>
<th>KIPDA ONLINE RESOURCE CENTER</th>
<th>PROJECT APPLICATION ASSISTANT</th>
<th>CONGESTION MANAGEMENT PROCESS</th>
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[Map of KIPDA areas]

[Image of KIPDA logo]

[Diagram of Congestion Management Process]
Steps of the Congestion Management Process (CMP):

Step 1: Goals & Objectives

Step 2: Define CMP Network

Step 3: Develop Performance Measures

Step 4: Collect Data KOLRC
Vestibulum nec congue tempus

Lorem ipsum dolor sit dolor amet, consectetur adipiscing elit, sed do eiusmod tempor.

Donec facilisis lacus eget sit nec lorem mauris.

Congestion Management Process (CMP)

Step 5: Identify Congestion
- LOS & TAD

Step 6: Identify Strategies

Step 7: Program and Implement Strategies

Step 8: Evaluate Strategy Effectiveness
Project Development

Policy Driven : Data Supported

KIPDA ONLINE RESOURCE CENTER
PROJECT APPLICATION ASSISTANT
CONGESTION MANAGEMENT PROCESS
ENVIRONMENTAL JUSTICE
Environmental Justice Analysis

Low Income

Minority

Total Environmental Justice Area
Environmental Justice Analysis

- Access
- Safety
- Connectivity

Process
- Outreach
- Opportunity
- Participation

Multimodal
## Project Development

*Policy Driven : Data Supported*

<table>
<thead>
<tr>
<th>KIPDA ONLINE RESOURCE CENTER</th>
<th>PROJECT APPLICATION ASSISTANT</th>
<th>CONGESTION MANAGEMENT PROCESS</th>
<th>ENVIRONMENTAL JUSTICE</th>
<th>TRANSIT</th>
</tr>
</thead>
</table>

![KIPDA ONLINE RESOURCE CENTER](image1)

![PROJECT APPLICATION ASSISTANT](image2)

![CONGESTION MANAGEMENT PROCESS](image3)

![ENVIRONMENTAL JUSTICE](image4)

![TRANSIT](image5)
Transit

Data Sources

- Routes
- Stops
- Park and ride lots
- Average weekday headway time
- Ridership

Performance Measures

- Priority in Connecting Kentuckiana goals
- Both Federal and MPO measures
## Project Development

*Policy Driven: Data Supported*

<table>
<thead>
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<th>BICYCLE &amp; PEDESTRIAN</th>
</tr>
</thead>
</table>

![KIPDA ONLINE RESOURCE CENTER](image1)

![PROJECT APPLICATION ASSISTANT](image2)

![CONGESTION MANAGEMENT PROCESS](image3)

![ENVIRONMENTAL JUSTICE](image4)

![TRANSIT](image5)

![BICYCLE & PEDESTRIAN](image6)
Bicycle and Pedestrian Collector + Pedestrian Facilities

Inventory

Gaps

Continuity

Mile or less

Between two existing

Bicycle Facilities
# Project Development

*Policy Driven: Data Supported*

<table>
<thead>
<tr>
<th>KIPDA ONLINE RESOURCE CENTER</th>
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<th>CONGESTION MANAGEMENT PROCESS</th>
<th>ENVIRONMENTAL JUSTICE</th>
<th>TRANSIT</th>
<th>BICYCLE &amp; PEDESTRIAN</th>
<th>ROADWAYS</th>
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</thead>
<tbody>
<tr>
<td><img src="image1" alt="KIPDA Online Resource Center" /></td>
<td><img src="image2" alt="Project Application Assistant" /></td>
<td><img src="image3" alt="Congestion Management Process" /></td>
<td><img src="image4" alt="Environmental Justice" /></td>
<td><img src="image5" alt="Transit" /></td>
<td><img src="image6" alt="Bicycle &amp; Pedestrian" /></td>
<td><img src="image7" alt="Roadways" /></td>
</tr>
</tbody>
</table>
Roadways

Crashes
- Roadways & Intersections
- Interstates & Interchanges
- Bicycle & Pedestrian

Congestion Analysis
- Current D, E, and F
- Forecast D, E, and F
- Most Congested 10%

Destinations
- Clusters
- Corridors
- Other Areas of Interest
Performance-Based Planning and Programming

- **FHWA-Required Performance Measures**
  - PM 1: Safety
    - Fatalities
    - Serious Injuries
  - PM 2: Asset Management
    - Pavements
    - Bridges
  - PM 3: System Performance
    - Travel Time Reliability

- **FTA-Required Performance Measures**
  - TAM
  - Vehicles
  - Facilities
  - PTASP
    - Safety Plan for agencies that receive Section 5310 funds

*KIPDA was the only MPO in Kentucky and Indiana to set their own targets*
Performance-Based Planning and Programming

MPO-Developed Performance Measures

- Safety
- Transit
- Non-Motorized Bicycle and Pedestrian
- Economic Impact
- Motor Vehicle Access Congestion
- Roadway Maintenance Pavement and Bridges
- Freight Movement
- Air Quality

Freight

Air Quality
<table>
<thead>
<tr>
<th>National Goals</th>
<th>MTP Goals</th>
<th>Performance Measure Sections and PM Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Safety</td>
<td>Safety Section: S1, S2, S3, S4, S5, S6, N1</td>
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<tr>
<td>Infrastructure Condition</td>
<td>Maintenance</td>
<td>Roadway Maintenance: M1, M2, M3, M4, T2, T9</td>
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<tr>
<td>Congestion Reduction</td>
<td>Congestion</td>
<td>Motor Vehicle Access: V1, V2, V3, V4</td>
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<td></td>
<td></td>
<td>Freight Movement: F1, F2, F3</td>
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<tr>
<td>System Reliability</td>
<td>Multi-modal</td>
<td>Transit: T2, T3, T4, T5, T6, T7, T8, E1</td>
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<tr>
<td></td>
<td></td>
<td>Non-Motorized: N2, N3, N4, N5, N6, E1, E2</td>
</tr>
<tr>
<td>Freight Movement and Economic Vitality</td>
<td>Freight</td>
<td>Economic Impact: E1, E2</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>Environment</td>
<td>Air Quality: A1</td>
</tr>
<tr>
<td>Reduced Project Delivery Delays</td>
<td>Not an MTP Goal: KIPDA Project Management Process</td>
<td>KIPDA’s policy for planning, programming, and prioritizing federal funds dedicated to the KIPDA MPO.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not addressed in the Performance Management Plan, this is a component of the TIP.</td>
</tr>
<tr>
<td></td>
<td>Transit</td>
<td>T1, T2, T3, T4, T5, T6, T7, T8, T9, E1</td>
</tr>
<tr>
<td></td>
<td>Non-Motorized</td>
<td>N2, N3, N4, N5, N6, T7</td>
</tr>
</tbody>
</table>
Federal Review
KIPDA Committee Adoption
Public Review
Financial Plan
Air Quality Analysis
Resource Review
Contributions to Performance

Metropolitan Transportation Plan
Transportation Improvement Program (TIP): Project Selection

Metropolitan Transportation Plan

INDOT
Annual Program Development Process
Various Calls for Projects

KYTC
Strategic Highway Investment Formula for Tomorrow
Various Calls for Projects

KIPDA
Project Management Process for Dedicated Funding Programs

TARC
FTA Formula Funds
TIP: Project Management Process

**Background**
- 2014 FCR: Reduce KY STP balance
- FY 2015: TPC Approval
- FY 2016: Begin to implement

**What’s new**
- Formal policy
- Cost increase set aside
- Cost increase and phase shift limitations
- Formal Applications
- Quarterly Progress Reports
- Reports to committees and public
TIP: Integrating performance based planning into KIPDA project selection

Step 1: Project Sponsors
- Utilize KOLRC data when completing applications

Step 2: Project Working Group (PWG)
- Recommendations based on MTP ranking, potential contribution to performance targets and project readiness

Step 3: Committees
- Based decision-making on report from PWG

KIPDA On-Line Resource Center (KOLRC)
**TIP: Final Steps**

**Air Quality**
- Incorporate project changes into model
- Interagency Consultation
- Regional emissions analysis by LMAPCD

**Public Outreach**
- 15 day comment period
- One public hearing

**Approvals**
- TTCC
- TPC
- FHWA + FTA + EPA
Kentuckiana Regional Planning and Development Agency

US DOT Certification Review

Dianna Myers, EPA R4
August 23, 2018
Overview

- 2015 Ozone NAAQS
- Transportation Conformity
- MOVES Updates
- South Coast II Decision
On October 1, 2015, EPA revised the NAAQS for 8-hr ozone from 0.075ppm to 0.070 ppm

November 6, 2017, EPA designated 85% of counties in the U.S. attainment/unclassifiable (82 FR 54232 ) published November 16, 2017

EPA designated 52 nonattainment areas for the 2015 NAAQS

- April 30, 2018, EPA identified 51 nonattainment areas in 22 states, the District of Columbia, and 2 tribal areas (83 FR 25776 ) published June 4, 2018
- July 17, 2018, EPA identified San Antonio, TX as a nonattainment area (83 FR 35136) published July 25, 2018
- Designations were effective August 3, 2018
- 3 areas in the Southeast, Region4
  - Louisville, KY-IN Area
  - Cincinnati, OH-KY-IN Area
  - Atlanta, GA
- 1 area unclassifiable
  - Jacksonville, FL
What is Transportation Conformity?

- Applies in “nonattainment” and “maintenance” areas
- Applies to projects needing federal approval and/or funding
- Applies to ozone ($O_3$) and precursors VOC and NOx, carbon monoxide (CO), particulate matter ($PM_{2.5}$ and $PM_{10}$), and nitrogen dioxide ($NO_2$)
- Ensures transportation activities conform to the purpose of the SIP by:
  - not causing a new air quality violation
  - not worsening existing air quality violations, or
  - not delaying timely attainment of the NAAQS

**Transportation Conformity**

Connects air quality and transportation planning:

**The SIP**
(State Air Quality Plan)

Conformity

**Transportation Plan,**
Transportation Improvement Program (TIP),
and Projects.
EPA issued transportation conformity guidance for the 2015 ozone NAAQS on June 14, 2018.

The guidance is available at: https://www.epa.gov/sites/production/files/2018-06/documents/420b18023.pdf

The guidance is much like previous transportation conformity guidance for the 1997 and 2008 ozone NAAQS.

Timing: The one-year conformity grace period will end on August 3, 2019 for all areas except San Antonio. The grace period for San Antonio will end on September 24, 2019.

- An area’s MPO and FHWA/FTA must make a conformity determination for the 2015 ozone NAAQS by that date otherwise the area will lapse.

EPA and DOT field offices will work closely with affected areas during the grace period.
MOVES Updates

MOVES2014b – Key Points

- Improves estimation of nonroad emissions
- Will lower nonroad emissions inventories in many areas
  - Not a comprehensive nonroad update – longer-term improvement work continues
- No change in onroad emissions
- No implications for transportation conformity
- May be used in SIPs or other analyses as needed
- States should always use the latest version of MOVES for new inventory work
- Use of MOVES2014b strongly recommended for nonroad inventories
- Coming later this summer
  - EPA will offer informational webinars and update Hands-On training materials, but no new training needed for experienced users
MOVES Updates

**MOVES2014b – Nonroad Improvements**

- Updated growth indices used to estimate current and future equipment populations from base years
  - New annual, state-level growth indices for each equipment category
  - Results in lower equipment populations for almost all categories

- Updated emissions estimates for nonroad diesel engines certified to Tier 4 standards
  - Updated classifications, populations splits, and emissions rates based primarily on EPA certification emissions and projected sales data

- Updated nonroad diesel fuel sulfur levels
  - Corrected to be consistent with ultra low sulfur diesel standards

- Other minor changes

- Technical questions about MOVES [mobile@epa.gov](mailto:mobile@epa.gov)

- Training: [www.epa.gov/moves/moves-training-sessions#training](http://www.epa.gov/moves/moves-training-sessions#training)
On February 16, 2018, the D.C. Circuit issued a decision in South Coast Air Quality Management District v. EPA (South Coast II), in which parties challenged different aspects of EPA’s SIP Requirements Rule for the 2008 Ozone NAAQS, including the revocation of the 1997 ozone NAAQS and its associated anti-backsliding requirements.

EPA/DOJ filed a rehearing petition on April 23rd seeking:

- Substantive rehearing on the Court’s (1) application of anti-backsliding requirements following revocation of the 1997 ozone NAAQS and (2) interpretation of CAA section 176(c) as requiring transportation conformity in areas designated maintenance for the 1997 NAAQS and attainment for the 2008 NAAQS (“orphan maintenance areas”).
- Remand without vacatur of the Rule’s provisions related to the 2 elements described above.

The Court requested a response from the environmental petitioners on August 1st to EPA’s request for a remand without vacatur as well as a potential stay of the vacatur. Per the Court’s request, EPA filed a reply on August 15th.
Conformity Status

- Demonstrating conformity for PM NAAQS
- Demonstrating conformity for Ozone NAAQS
- Isolated rural area so only demonstrates conformity as projects are needed
- Must demonstrate conformity for 2015 ozone NAAQS
- Not demonstrating conformity for any NAAQS
EPA Region 4 Conformity and MOVES Contacts

- Kelly Sheckler (404) 562-9222
- Richard Wong (404) 562-8726
- Egide Louis (404) 562-9240
Contact Information

Dianna Myers

(404) 562-9207

Myers.Dianna@epa.gov
Questions
APPENDIX D - List of Acronyms

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
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
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
NO₂: Nitrogen Dioxide
Ο₃: Ozone
PM₁₀ and PM₂.₅: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation