Fiscal Year 2020

Unified Planning Work Program

Louisville/Jefferson County, KY-IN Metropolitan Planning Area

Kentuckiana Regional Planning and Development Agency
Fiscal Year 2020
Unified Planning Work Program
Louisville/Jefferson County, KY-IN Metropolitan Planning Area

Transportation Policy Committee Approval – April 25, 2019

Kentuckiana Regional Planning and Development Agency
Transportation Division
Metropolitan Planning Organization Staff
for the
Louisville/Jefferson County, KY-IN Metropolitan Planning Area

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This document is available in accessible formats when requested in advance.
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Introduction

Purpose of Document

The purpose of this document is to describe the urban transportation planning activities that will be programmed, scheduled, and managed by or through the Louisville/Jefferson County, KY-IN Metropolitan Planning Organization in cooperation with the Kentuckiana Regional Planning and Development Agency (KIPDA) in the fiscal year beginning July 1, 2019 and ending June 30, 2020. Applicable federal statutes are 23 USC 134 and 49 USC 5303. The primary federal regulations are 23 CFR 450 and 49 CFR 613.

• The urban transportation planning program addresses the Louisville/Jefferson County, KY-IN metropolitan planning area (MPA). It provides for surface transportation planning in Jefferson, Bullitt, Oldham and a portion of Shelby (4.0 sq. mi.) counties in Kentucky, and in Clark, Floyd, and a portion of Harrison (0.10 sq. mi.) counties in Indiana. This planning boundary is intended to encompass the area that may become urbanized over the next twenty years, and includes the Louisville interstate air quality nonattainment/maintenance area as designated by the U.S. Environmental Protection Agency. The Urbanized Boundary (UZA) and the MPA Boundary were revised based on the 2010 Census.

• The primary focus for the MPO throughout FY 2020 will be the major update of the Metropolitan transportation Plan (MTP) and creation of a companion Transportation Improvement Program (TIP). The MPO has recently revised many processes and procedures associated with and related to performance-based planning, and the successful implementation of those changes will require a concerted effort by MPO staff, committee membership, and all planning partners. In addition to performance-based planning efforts, the MPO has also instituted many new project management guidelines and requirements, all aimed at creating a better product while optimizing delivery of that product.

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

Federal Planning Factors

The FY 2020 Unified Planning Work Program (UPWP) addresses issues and areas of concentration aimed at meeting the planning needs of the metropolitan study area and maintaining compliance with the federal planning regulations from the Fixing America’s Surface Transportation Act (FAST) signed into law on December 4, 2015. The most recent version (23 CFR 450.206 and 450.306) lists ten factors:

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

In addition to the Planning Factors listed above, the MAP-21 Act suggested that a National Strategic Implementation Plan be developed that included the performance-based elements indicated below:
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

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

The schedule for the next update to the Metropolitan Transportation Plan (MTP) calls for completion of said document in late 2019. A very important element of that MTP update will be the inclusion of performance-based planning processes and procedures measures, which will be based on those associated with the FAST Act. That effort will be coordinated with the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in order to keep the performance measures as closely aligned as possible, as well as to foster and to support the overall improvement of the metropolitan transportation system. A Memorandum of Agreement between INDOT, KYTC, KIPDA and TARC was executed in July of 2015, detailing the creation of a Performance Management Plan (PMP) for the MPO as well as coordination and data-sharing requirements and procedures. This PMP is intended to serve as a living document, periodically reviewed and updated as the performance management process evolves.

References may be found in several Program Elements regarding: the implementation of the FAST Act (particularly performance-based planning); plans to address connectivity and access to essential services; and, concepts relating to regional mobility.
Many MPO initiatives relating to regional mobility involve coordination with the Transit Authority of River City (TARC), who is represented on the Transportation Policy Committee. KIPDA recently completed a regional inventory of sidewalks and bicycle facilities and is sharing that information via the agency website. Also available through the website are the location of TARC routes and stops (along with amenities), and that information will be provided to INDOT for use in producing their statewide ADA Bus Stop Inventory. The compilation of this data should also prove useful in any future effort by the states to establish a Mobility Management Network.

It is anticipated that the MPO will also consider a more formal adoption in FY 2020 of some or all of the six Livability Principles set forth by the Interagency Partnership for Sustainable Communities in 2009. As the Principles are not mandated through legislation, they may be considered for adoption in a different manner than presented by the Partnership. Some aspects of the Principles are currently addressed in various elements of the UPWP, but a more concise definition will be developed in FY 2020 as part of the upcoming update to the Metropolitan Transportation Plan.

Status of KIPDA Region Transportation Planning Activities

Transportation Plan

- The Horizon 2035 Metropolitan Transportation Plan was completed in November 2014 and has been amended ten times through February 28, 2018. The most recent MTP update was adopted by the Transportation Policy Committee on August 28, 2014. Work is currently underway on the next update of the MTP, titled Connecting Kentuckiana and currently scheduled for completion in August 2019.

Planning Administration

- A Federal Certification Review of the KIPDA metropolitan transportation planning process was held August 22-23, 2018. That review by FHWA (Indiana and Kentucky Divisions), EPA Region 4 and FTA Region 4 found on November 13, 2018 that the metropolitan planning process as conducted by KIPDA substantially meets the requirements of 23CFR 450 Subpart C. The review contains three (3) Recommendations and eight (8) Commendations. Full details of the most recent Federal Certification Review are available through KIPDA’s website at http://kipda.org/files/PDF/Transportation_Division/FCR/KIPDA_2018_Cert_Report_FINAL.pdf.

- MPO Staff and Transportation Policy Committee efforts will continue to address findings from the 2014 Federal Certification Review of the MPO planning process, as well as those from the more recent review. Federal Certification Review will again be conducted in 2022.

- Through the development of the update to the Horizon 2035 Metropolitan Transportation Plan and following guidance provided by the 2010 and 2014 Federal Certification Reviews, it was determined that the existing Planning Memorandum of Agreement (MOA) should be examined to better reflect the current relationships between and responsibilities of those involved. The Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Transit Authority of
River City (TARC) and KIPDA executed an updated document on July 2, 2015. This MOA discusses information sharing and cooperative goal-setting between the agencies represented. Changes in transportation planning requirements that may affect this agreement and that are prescribed by the FAST ACT will be addressed in FY 2020. These changes may include a more-detailed definition of data sharing and performance management responsibilities, as well as a documented dispute-resolution procedure. Much of this is already described in the KIPDA Performance Management Plan (PMP), which is intended to be a document that is independent of the MOA yet inextricably linked by reference. Data sharing and performance management are currently both being addressed by way of the KIPDA PMP, which is structured in a manner that lends itself to review and modification as regulations, performance measures and performance targets evolve.

- Member Guides for the Transportation Policy Committee and Transportation Technical Coordinating Committee are being updated to reflect various changes, and will eventually be translated into Spanish editions. The Citizen’s Guide is already available in Spanish.
- An update to the Participation Plan was completed in FY 2015 and was evaluated in FY 2017 and again in FY 2019 for performance. It will undergo review for an update in FY20. Outreach efforts are being expanded and are continually monitored for results. Translation of major planning documents into Spanish is currently underway, with provisions to be provided for other languages.
- Title VI and Environmental Justice training for staff and committee members is planned, as is LPA Title VI program management by KIPDA MPO staff.

City/County Plans
- Metro Louisville recently completed an effort entitled Vision Louisville. The MPO was engaged in several aspects of this project, most particularly through the development of a Strategic Multi-modal Transportation Plan (Move Louisville), which was completed in FY 2017.
- An update to the Louisville Metro Comprehensive Plan was undertaken in FY 2018, and KIPDA staff was involved through data sharing and through committee and work group participation. It went into effect on January 1, 2019.
- Status of plans throughout the region can be found in the tables on Pages 7 and 8, Status of Comprehensive Plans/Other Land Use Planning Activities.

Air Quality
- The Louisville 8-hour ozone maintenance area, consisting of Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky, was designated as being in non-attainment of the 1997 eight-hour ozone standard in June, 2004. It was redesignated as being in attainment of the standard and as being a maintenance area in July, 2007. That standard, however, was revoked as of April 6, 2015, and the area was deemed to be in attainment.
- Effective August 3, 2018, the “new” Louisville 8-hour ozone nonattainment area, consisting of Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky, is in non-attainment of the 2015 National Air Quality Standard.
(NAAQS) for ozone. As a consequence, a federal air quality conformity determination was required for each of the two amendments to the MTP and TIP in FY 2019.

- The Louisville fine-particulate matter nonattainment area, consisting of Clark and Floyd counties and Madison Township in Jefferson County in Indiana and Bullitt and Jefferson counties in Kentucky was designated as nonattainment of the 1997 average annual fine particulate (PM$_{2.5}$) standard effective April, 2005. The standard was revoked in April, 2017, and as of August 20, 2018, the area is now designated as attainment/unclassifiable of the most recent (2012) average annual PM$_{2.5}$ standard.

**Public Transportation**

- A Comprehensive Operations Analysis for the TARC service area, which will serve as an initial component of an overall assessment of current and future needs of the region and lead into the development of a Long Range plan, will be conducted in FY 2020.

- The Coordinated Human Service Transportation Plan (CHSTP) process has been revised to incorporate the urban and rural plans in Kentucky and the Indiana plan into one document. With the involvement of many of the region’s social service agencies, KIPDA's Transportation and Social Services divisions, the Regional Mobility Council, the Southern Indiana Transportation Advisory Group (SITAG), the Transit Authority of River City (TARC), the INDOT Office of Transit, and the KYTC Office of Transportation Delivery, this combined effort was completed in June 2014. An evaluation and update of the document will be conducted in FY 2020, with consideration given to any changes prompted by the FAST Act, as well as consideration as a possible component of a regional Mobility Management Network.

- Coordination and cooperation with TARC will assist the MPO in developing performance targets for transit in the region.

- TARC was selected by the MPO as the Designated Recipient for FTA Section 5310 funding for the urbanized area in both Kentucky and Indiana, and KIPDA staff monitors the progress of that funding program.

- Transit service revisions responsive to annual market research continue.

- Cooperation and coordination of the efforts of TARC and *Ticket to Ride* (the regional rideshare program) to encourage alternatives to single occupant vehicle travel through service marketing, rideshare matching, and vanpool fleet management is ongoing.

- Initiatives which are part of *Connecting Kentuckiana* (the next update to the MTP) will be examining gaps in transit coverage and connectivity to employment and essential services.

**Other Transportation Planning Efforts**

- KIPDA has developed an online Transportation Planning Portal, containing planning resources for project sponsors, planning partners and the general public.

- KIPDA recently completed a [Freight Mobility Study](#) for the region.

• KIPDA updated the Regional ITS Architecture in FY 2017.
• A Downtown Mobility Study for downtown Louisville was completed in FY 2018 to enhance mobility for all users of the transportation network in the urban core. This study addresses the movement of people and goods both coming into and passing through the downtown area via a variety of modes.
• A CR 311/US 31 Corridor Study in Clark County was completed in FY 2018.
• KIPDA staff is involved with various efforts by other member agencies, including implementation of the MOVES air quality model and travel time analyses by both KYTC and INDOT.
• The MPO coordinates with and provides input to KYTC on their Strategic Highway Investment Formula for Tomorrow (SHIFT) process, which will determine projects to be included in the Six-Year Highway Plan.
• KIPDA staff will be involved in coordination with INDOT and KYTC concerning the current and future development of their Long Range Statewide Transportation Plans.
• KIPDA staff is currently participating on the Advisory Committee for the TARC COA/LRP effort.
• KIPDA is represented at a variety of workshops, team meetings and public meetings conducted by INDOT, KYTC and Local Public Agencies throughout the MPA.

Coordination with other Metropolitan Planning Organizations

• Each year, KIPDA MPO Staff participates in the coordination meetings organized by KYTC and attended by the state’s nine MPOs and the Federal Highway Administration.
• KIPDA MPO Staff attends monthly coordination meetings of the Indiana Metropolitan Planning Organization Council attended by the state’s 14 MPOs, INDOT, and the Federal Highway Administration. Staff will be attending the Annual Indiana MPO Conference in September 2019 in Fort Wayne, hosted by the Northeastern Indiana Regional Coordinating Council (NIRCC) MPO.
• KIPDA MPO Staff participates in the Kentucky MPO Council activities, and routinely exchanges ideas and data with the other MPOs.
• KIPDA MPO Staff routinely coordinates planning efforts and exchanges information with the Radcliff/Elizabethtown MPO, the Lexington Area MPO, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the KYOA Interstate Planning Commission. Likely coordination activities include traffic counting and other data collection, planning studies, public involvement, safety programs, and project-level planning impacting areas of mutual concern.
• KIPDA Staff participates in Model User Group activities in both states. These groups share ideas and training in regard to air quality analysis, travel demand modelling and GIS.
• KIPDA MPO Staff participates in periodic air quality conference calls organized by the Federal Highway Administration-Kentucky Division office for the exchange of information between the Kentucky MPOs, KYTC, the Kentucky Energy and Environment Cabinet’s Division for Air Quality, FHWA, FTA, and the US Environmental Protection Agency.
## Status of Comprehensive Plans/Other Land Use Planning Activities

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The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of all of Clark and Floyd counties in Indiana, and all of Bullitt, Jefferson, and Oldham counties in Kentucky. That same area was designated as a basic nonattainment area in June, 2004, and was redesignated as an attainment area with a maintenance status in July, 2007. The 1997 8-hour ozone standard was revoked for the local area in April, 2015. In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Clark, Floyd, Bullitt, Jefferson and Oldham counties were designated in August 2018 as attainment/unclassifiable in regard to the 2012 fine particulate matter (PM$_{2.5}$) standard.
Program Elements

1.0 Transportation System and Development Monitoring

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

1.1 Traffic Counting

Objective
- To collect traffic volume and related information for the area’s roadway system. This will be accomplished primarily through four activities:

1. Under a contract with KIPDA, Louisville Metro Public Works will collect traffic count and related data within its area.
2. KIPDA MPO Staff will conduct traffic counts and collect other Highway Performance Monitoring System (HPMS) data requested by INDOT.
3. KIPDA MPO Staff will conduct other traffic counts and data collection in the MPA.
4. KIPDA MPO Staff will maintain a traffic count file by processing the above information as well as data collected and provided by INDOT and KYTC.

Products
- Traffic volume information, both upon request and through the KIPDA website
- Critical intersection peak period volumes
- Vehicle classification and operating speed information
- Report on HPMS traffic counts/other data for INDOT
- Travel Time information collected as part of the CMP performance measure package, benefiting transportation system monitoring and system development (data to be acquired for analysis includes both NPMRDS data through FHWA and other data acquired by KIPDA)

Methodology
KIPDA MPO Staff will collect traffic count data utilizing counting equipment, from information provided by the states, and through contracted data collection activities with Louisville Metro Public Works. KIPDA MPO Staff will maintain a database of HPMS data, and will utilize the HPMS software Version 6.0 in analyzing, evaluating, and reporting that data to INDOT.

Relationship to Other Work Elements
Traffic information collection is directly related to Traffic Data Requests, Travel Model Development, Congestion Management Process, and performance measure analyses.
**Equipment**
Acquisition/maintenance/replacement of traffic counters, computer software and related data collection equipment

**Responsible Agency**
With the exception of contracted data collection performed by Louisville Metro Public Works, all other activities will be carried out by KIPDA MPO.

**Estimated KIPDA MPO Staff Hours**
740

### 1.2 Geographic Information System (GIS)

**Objective**
- To develop a geographic information system capable of addressing transportation planning analysis needs and desires. This is addressed by implementing a set of recommendations developed by a GIS subcommittee of the Transportation Technical Coordinating Committee.

**Products**
- A functional GIS to provide a variety of data analyses and graphical presentation capabilities
- Transportation infrastructure and service, land use, socioeconomic, and environmental resource databases produced by Staff or acquired from other sources
- Spatial analyses of data in the determination, monitoring and evaluation of performance targets and other aspects of the Performance Management Process
- Maps, LOJIC-compatible GIS products

**Methodology**
KIPDA MPO Staff will utilize the agency’s GIS hardware and software to process and analyze information needed for transportation planning purposes, and will make these available to planning partners and the general public on the [KIPDA website](#).

**Relationship to Other Work Elements**
KIPDA’s GIS will support nearly all other elements of the work program, and will play a very critical role in future performance measure analyses and alternate mode inventory associated with updates to the MTP and TIP.

**Responsible Agency**
KIPDA MPO

**Estimated KIPDA MPO Staff Hours**
2855
1.3 TARC Route Monitoring

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

Product
- Annual route monitoring report & presentations to MPO committees
- Database and mapping of ridership information applicable to other planning purposes

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

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

Responsible Agency
Transit Authority of River City (TARC)

Estimated KIPDA MPO Staff Hours
120

1.4 Maintenance and Update of Information

- Traffic count database
- Project information database
- Contacts database
- Data in the KYTC continuing Highway Analysis Framework (CHAF) database
- Socioeconomic/Census Data
- Crash data
- Travel time data from various sources
- Transit, bicycle, pedestrian facilities
- Park and Ride inventory
- Freight and intermodal facilities
- Transportation Library Database
- Adjusted Urban Area Boundary, Metropolitan Planning Area and TAZ boundaries
- Roadway Functional Classification inventory
Objectives
- To provide the means of accessing the data necessary to conduct the planning process. MPO Staff will develop, maintain, and regularly update the listed datasets.

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

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

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

KIPDA MPO Staff has both coordinated and reviewed the 2010 Census Louisville/Jefferson County, KY-IN Urbanized Area boundary to determine the Adjusted Urban Area boundary and/or any needed changes to the Metropolitan Planning Area boundary (MPA). The boundaries have been approved by FHWA.

Staff will complete a review of roadway functional classifications, the National Highway System and the National Truck Network within the region. All resulting suggested changes will be submitted to INDOT, KYTC, and FHWA.

KIPDA MPO Staff will continue to update the KIPDA website (adding things such as the webpage translator and traffic count map) to assist project sponsors and to better inform the public concerning project development.

Relationship to Other Work Elements
The information provided will support nearly every other element of the work program.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
1610
1.5 Response to Information Requests

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

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

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

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

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
70

1.6 Performance Management - Data Collection

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

Product
- Information provided in the form of text, tables, reports, maps, shapefiles, mailing lists, databases, etc.
Methodology
KIPDA MPO Staff will develop relationships with appropriate contacts within both state DOTs to maintain consistency in data collection efforts and to ensure the timeliness and quality of the data collected and used. Coordination with other planning partners is also planned to increase their awareness of the data available, as well as to educate concerning the importance of accurate reporting.

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

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
720
2.0 Long Range Transportation Planning

The current Metropolitan Transportation Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area (the Horizon 2035 Metropolitan Transportation Plan) was completed in August 2014, and subsequently received a favorable conformity determination from FHWA and FTA on October 22, 2014. The Horizon 2035 Metropolitan Transportation Plan provides project and policy-oriented recommendations concerning the management and development of the area’s transportation system through the year 2035. In cases where transportation investment decisions will have significant fundamental impacts on the region and the entire transportation system, additional detailed studies may be conducted to provide a thorough analysis of the transportation problems and alternative solutions proposed to address those problems. The MTP has been amended 10 times.

Performance-based planning is not only a focus of the FAST Act, it is also a desirable course of action given the availability of transportation funding. Performance measures allow the MPO to better assess needs and project impacts, and to make more effective and efficient transportation investments. With Connecting Kentuckiana (the next MTP update), data-driven assessments and performance measures will guide future initiatives to identify gaps in connectivity throughout the region. GIS-based spatial analysis of connectivity between residential areas, employment, public facilities and essential services is a cornerstone of this MTP update. By way of this process, more flexible mode choice could be afforded to users of the transportation system. This has the potential to not only reduce vehicle miles travelled, but also to contribute to health benefits and more efficient travel throughout the region.

With the completion of the 2010 Census, more current data was made available for use with Connecting Kentuckiana. The horizon year for that update will be 2040. That process has begun, and extensive work is taking place in virtually all aspects of the metropolitan planning process to develop a comprehensive, implementable document that will include the latest data available, extensive public input, and support from our planning partners. The public outreach element of this update has been and will continue to be an unprecedented effort to garner information from those who know their neighborhoods best. Other methods will include social media and providing opportunities to access Committee meetings by way of video recordings posted on the KIPDA website.

2.1 Metropolitan Transportation Plan (MTP) Maintenance/Update

Objectives
- To develop and maintain a FAST Act compliant metropolitan transportation plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area (Connecting Kentuckiana)
- To process proposed amendments to the *Horizon 2035 Metropolitan Transportation Plan* according to established procedures
- To develop, implement and maintain project tracking methodology through which project sponsors, other agencies and the public can determine current status and progress of projects as they move from inception to implementation
- To continue data collection for the MTP update with a horizon year of 2040
- To develop procedures for more comprehensive development of the MTP update, involving member agencies and the public in a different manner from that used in previous Plans
- To develop methodology through which more accurate revenue projections and project costs are determined (which is reflective of the update to the Planning Agreement between the MPO, TARC, and the respective state DOTs)
- To explore the connections between metropolitan transportation planning and the environmental issues and processes related to projects identified in the MTP (this effort relates to many elements of the UPWP, and is not merely a part of Plan development)

**Products**

- A *FAST* Act compliant MTP which addresses the surface transportation needs of the area through 2040
- An MTP reflective of the cooperative efforts of regional transportation agencies
- Reflection of performance measures and targets with MTP update
- Provision of planning resources for project sponsors, other agencies and the general public
- Documentation of the plan amendment/administrative modification processes
- Processes for identification and scoping of future transportation needs (which includes development and maintenance of project data for inclusion in the KYTC Continuing Highway Analysis Framework (CHAF) database).

**Methodology**

MTP updates and amendments include analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input and are processed according to procedures developed by KIPDA MPO Staff and approved by the Transportation Policy Committee. As mentioned previously, the development of the next update to the MTP includes a wide variety of efforts. These have included, at minimum, updates to the Congestion Management Process, the Travel Demand Model, and the Participation Plan, as well as the development of a Regional Freight Mobility Study.

Updates to each of these elements are in concert with performance–based transportation planning, as detailed in the *FAST* Act, and in the subsequent establishment of performance targets by the USDOT, both states, and the MPO. A Performance Management Plan and a Project Management Plan have both been developed and are currently in use.

Access to planning resources is available through the KIPDA.org website and is called the [Transportation Planning Portal](#). Project applications for the MTP update are also made through this portal.
Relationship to Other Work Elements
Several elements of the FY 2020 UPWP are relevant to this item.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
4020

2.2 Travel Demand Forecasting (TDF) Model Development

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

Products
- A travel demand forecasting model (TDF) to meet the analysis requirements of the area’s transportation and related air quality planning program
- Demographic/socioeconomic data forecasts
- Data collection activities that support modeling, as appropriate
- Documentation of the model development process in concert with the next update of the MTP (to 2040)
- Utilization of the expanded TDF Model which includes a horizon year of 2040
- Posting of the updated TDF Model documentation on the KIPDA website
- Periodic upgrade of travel model software and technical support/maintenance
- Coordination with INDOT and KYTC for statewide modeling efforts

Methodology
KIPDA MPO Staff develops and maintains the area’s travel demand forecasting model by incorporating the pertinent socioeconomic, travel behavior, and transportation system characteristics into the format required by the model software. Model accuracy is measured by performing various calibration/validation techniques and procedures.

Due to the cost of conducting a new Household Travel Survey (the last one completed for the area was in 2000), various methodologies available that may help refine the TDF Model are being explored at this time. Purchase of GPS, cellphone and/or probe data appears likely in FY 2020.

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

**Responsible Agency**
KIPDA MPO

**Estimated KIPDA MPO Staff Hours**
1880

### 2.3 Air Quality Analysis/Conformity Consultation

**Objectives**
- To conduct air quality analyses as part of MTP and TIP development in a manner that is consistent with federal requirements
- To fulfill the requirements of the air quality conformity consultation process as outlined in the Memorandum of Understanding
- To provide a basis for quantifying the emission reduction benefits of projects and programs seeking Congestion Management/Air Quality (CMAQ) funding
  - To participate with other agencies in the development of State Implementation Plans (SIPs) and mobile source emissions budgets for the appropriate transportation-related pollutants
- To determine (in consultation with KYTC, INDOT, FHWA, FTA and EPA) the appropriate manner in which to address climate change considerations as part of the transportation planning process, which may include provision of assistance to both KYTC, INDOT and TARC in the identification of vulnerable assets

**Products**
- Dissemination of information to planning partners and to the public
- Documentation of KIPDA’s activities relating to the process
- Review and prioritization of applications for CMAQ projects to be funded by KYTC, and selection and prioritization of projects for INDOT sub-allocated funding
- Consideration of an update to the Memorandum of Understanding among the participants in the process and procedures for consultation and determination of transportation conformity per 40 CFR Parts 51 and 93

**Methodology**
Air quality analyses are conducted in accordance with the procedures defined in the Conformity Consultation Memorandum of Understanding and in 40 CFR 93. KIPDA staff works closely with INDOT, KYTC, the Indiana Department of Environmental Management (IDEM), the Kentucky Energy and Environment Cabinet’s Division for Air Quality, and the Louisville Metro Air Pollution Control District in performing emissions calculations.
Relationship to Other Work Elements
This element is most directly related to maintenance of the MTP, but affects many other elements as well.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
420

2.4 Intelligent Transportation Systems Planning

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

Products
- Project planning and programming consistent with Regional ITS Architecture Plan
- A review of the FY 2017 Regional ITS Architecture
- An evaluation of the impacts to the CMP Network as a result of ITS implementation

Methodology
KIPDA staff works with the implementing agencies and participants in the Freeway Incident Management System to coordinate the planning and deployment of ITS measures. Staff will continue to promote the implementation of ITS projects through the CMAQ call for projects process, a KIPDA web site ITS information page, and consideration in the TIP project priority ranking process. A stakeholder survey of ITS market packages will be performed periodically and any necessary updates will be made to the Regional ITS Architecture Plan in order to be compliant with Federal Regulations.

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

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
180
2.5 Congestion Management Process

Objective
- To more effectively coordinate travel demand reduction and operational management measures in the Louisville area. The congestion management work program and selected performance measures provide guidance and information for local efforts.

The Congestion Management Process and KIPDA Staff will provide planning, coordination and support to the Traffic Response and Incident Management Assisting the River Cities (TRIMARC) project, Louisville Metro, KYTC, INDOT and FHWA in promoting and developing appropriate reliability-based congestion performance measures. TRIMARC will provide the basis for Intelligent Transportation System (ITS) deployment, consistent with the KIPDA Regional ITS Architecture plan.

Products
- Data collection from the CMP network
- Updated CMP analysis procedure using an eight-step process was approved by the TPC in July 2018
- Identification of priority corridors and critical intersections for CMP analysis using criteria in the operational document (the analysis will give full consideration to transit, and non-motorized alternatives, and will identify performance measures to assist in the movement of people and goods)
- KIPDA MPO Staff assistance in freeway incident management system (TRIMARC), and other transportation system management (TSM) and transportation demand management (TDM) projects
- KIPDA MPO Staff assistance in maintaining consistency between the KIPDA ITS Regional Architecture plan and the TRIMARC project, and with transportation demand, operational and congestion activities in the work program
- Staff evaluation, in partnership with KYTC and other MPOs, of the possible applications of volume and speed data recently purchased by KYTC
- Promotion and assistance in the development of reliability-based performance measures in priority corridors. This effort will assist TRIMARC, Louisville Metro, KYTC, INDOT, and FHWA in developing appropriate plans and projects to effectively manage congestion within the TMA.
- Further integration of CMP objectives, methods, and performance measures into the ongoing MTP update

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

**Relationship to Other Work Elements**

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

**Responsible Agency**

KIPDA MPO

**Estimated KIPDA MPO Staff Hours**

1820

### 2.6 Public Transportation Planning

**Objectives**

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

**Products**

- Creation of a transit element within the MTP
- In cooperation with TARC, continuation of long range transit planning efforts in conjunction with the upcoming update of the MTP. Long range transit planning may include initiatives such as: identifying transit gaps and needs; increasing interaction between transit, bicycle and pedestrian trips; increasing park and ride activities; conducting corridor specific studies related to congestion relief; increasing commuter trips; and using advanced transit technologies.
- A Comprehensive Operations Analysis for the TARC service area will be conducted in FY 2019 which will serve as an initial component of an overall assessment of current and future needs of the region. This effort is jointly funded by Louisville Metro, TARC, STP-dedicated (SLO) funds and KYTC FHWA PL funds. The PL funding will be provided to TARC through direct contract with KYTC.
- Cooperation and coordination with the public transit/transportation planning process conducted by TARC, including an update to the Coordinated Human Services Transportation Plan used to select and provide Federal Section 5310 funding from KYTC and INDOT
• Completion of an inventory of bus stops (including associated amenities and ADA compliance) for use both in metropolitan transportation planning efforts and for transmittal to INDOT and KYTC.
• Coordination with and advice to LPAs in pursuit of funding for transit-related projects

Methodology
KIPDA MPO Staff will coordinate planning activities with TARC staff in the areas of: long range transit planning; regular, express, and elderly/disabled transit service; the Ticket to Ride rideshare program; and bicycle/pedestrian access to transit. With assistance from and cooperation with TARC, KIPDA Staff will develop and maintain a coordinated non-emergency human service transportation plan (CHSTP) in order to comply with FAST Act requirements regarding Section 5310 funding. MPO Staff will continue to coordinate planning activities with other transportation providers and groups, such as those included in the Southern Indiana Transportation Advisory Group (SITAG).

The next update to the MTP, Connecting Kentuckiana, will provide a more robust transit element, and efforts will also be made to better represent public transportation in the Travel Demand Model. Performance measures established by FTA in conjunction with the FAST Act will be recognized and monitored within the development and maintenance of both the MTP and the TIP, and other local/regional measures regarding transit may also be adopted in the MTP. One such measure was already adopted during the development of the Goals and Objectives for the Connecting Kentuckiana MTP Update, and it suggests a targeted reduction in the average age of the public transit fleet to seven (7) years by 2025.

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

The Downtown Mobility Plan (completed in FY 2018) will provide guidance and data regarding the movement of people and goods in the downtown core, and the transit element of that study will be integral to the development of Connecting Kentuckiana.

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

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
360
2.7 Freight Planning

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

Products
- Maintenance of the Freight Information System, a GIS-based decision support tool containing freight-related network, facility, and volume data (updated and supplemented with other data as needed)
- Update of priority freight corridors (Freight Corridor System)
- Update of the National Truck Network (NTN)
- Update of Freight Resource Network - a database of industry freight contacts used for surveys, general outreach, and to provide input to planning activities
- Periodic meetings of the KIPDA Freight Working Group, a subset of the Freight Resource Network used to provide targeted, consistent input to planning activities
- Conduct of freight surveys to provide information about the state of the industry and freight movements in the metropolitan area, and to aid in the identification of problem areas in the transportation system
- Enhancement of the freight element of the MTP
- Coordination with planned airport, riverport, and railroad improvements through the Transportation Technical Coordinating Committee, Transportation Policy Committee, and other established committees and agencies
- Assistance to the states and local municipalities with development and implementation of freight-related plans (including technical assistance with studies and inventories)
- Implementation of strategies defined in the recently developed Regional Freight Mobility Study for the MPA

Methodology
KIPDA MPO Staff will use the Freight Information System and input from stakeholders, including the Freight Resource Network and the Freight Working Group, to identify and address transportation system deficiencies. The Freight Information System will be used, in conjunction with the CMP, to monitor the performance of priority freight corridors in the Louisville/Jefferson County, KY-IN MPA. The Freight Corridor System will be updated in conjunction with the MTP. Staff is currently reviewing and updating the contact information in the Freight Resource Network database to provide a better base from which to form the Freight Working Group.

Staff will provide support for the Freight Resource Network and the Freight Working Group, as well as maintain the Freight Information System and the freight element of the MTP. MPO Staff will also conduct outreach activities to involve members of the freight community through established KIPDA MPO committees, the Freight Resource Network, Freight Working Group, and industry associations, such as Delta Nu Alpha.
Relationship to Other Work Elements
Freight planning is most closely related to the MTP, CMP, and Maintenance and Operations elements, but also affects many other elements of the transportation planning program.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
510

2.8 Bicycle and Pedestrian Planning

Objectives
- To increase the opportunities for trips in the region to be made on foot or by bicycle
- To increase the efficiency and coordination between bicycle and pedestrian modes and other travel modes
- To address the implementation of a regional bicycle and pedestrian network
- To increase the safety and suitability of bicycle and pedestrian facilities
- To increase awareness of bicycle and pedestrian modes as means of travel

Products
- Update of the Bicycle and Pedestrian element of the MTP, with focus on identifying gaps in both networks
- Maintain inventory of existing pedestrian and bicycle facilities throughout the region
- Maintenance of a database of planned bicycle and pedestrian projects (under Work Element 1.5)
- GIS coverage of planned bicycle and pedestrian projects
- Acting as a point of contact and assistance for bicycle and pedestrian planning, projects and information including, but not limited to: funding sources such as the Transportation Alternatives Program (TAP), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP), and Recreational Trails Program (RTP); design standards; local implementation plans; and ADA Transition Plans
- Per the FAST Act, identification of performance measures related to access by alternative modes as well as to the safety of all users

Methodology
- KIPDA MPO Staff will assist LPAs with project applications.
- KIPDA MPO Staff will maintain the Bicycle and Pedestrian inventory resource.
- KIPDA MPO Staff will share information with the TTCC, the TPC and others concerning best practices, design standards, funding, and other applicable information.
- KIPDA MPO Staff will monitor the implementation of the regional bicycle and pedestrian network with information provided by project sponsors.
When requested, KIPDA MPO Staff will review and advise plan and project development by LPAs involving bicycle and pedestrian modes of travel.

KIPDA MPO Staff will advise local governments (with more than 50 employees) of the requirement that an ADA Transition Plan be in place as a condition of receipt of federal funding. Staff will also assist LPAs by providing information necessary to develop these plans and may assist some LPAs with the funding of the transportation-related element of their Transition Plan.

KIPDA MPO Staff will provide assistance, as requested, to the Kentucky Health Department on their Walkability Audits and Health Impact Assessments.

**Relationship to Other Work Elements**

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

**Responsible Agency**

KIPDA MPO

**Estimated KIPDA MPO Staff Hours**

1430

### 2.9 Performance Management – Data Analysis

**Objectives**

- To identify and analyze data in the pursuit of performance management and a more-informed project development process
- To coordinate with INDOT, KYTC and other planning partners in the establishment of performance targets
- To use data analysis in the monitoring of progress toward the achievement of the established targets
- To evaluate progress and make revisions to goals and targets as required

**Products**

- Data analysis in a variety of applications useful to the transportation planning process
- Provision of data and data analysis to planning partners and the public
- Performance target reporting to INDOT and KYTC

**Methodology**

KIPDA staff will continue to collect and analyze a wide variety of data for both performance management and project development purposes. Traffic volumes, highway
crashes, transit route and ridership information, and bicycle and pedestrian network inventories are just a few examples of the databases used in analyses conducted by KIPDA staff. Results of this process will not only be useful in performance management applications, but also in the determination of transportation needs in the region. A project application process is currently underway that will use criteria created through these analyses to better evaluate projects and to determine those with greatest impact in relation to the performance targets established for the region.

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

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

**Responsible Agency**
KIPDA MPO

**Estimated KIPDA MPO Staff Hours**
1740
3.0 Short Range Transportation Planning/Programming

3.1 Transportation Improvement Program (TIP)

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

Products
- A FAST Act compliant TIP which addresses the short range surface transportation needs of the area
- Development of procedures for reflecting how implemented projects support the goals, objectives and performance targets established in the MTP for the region
- TIP amendments and administrative modifications, as needed (TIP amendments may require analyses of the impacts on air quality, financial resources, mobility needs, environmental justice, and public input, and are processed according to procedures developed by KIPDA staff and approved by the TPC)
- Posting on the KIPDA website of the current TIP and all amendments and administrative modifications to that document, as well as public notice of the availability of these documents
- An Annual Listing of Obligated Projects for federally funded projects from the previous fiscal year posted on the KIPDA website
- Periodic progress reports to KIPDA transportation committees
- KIPDA MPO Staff attendance at KYTC project status reviews
- KIPDA MPO Staff attendance at APDP meetings with INDOT Central Office and Seymour District Office, FHWA, and local agency staff
- Priority rankings of projects developed as part of the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) process for considering projects to be included in the Recommended Six-Year Highway Plan
- Developing and maintaining prioritization and selection processes for projects to utilize federal funding dedicated to the urbanized area (includes SLO and TAP funding in Kentucky and STP-IN, CMAQ, HSIP and TAP in Indiana)
• Monitoring of local implementation of federally funded transportation projects, which will include a project tracking and review process as well as documentation being made available for public review

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

Quarterly review meetings with area LPAs will be held. Initiatives to assist project sponsors in the development of more accurate cost estimates and more reasonable implementation schedules are ongoing. A procedure for evaluation and committee approval of cost increase requests or project phase shift proposals has been implemented for funding dedicated to the urbanized area. A Five-Year Plan for expenditure of sub-allocated funding from INDOT has been established and is being updated quarterly.

Relationship to Other Work Elements
The TIP is a subset of the MTP and must be consistent with it.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
3175

3.2 Project Design/Traffic Study Data Requests

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

Product
• Traffic information in tabular, map, or turning movement diagram form

Methodology
KIPDA MPO Staff will collect data and use the travel demand forecasting model to develop design year traffic projections to provide the information requested. Work often involves collaboration with INDOT and KYTC to develop various scenarios.
Relationship to Other Work Elements
Information provided under this element is most directly related to travel model development for traffic and transit ridership projections.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours

470

3.3 Short Range Studies and Programs

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

Products

<table>
<thead>
<tr>
<th>Study/Program</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oakes Road Corridor Planning Project</td>
<td>Floyd County</td>
</tr>
<tr>
<td>KY 329 Bypass Access Management Study</td>
<td>Oldham County</td>
</tr>
</tbody>
</table>

Methodology
If funding is available, the MPO will complete the studies or will arrange for the LPA to contract with either KYTC or INDOT directly to accomplish the studies. The end products are presented to the Transportation Technical Coordinating Committee and the Transportation Policy Committee for acceptance and are subsequently adopted for use in the development of the MTP.

Three such studies have recently been completed. The Downtown Mobility Plan (completed in FY18) will build upon the development of Connecting Kentuckiana (by KIPDA) and Move Louisville (Louisville Metro), and was a partnership between the Downtown Development Corporation and KIPDA (with Louisville Metro and TARC as members of the project team). The CR 311/US 31 Corridor Study (completed in FY17) was a joint effort between KIPDA, Clark County, and the Towns of Clarksville and Sellersburg. A Regional Freight Mobility Study was developed in FY 2019 and was approved by the Transportation Policy Committee in February of 2019.

Relationship to Other Work Elements
Short range studies can result in additions to the MTP and/or proposals for project implementation by local or state agencies. The studies typically involve data collection, public involvement, and analyses related to specific transportation system issues.
Responsible Agency
Sponsoring Agency Staff and Consultant services provided under contract to the agencies listed above.

Estimated KIPDA MPO Staff Hours
120 (additional hours necessary if studies are conducted by KIPDA MPO Staff)

3.4 Transportation Safety Planning

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

Products
- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type; and recommendations for possible mitigation measures
- Implementation of project selection processes for use of funding made available to the MPA

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

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

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

Relationship to Other Work Elements
Transportation system safety is a fundamental component of the planning process, closely related to Security Planning and Maintenance and Update of Information.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
90
3.5 Transportation Security Planning

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

Product
Incorporation of security considerations into the MPO transportation planning process, including the funding of short range planning studies, ITS, and management and operations

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

Relationship to Other Work Elements
Transportation system security is a fundamental component of the planning process and closely related to Transportation Safety Planning, Intelligent Transportation System Planning, and Management and Operations Planning.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
90

3.6 Management and Operations Planning

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

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

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

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
210
4.0 Program Administration

4.1 Unified Planning Work Program

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

Products
- Annual work program that responds to federal, state and local guidance
- An update/amendment of the July 2015 Memorandum of Agreement (MOA) between KYTC, INDOT, TARC and KIPDA that will reflect requirements of the FAST Act
- Funding contracts in support of the work program
- Grant applications for any special funding outside the annual work program
- Quarterly progress reports for FY 2020
- Annual Performance and Expenditures Report for FY 2019
- Self-certification review of compliance with applicable federal and state laws, including the Americans with Disabilities Act and Title VI of the Civil Rights Act
- Equipment and supplies purchased as needed to carry out planning activities
- Use of vendor services as needed to assist with staff training
- Membership in professional organizations, including the Association of Metropolitan Planning Organizations, Transportation Research Board, and the American Public Transportation Association

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

Relationship to Other Work Elements
The UPWP serves as the mechanism for identifying and carrying out planning activities.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
180
4.2 Public Involvement/Title VI

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

Products
- A FAST Act compliant Participation Plan which contributes to addressing both the short and long range surface transportation needs of the area
- Advertised public events where the general public is provided an opportunity to review and comment on KIPDA planning and programming activities
- Public comment period at all meetings of the KIPDA Transportation Policy Committee and Transportation Technical Coordinating Committee
- Print and electronic advertising, signs, supplies, material, personnel, and coordination and logistical information needed for public involvement activities
- Proactive and innovative outreach and involvement actions directed at minority and low-income populations, persons with disabilities, and persons with Limited English proficiency (LEP)
- Transportation Division publications
- KIPDA agency publications
- Maintenance of the MPO element of the KIPDA web site (www.kipda.org)
- Video recording of TPC and TTCC meetings for posting on the KIPDA website
- Use of social networking sites Facebook and Twitter to provide notice of meetings and other transportation issues
- Periodic review of the effectiveness of the Participation Plan, with updates as warranted
- Training activities on public participation for KIPDA MPO Staff and committees
- Training for and monitoring progress of LPA ADA Transition Plans and Title VI Programs
- Explicit documentation of responses to public comments
• Documentation of public involvement activities carried out by MPO constituent agencies for Transportation Policy Committee use
• Updated Community Impact Assessment for Louisville/Jefferson County, KY-IN MPA
• Community Impact Assessments for KYTC project studies, as requested

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

Relationship to Other Work Elements
Public Involvement/Title VI is an integral part of the planning program.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
1550

4.3 Committee Support

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

Products
• Committee agendas, notices, minutes and memoranda
• Up-to-date committee members’ guides and committee bylaws
• KIPDA MPO Staff participation and presentations in committee and subcommittee meetings and workshops
• Purchase of professional services as needed to assist with committee processes
• Informed recommendations and decisions by transportation committees

Methodology
KIPDA MPO Staff will provide the administrative support needed to conduct the committee process, including agency membership review, annual bylaws review, materials and information preparation, and meeting packet distribution. Staff will also assist with procedural matters and provide assistance to committee officers when required. Presentations by KIPDA MPO Staff regarding the transportation planning process will be given at TTCC and TPC meetings throughout FY 2020 to enhance the knowledge and understanding of committee members. The end result should be better-informed, engaged and empowered MPO committees, having increased awareness of regional transportation and quality of life issues.

Relationship to Other Work Elements
The KIPDA transportation committees participate in all aspects of the transportation program conducted by KIPDA MPO Staff.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
1820

4.4 Staff Management and Training

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

Products
• Staff meetings and annual personnel evaluations
• KIPDA MPO Staff participation in conferences, seminars, and workshops relevant to the transportation planning process, including travel outside the KIPDA region and attendance at conferences conducted, sponsored, or hosted by the Indiana MPO Council, the Institute of Transportation Engineers (ITE), Transportation Research Board (TRB), American Public Transportation Association (APTA), Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA),
and the Kentucky, Indiana, and ESRI GIS organizations. Staff training also includes pertinent seminars and workshops sponsored by federal or state agencies, and is anticipated to include FHWA guidance this year regarding the implementation of the FAST Act and performance measures.

- ADA and Title VI training for all KIPDA MPO Staff, as appropriate
- Acquisition of documents, reports, reference materials, equipment, software, periodicals, and subscriptions to publications related to execution of the work program
- Periodic acquisition and maintenance of computer equipment consistent with KIPDA’s technology plan, as well as training associated with said equipment

**Methodology**
Staff management is conducted in accordance with agency personnel policies as described in the Employee Manual. Training opportunities are considered as needed and on the basis of availability.

**Relationship to Other Work Elements**
Program Administration impacts all elements of the transportation planning program.

**Responsible Agency**
KIPDA MPO

**Estimated KIPDA MPO Staff Hours**
1110
5.0 Commuter Services

5.1 Rideshare Program

Objective
- To provide effective administration of the *Ticket to Ride* Transportation Demand Management (TDM) program and to increase participation and awareness of its services which reduce the use of single occupant vehicles (SOVs) as the primary means of commuting throughout the region.

Products
- Provide ride-matching assistance for area commuters, maintaining a database with over 2,000 active commuters at over 160 worksites.
- Maintenance and operation of 93 vans for 69 vanpool groups (as of the end of Second Quarter FY 2019)
- Billing and managing customer expectations for over 480 vanpool members
- Improvement and maintenance of *TTR*’s web site
- Advertising campaign including enhanced internet communication and capability
- Revised invoicing procedures and monthly vanpool fares (online capabilities)
- Monthly maintenance reports for each vehicle
- Monthly reports to TARC of vanpool ridership and mileage
- Quarterly reports to TARC for vanpool payments received
- Monthly invoices mailed to vanpool participants
- Contracts with ad agency and TARC fleet managers
- Contracts through TARC for third party providers of towing and fuel/oil
- Contract for detailing/cleaning of the vanpool fleet
- Quarterly reports of *TTR*’s progress and strategic plans

Methodology
To accomplish the objectives of this program, KIPDA MPO Staff will:
- Provide ride-matching assistance via the phone and internet
- Meet with area employers to discuss employee transportation programs
- Coordinate an advertising campaign including television and radio
- Provide for adequate staffing, equipment, supplies and financing
- Coordinate vanpool formation meetings for potential participants
- Market existing vanpools to maintain ridership; establish new vanpools
- Provide maintenance of vehicles through a partnership with the Transit Authority of River City (TARC); keep maintenance records
- Purchase additional vehicles as needed for the vanpool program
- Review and revise current vanpool operating procedures
- Invoice vanpool passengers monthly
- Work with a software developer to produce a comprehensive software suite that accommodates and coordinates all elements of the program
Relationship to Other Work Elements
Ridesharing and other transportation demand management initiatives are identified in the TIP, MTP and CMP.

Responsible Agency
KIPDA MPO

Estimated KIPDA MPO Staff Hours
10920
The primary sources of funding to conduct the metropolitan transportation planning process are PL and Section 5303 funds provided by FHWA and FTA, respectively, and are distributed by allocation formula to INDOT and KYTC, which administer the funding for each MPO. CMAQ funding administered by INDOT is made available to Louisville Metro Air Pollution Control District through this work program. Federal funding requires a 20% match in the form of cash, in-kind contribution, or KYTC toll credits.

A TARC Comprehensive Operational Analysis and Long-range Planning effort is being funded with $446,000 of KYTC Discretionary PL funds by way of direct contract between TARC and KYTC. Those funds are not reflected in the Work Program Budget.

1 Each task in the UPWP is funded with PL and Section 5303 funds proportionally, unless otherwise noted
2 INDOT, FHWA, and FTA have agreed to combine PL and Section 5303 funds into a single contract
3 Rideshare Program MPO-dedicated funding
4 Funding provided to APCD for the Kentuckiana Air Education (Kaire) program through KIPDA
5 Match for Rideshare Program from van pool fees (KY- $278,383, IN - $31,750)
6 Local in-kind match is provided by Louisville Metro APCD for the KAIRE program, combining staff time and the donation of advertising services by local media for the total of $50,000. Documentation has been provided to FHWA defining and in support of the in-kind match eligibility.
7 Contracts anticipated include: traffic data collection (Louisville Metro), route monitoring (TARC), KAIRE (APCD), and data purchase for travel modelling
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**NOTE:** Planning studies may be conducted by KIPDA MPO Staff with assistance from other agencies and/or consultant services and as funding and workload permits.
**Direct and Indirect Cost Allocation**

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<th>FTA - 5303 (KY)</th>
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<th>KY Match</th>
<th>Local Match</th>
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**NOTE:** Calculation of final and actual Direct and Indirect Cost allocation will be based on results of the agency’s annual audit for FY 2020. Documentation of KYTC’s approval of the Cost Allocation Plan will be added to this document as Page 75.
## Program Requirements

### FHWA Planning Factors

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<td>2. Increase the safety of the transportation system for motorized and non-motorized users</td>
<td>✓</td>
</tr>
<tr>
<td>3. Increase the security of the transportation system for motorized and non-motorized users</td>
<td>✓</td>
</tr>
<tr>
<td>4. Increase accessibility and mobility of people and freight</td>
<td>✓</td>
</tr>
<tr>
<td>5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</td>
<td>✓</td>
</tr>
<tr>
<td>6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</td>
<td>✓</td>
</tr>
<tr>
<td>7. Promote efficient system management and operation</td>
<td>✓</td>
</tr>
<tr>
<td>8. Emphasize the preservation of the existing transportation system</td>
<td>✓</td>
</tr>
<tr>
<td>9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</td>
<td>✓</td>
</tr>
<tr>
<td>10. Enhance travel and tourism</td>
<td>✓</td>
</tr>
</tbody>
</table>

### Certification

FHWA and FTA conducted the most recent certification review of KIPDA’s metropolitan transportation planning process on August 22-23, 2018. The Final Report was provided on November 13, 2018.

### Title VI/Environmental Justice

On April 26, 2001 KIPDA assured compliance with Executive Order 12898 “to integrate the goals into our operations through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

### Disadvantaged Business Enterprise

KIPDA has as its goal to procure goods and services to the maximum extent that is feasible from both minority and woman owned/managed businesses.
RESOLUTION

APPROVING THE
FY 2020 UNIFIED PLANNING WORK PROGRAM
FOR THE LOUISVILLE/JEFFERSON COUNTY, KY-IN
METROPOLITAN PLANNING AREA

WHEREAS, a comprehensive and continuing transportation planning program must be
carried out cooperatively in order to ensure that funds for transportation projects are effectively
allocated to the Louisville/Jefferson County, KY-IN Urbanized Area; and,

WHEREAS, a Memorandum of Agreement has been developed to establish a
multi-year framework for this program; and,

WHEREAS, a Unified Planning Work Program has been developed for FY 2020 within
this multi-year framework; and,

WHEREAS, members of the Metropolitan Planning Organization's Technical
Coordinating Committee did agree that this Unified Planning Work Program will effectively
advance the transportation planning program in FY 2020;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's
Transportation Policy Committee hereby adopts the FY 2020 Unified Planning Work Program
of the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, and hereby certifies that
the KIPDA Metropolitan Planning Organization is meeting all the requirements of 23 CFR, Part
450 relating to the Urban Transportation Planning Process.

RESOLUTION APPROVED:

______________________________
Mayor J. Byron Chapman, Chair
Transportation Policy Committee

ATTEST:

______________________________
Larry D. Chaney, Recording Secretary
Transportation Policy Committee

4-25-2019

Date
### Transportation Policy Committee (TPC)

#### Voting Members

<table>
<thead>
<tr>
<th>County/Organization</th>
<th>Name/Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bullitt County</td>
<td>Judge/Executive Jerry Summers</td>
</tr>
<tr>
<td>Charlestown</td>
<td>Mayor Robert Hall</td>
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<tr>
<td>Clark County</td>
<td>Commissioner Jack Coffman</td>
</tr>
<tr>
<td>Clarksville</td>
<td>Town Council President Paul Fetter</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Commissioner Mark Seabrook</td>
</tr>
<tr>
<td>Indiana Department of Transportation</td>
<td>Commissioner Joe McGuinness</td>
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<tr>
<td>Indiana Department of Transportation</td>
<td>Deputy Commissioner Tony McClellan</td>
</tr>
<tr>
<td>Jefferson County League of Cities</td>
<td>Mayor J. Byron Chapman (TPC Chair)</td>
</tr>
<tr>
<td>Jeffersontown</td>
<td>Mayor Bill Dieruf</td>
</tr>
<tr>
<td>Jeffersonville</td>
<td>Mayor Mike Moore</td>
</tr>
<tr>
<td>Kentucky Transportation Cabinet</td>
<td>Secretary Greg Thomas</td>
</tr>
<tr>
<td>Louisville Metro</td>
<td>Mayor Greg Fischer</td>
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<tr>
<td>New Albany</td>
<td>Mayor Jeff Gahan</td>
</tr>
<tr>
<td>Oldham County</td>
<td>Judge/Executive David Voegele</td>
</tr>
<tr>
<td>Regional Airport Authority</td>
<td>James Welch</td>
</tr>
<tr>
<td>Shively</td>
<td>Mayor Beverly Chester-Burton</td>
</tr>
<tr>
<td>St. Matthews</td>
<td>Mayor Richard Tonini.</td>
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<tr>
<td>TARC</td>
<td>Board Chairman Cedric Merlin Powell</td>
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#### Advisory Members

<table>
<thead>
<tr>
<th>Agency/Committee</th>
<th>Name/Title</th>
</tr>
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<tbody>
<tr>
<td>Federal Aviation Administration, Memphis</td>
<td>Tommy Dupree</td>
</tr>
<tr>
<td>Federal Highway Administration, Kentucky</td>
<td>Div. Administrator Thomas Nelson</td>
</tr>
<tr>
<td>Federal Highway Administration, Indiana</td>
<td>Div. Administrator Mayela Sosa</td>
</tr>
<tr>
<td>Federal Transit Administration, Region 4</td>
<td>Aviance Webb</td>
</tr>
<tr>
<td>Kentucky Transportation Cabinet, District 5</td>
<td>Matt Bullock</td>
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<tr>
<td>Louisville Forward</td>
<td>Mary Ellen Wiederwohl</td>
</tr>
<tr>
<td>Transportation Technical Coordinating Committee</td>
<td>Chairman Jim Urban</td>
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<tr>
<td>U.S. Dept. of Housing and Urban Development</td>
<td>Kim Harris</td>
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<tr>
<td>Voting Members</td>
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<tr>
<td>Bullitt County</td>
<td>Keith Griffie</td>
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<tr>
<td>Charlestown</td>
<td>David Flowe</td>
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<td>Brian Dixon</td>
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<td>Clark County Air Board</td>
<td>Tom Galligan</td>
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<td>Clark County Plan Commission</td>
<td>Tony Semones</td>
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<td>Clarksville</td>
<td>Brittany Montgomery</td>
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<td>Floyd County</td>
<td>Don Lopp</td>
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<tr>
<td>Indiana Dept. of Environmental Management</td>
<td>Shawn Seals</td>
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<tr>
<td>INDOT – Technical Planning &amp; Programming</td>
<td>Emmanuel Nsonwu</td>
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<tr>
<td>INDOT - Public Transportation</td>
<td>Larry Buckel</td>
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<td>INDOT - Seymour District</td>
<td>Tony McClellan</td>
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<tr>
<td>Jeffersonville</td>
<td>Matt Meunier</td>
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<tr>
<td>Jeffersonville</td>
<td>Andy Crouch</td>
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<tr>
<td>Kentucky Division for Air Quality</td>
<td>Melissa Duff</td>
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<tr>
<td>Kentucky Transportation Cabinet</td>
<td>Tonya Higdon</td>
</tr>
<tr>
<td>Kentucky Transportation Cabinet - District 5</td>
<td>Matt Bullock</td>
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<tr>
<td>KIPDA</td>
<td>Larry Chaney</td>
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<tr>
<td>Louisville Metro Air Pollution Control District</td>
<td>Keith Talley</td>
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<tr>
<td>Louisville Metro Economic Development</td>
<td>Laura Ferguson</td>
</tr>
<tr>
<td>Louisville Metro Public Works</td>
<td>Vanessa Burns</td>
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<tr>
<td>Louisville Metro Planning &amp; Design Services</td>
<td>Jeff O’Brien (TTCC Chair)</td>
</tr>
<tr>
<td>Louisville Metro Riverport Authority</td>
<td>Wayne</td>
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<tr>
<td>Mount Washington</td>
<td>Barry Armstrong</td>
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<tr>
<td>New Albany Planning Commission</td>
<td>John Rosenbarger</td>
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<tr>
<td>Oldham County Fiscal Court</td>
<td>Judge/Executive David Voele</td>
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<tr>
<td>Oldham County Planning Commission</td>
<td>Jim Urban</td>
</tr>
<tr>
<td>Port of Indiana-Jeffersonville</td>
<td>Jeff Miles</td>
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<tr>
<td>Regional Airport Authority</td>
<td>Brian Sinnwell</td>
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<tr>
<td>Shepherdsville</td>
<td>Curtis Hockenbury</td>
</tr>
<tr>
<td>Transit Authority of River City</td>
<td>Ferdinand Risco</td>
</tr>
<tr>
<td>TARC Elderly &amp; Disabled Advisory Council</td>
<td>Regina Ostertag</td>
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<table>
<thead>
<tr>
<th>Advisory Members</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AARP – Kentucky</td>
<td>Cathy Allgood-Murphy</td>
</tr>
<tr>
<td>Clark County Fire Chiefs Association</td>
<td>Brad Meixell</td>
</tr>
<tr>
<td>Federal Aviation Administration</td>
<td>Tommy Dupree</td>
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<tr>
<td>Federal Highway Administration - Indiana</td>
<td>Joyce Newland</td>
</tr>
<tr>
<td>Federal Highway Administration - Kentucky</td>
<td>Eric Rothermel</td>
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<tr>
<td>Federal Transit Administration - Region 4</td>
<td>Aviance Webb</td>
</tr>
<tr>
<td>Greater Louisville, Inc.</td>
<td>Lauren Hardwick</td>
</tr>
<tr>
<td>Indiana Motor Truck Association</td>
<td>Gary Langston</td>
</tr>
<tr>
<td>Kentucky Trucking Association</td>
<td>Rick Taylor</td>
</tr>
<tr>
<td>Louisville/Jefferson Co Metropolitan Sewer District</td>
<td>James Parrott</td>
</tr>
<tr>
<td>Louisville Transportation Company</td>
<td>Michael Lemonds</td>
</tr>
<tr>
<td>Louisville Water Company</td>
<td>Eric Pruitt</td>
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<tr>
<td>River Hills Economic Development District</td>
<td>Jill Saegesser</td>
</tr>
<tr>
<td>Southern Indiana Chamber of Commerce</td>
<td>Wendy Dant-Chesser</td>
</tr>
<tr>
<td>Southern Indiana Transportation Advisory Group</td>
<td>John E. Watkins</td>
</tr>
<tr>
<td>University of Louisville</td>
<td>Shannon Rickett</td>
</tr>
</tbody>
</table>
KIPDA Transportation Division Organizational Chart

Larry Chaney
Director
Transportation Division

Geographic Information System

- Adam Forseth
  GIS Department Manager

- Zack Herzog
  GIS Specialist

- Aaron Jones
  GIS Specialist

- Mike Clair
  GIS Specialist

Transportation Planning

- David Burton
  Transportation Planner III
  Long-Range Plan

- Andy Rush
  Transportation Planner III
  Modeler and Highway Safety

- Elizabeth Frank
  Transportation Planner II
  Transit, Freight and Highway Systems

- Vacant
  Transportation Planner I

- Ashley Davidson
  Community Outreach Specialist

- Nick Vail
  Transportation Planner III
  Transportation Improvement Program

- Randy Simon
  Transportation Planner III
  Modeler/Air Quality

- Sarah Baer
  Transportation Planner II
  Alternate Modes and Socioeconomic Analysis (EJ)

- Randall Embry
  Transportation Planner II
  Rural Transportation and Freight

- Amanda Deatherage
  Transportation Planner II
  Performance Management

- Gina Marie Guiles
  Administrative Technician

Commuter Services

- Stacey Burton
  Alternative Transportation Coordinator

- Elizabeth Bowling
  Alternative Transportation Marketing Representative

- Missy Bennett
  Alternative Transportation Technician

- Laura Sullivan
  Alternative Transportation Technician

- Kit Lindsay
  Vanpool Maintenance Coordinator

- Pat Weiss
  Alternative Transportation Technician

[Colors and labels indicating Full Time Transportation Division MPO, Full Time Transportation Division MPO/ADD, Full Time Transportation Division Non-MPO]
Planning Process Memorandum of Agreement

MEMORANDUM OF AGREEMENT

By and Between
the
Kentuckiana Regional Planning and Development Agency,
the
Indiana Department of Transportation,
the
Kentucky Transportation Cabinet,
and the
Transit Authority of River City

This Memorandum of Agreement (MOA) is made by and between the Kentuckiana Regional Planning and Development Agency (hereinafter referred to as KIPDA), the Indiana Department of Transportation (hereinafter referred to as INDOT), the Kentucky Transportation Cabinet (hereinafter referred to as KYTC), and the Transit Authority of River City (hereinafter referred to as TARC),

Whereas, Moving Ahead for Progress in the 21st Century (MAP-21) and its previous legislative acts the Safe, Accountable, Flexible, & Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) require the establishment of Agreements among certain agencies involved in the transportation planning process, and

Whereas, the aforementioned agreement shall include specific provisions for the Metropolitan Planning Organization, the State(s), and the public transportation operator(s) to clearly identify their mutual responsibilities in carrying out the continuing, cooperative, and comprehensive metropolitan transportation planning process; and

Whereas, KIPDA is the designated Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, consisting of Clark, Floyd, and a portion of Harrison counties in Indiana and Bullitt, Jefferson, Oldham and a portion of Shelby counties in Kentucky; and

Whereas, INDOT and KYTC are the state agencies responsible for the planning, operation, and maintenance of the transportation systems of Indiana and Kentucky, respectively, and are members of the Metropolitan Planning Organization; and

Whereas, TARC is the provider of public transportation for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area and is a member of the Metropolitan Planning Organization; and

April 2019

KIPDA FY 2020 Unified Planning Work Program
Whereas, TARC is the designated recipient for Section 5307, 5310 and 5339 funds in the Louisville/Jefferson County, KY-IN Urbanized Area.

Now, therefore, KIPDA, INDOT, KYTC, and TARC mutually agree as follows:

RESPONSIBILITIES OF THE KIPDA METROPOLITAN PLANNING ORGANIZATION (MPO):

**KIPDA Structure**

1. The Metropolitan Planning Organization (MPO) organizational structure consists of the Transportation Policy Committee (TPC) and the Transportation Technical Coordinating Committee (TTTC).

2. The TPC serves as the decision-making body of the MPO, and has responsibilities including approval of plans, implementation of programs, provision of transportation planning and guidance, and other similar related actions. Membership includes the chief elected official from each unit of local government within the Louisville/Jefferson County, KY-IN Metropolitan Planning Area that is represented on the KIPDA Board of Directors, as well as the state departments of transportation from Indiana and Kentucky, provider of public transportation for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, Regional Airport Authority, and other agencies as defined by the TPC. Membership may be updated from time to time at the discretion of the TPC. Voting members include:
   - Bullitt County
   - Charlestown
   - Clark County
   - Clarksville
   - Floyd County
   - Indiana Department of Transportation, Commissioner
   - Indiana Department of Transportation, Seymour District
   - Jefferson County League of Cities
   - Jeffersontown
   - Jeffersonville
   - Kentucky Transportation Cabinet
   - Louisville Metro
   - New Albany
   - Oldham County
   - Shively
   - St. Matthews
   - Louisville Regional Airport Authority
   - Transit Authority of River City

3. The TTCC serves as an advisory body to the TPC and provides transportation related technical review and assistance. Membership on the TTCC may be updated from time to time with a recommendation from the TTCC to the TPC, who retains final approval of TTCC membership. Voting members include:
4. KIPDA utilizes advisory committees, subcommittees and working groups, which may include members such as: transit consumers, bicycle groups, various technical staff, members of the TPC and/or TTCC, and other interested parties.

5. The TPC and the TTCC generally meet on the fourth Thursday and the second Wednesday, respectively, of each month. When utilized, the other committees and working groups meet on an as-needed basis.

6. KIPDA will concur with the planning regulations for Self-Certification to INDOT, KYTC and the Federal Highway Administration (FHWA) regarding the MPO's ability and intention to provide and fulfill the transportation planning requirements for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.
**KIPDA Performance Based Transportation Planning Coordination**

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC and other agency partners, will develop a Performance Management Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

2. The Performance Management Plan will utilize the framework established by the Federal Highway Administration and the Federal Transit Administration by incorporating the National Performance Measures and Planning Factors as defined in MAP-21.

3. The Performance Management Plan will identify goals, objectives, performance measures, and performance targets that will be reflected in KIPDA’s:  
   a. Metropolitan Transportation Plan  
   b. Transportation Improvement Program  
   c. Congestion Management Process  
   d. Unified Planning Work Program  
   e. Safety Plan  
   f. Security Plan  
   g. Coordinated Human Services Transportation Plan  
   h. Other relevant KIPDA planning documents, programs, and procedures

4. Through the TPC, and other means, KIPDA, KYTC, INDOT, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:  
   a. Goals and Objectives  
   b. Performance Measures  
   c. Data and Data Collection Responsibilities  
   d. Reporting Processes, including appropriate roles and responsibilities

5. KIPDA will consider integration of relevant goals, objectives, and performance measures developed by KYTC, INDOT, and TARC into KIPDA’s Performance Management Plan within 180 days of the establishment of performance targets by those agencies.

6. KYTC, INDOT, TARC, and other agency partners will consider relevant goals, objectives, and performance measures from KIPDA’s Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

7. KIPDA will participate in the development of and provision of data for performance based asset management plans developed by KYTC, INDOT, TARC and other agency partners.

8. The Performance Management Plan will be approved by the TPC.
**KIPDA Metropolitan Transportation Plan (MTP)**

1. KIPDA will develop (and subsequently maintain) a Metropolitan Transportation Plan (MTP) in cooperation with INDOT, KYTC, TARC and other agency partners at least every four years as required by law. The KIPDA MTP shall cover at least 20 years at the time of its adoption by the TPC.

2. KIPDA will utilize 23 CFR Part 450 in the development of the MTP.

3. As stated 23 CFR Part 450, and as a reflection of good planning practice, KIPDA is responsible for developing a financially reasonable MTP in consultation with INDOT, KYTC, TARC and other agency partners.

4. The MTP Financial Plan will be developed by KIPDA in consultation with KYTC, INDOT, TARC and other agency partners. The process for completing the financial plan will be as follows:
   a. Using previous annual elements from the Transportation Improvement Program (TIP) KIPDA will identify an average annual dollar amount based on what has been programmed in the TIP for any given annual element. Projects whose primary funding source in the TIP is not from federal formula funds will be removed from the analysis. The average annual dollar amount will be identified by state.
   b. KIPDA will straight-line project the average annual dollar amount to the horizon year of the MTP in order to identify, by state, the amount of federal formula funds that, for planning purposes only, may be used in developing the MTP Financial Plan.
   c. KIPDA, in collaboration with KYTC, INDOT, TARC, and other agency partners will review and consider proposals for funding projects where all or part of the anticipated dollars for implementation are not federal formula dollars, and considered innovative funding, etc.. Input from FHWA and FTA may be sought relative to the reasonableness of the funding proposal.
   d. In order to reflect Year of Expenditure of anticipated federal funds in the Financial Plan, KIPDA will modify the straight-line projections by adjusting each year of the MTP estimated available funds by 5% (compounded annually). The Year of Expenditure rate for anticipated funds may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
   e. KIPDA, working with KYTC, INDOT, TARC and other agency partners, will identify planning level project costs for each project or line item in the KIPDA MTP.
   f. In order to reflect Year of Expenditure for project costs, KIPDA or the assumed project sponsor will adjust the identified project costs at a rate of 4% compounded annually. The Year of Expenditure rate for project cost may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
g. KIPDA will initiate a cooperative review with KYTC, INDOT, and TARC in order to collaboratively develop, for TPC consideration, the dollar amounts for planning purposes of estimated available funds and estimated project costs. KIPDA will provide first drafts for consideration that include:
   - Draft of anticipated federal funds available for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the estimated federal funds.
   - Draft of estimated project costs identified for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the identified project costs.

h. The MTP Financial Plan is considered reasonable when the total estimated federal funds by state and the total identified project costs, also by state, are within 10% of each other. The defined range for a reasonable MTP Financial Plan may be modified following collaboration and cooperation between KYTC, INDOT, TARC, other agency partners, with final approval by the TPC.

i. At any time, KIPDA, KYTC, INDOT, or TARC may propose modifications to the process for developing a MTP Financial Plan. KIPDA, KYTC, INDOT, and TARC shall review and discuss any proposed modifications. Changes to the process used in developing the MTP Financial Plan must be approved by the TPC. Any modification to the above described process for completing the MTP Financial Plan will be done so with approval by all parties, and will be documented in the appropriate MTP update.

j. The TPC will approve the MTP Financial Plan.

5. Through the TPC and TTCC, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to collaboratively develop projects for inclusion in the KIPDA MTP that address the MTP Goals and Objectives, and contribute to attaining the MTP performance measure targets as identified in the KIPDA Performance Management Plan. At a minimum, proposed projects must include:
   a. Detailed description and purpose so as to further the public’s understanding of the project and to adequately assess the project
   b. The anticipated year the project will be open to the public and available for use
   c. Estimated project costs in Year of Expenditure dollars

6. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA MTP for both air quality conformity and for public information purposes.
7. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a Congestion Management Process (CMP). Coordination and cooperation will include, but will not be limited to:
   a. Collection of data necessary for completing the CMP document and implementation of the process
   b. Review selection, and prioritization of projects (including those projects located on the State’s highway network) to address congestion-related needs identified through the implementation of the CMP

8. The CMP will be approved and modified by the TPC.

9. At a minimum, KIPDA will provide opportunity for public input on the draft KIPDA MTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.

10. A Conformity review/determination shall be completed for each MTP developed by KIPDA, as well as for each amendment to the document, indicating that the plan maintains the area’s air quality standard as identified by the Interagency Consultation Group (ICG) Procedures and the States’ Implementation Plans for Air Quality.

11. The TPC will approve KIPDA MTP updates and MTP amendments.

12. Following TPC approval of the KIPDA MTP, KIPDA is responsible for forwarding copies of the TPC-approved KIPDA MTP to FHWA, EPA, FTA, and the Interagency Consultation Group.

13. Following the federal conformity review, KIPDA will submit the MTP to KYTC, INDOT, and TARC for inclusion, directly or by reference, in the respective State’s Long Range Plan, as well as TARC’s Long Range Plan.

14. All proposed changes to the KIPDA MTP must include a project description, project purpose, project cost, Open to Public (OTP) date, federal, state, local and total dollar amount and must be submitted to KIPDA using a KIPDA Project Information Form. The KIPDA MTP may be revised by amendment only.

15. Each project proposed for amendment to the KIPDA MTP will be assessed relative to its impact on the community and its contribution toward achieving the performance targets identified in the Performance Management Plan.

16. KIPDA will provide and maintain a website that includes the MTP, its associated amendments, and the CMP for interested parties, public and agency consumption.
**KIPDA Transportation Improvement Program (TIP)**

1. KIPDA will develop and maintain a Transportation Improvement Program (TIP), in cooperation and coordination with KYTC, INDOT, TARC, and other agency partners.

2. The KIPDA TIP will be updated at least every four years as required by 23 CFR Part 450. At the time of adoption by the TPC, the TIP shall cover no less than four years.

3. All federal aid funded transportation projects, regardless of funding category, must be consistent with the KIPDA MTP and be included in the fiscally constrained KIPDA TIP.

4. KIPDA is responsible for developing a fiscally constrained TIP. The cooperative process for completing the TIP Financial Plan shall be as follows:
   a. For the federal funding categories not sub-allocated to the MPO, the financial plan is based on the fiscal constraint of the KYTC and INDOT STIPs
   b. KYTC and INDOT will provide an estimate of available federal funds for the funding categories that are sub-allocated to the MPO
   c. KIPDA is responsible for ensuring that the estimated available funds and project costs in the TIP reflect year of expenditure. KYTC, INDOT, TARC, and other agency partners will assist KIPDA in identifying Year of Expenditure costs for TIP projects. The rates for Year of Expenditure shall be consistent with the Year of Expenditure rates utilized in the development of the KIPDA MTP.
   d. At any time, KIPDA, KYTC, INDOT, TARC, or other agency partners, may cooperatively review and update the estimated balances for those federal funds sub-allocated to the MPO. At a minimum, the above agencies will collaborate on ensuring accurate estimates of available funds for each funding category sub-allocated to the MPO.

5. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the Air Quality Conformity Determination for the TIP is based on the Air Quality Conformity of the MTP.

6. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the contribution of the TIP toward achieving the performance targets identified in the KIPDA Performance Management Plan is based on the contribution of the MTP to achieve the performance targets identified in that document.
7. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA TIP for public information purposes.

8. KIPDA, in collaboration and coordination with KYTC, INDOT, TARC and other agency partners, will develop and maintain a project priority process for federal funds that are sub-allocated to the MPO. The project priority process will be consistent with the MTP and may be modified at the discretion of the TPC.

9. During a TIP update, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners in order to identify projects and programs for the KIPDA TIP.

10. At a minimum, KIPDA will provide opportunity for public input on the draft TIP and proposed amendments as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.

11. At the discretion of KIPDA, the TIP may be modified by completing a TIP update, amendment, or administrative modification. The KIPDA TIP will be amended semi-annually unless special circumstances require more frequent amendments.

12. There are two methods used to revise the KIPDA TIP: by Administrative Modification or by Amendment. All TIP modifications and amendments will be processed in consultation with the Interagency Consultation Group (ICG) and in accordance with MTP air quality conformity procedures.

13. All requests for administrative modification will be presented to the TPC for information purposes. No approval is required of the TPC for administrative modifications.

14. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners will develop a KIPDA Project Management Process. The Project Management Process will:
   a. Focus its efforts toward addressing the MAP 21 National Goal of Reduced Project Delivery Delay
   b. Strive to advance projects with the greatest benefit for the region and contribute to achieving the performance targets identified in the Performance Management Plan
   c. Utilize limited funding sources in the most efficient and cost effective manner
   d. Provide the mechanism for monitoring and managing the obligation of federal funds
   e. Assist in facilitating advancement of projects that are able to obligate federal funds in lieu of currently programmed projects that have suffered
a delay in their implementation and/or are unable to obligate federal funds as originally scheduled

15. At a minimum, the KIPDA Project Management Process will provide the basis for:
   a. Establishing priority processes relative to the advancement of projects from the KIPDA MTP to the KIPDA TIP
   b. Establishing priority processes for those projects in the KIPDA TIP that are programmed with federal formula funds sub-allocated to the KIPDA MPO
   c. Ensuring that projects proposed to use MPO sub-allocated federal funds are ready for programming/obligation and able to proceed in an expeditious manner and without delay
   d. Monitoring the progress of projects and programs in the KIPDA TIP

16. The Project Management Process will be approved, and if necessary, may be modified by the TPC.

17. The TPC will approve KIPDA TIP updates and TIP amendments.

18. KIPDA, with cooperation from KYTC, INDOT, and TARC will produce an Annual List of Obligated projects for inclusion in each TIP update and for placement on the KIPDA website.

19. The TPC approves the KIPDA TIP, followed by approvals from the INDOT Commissioner and the KYTC Secretary (on behalf of the respective Governors). It is then included in the Statewide Transportation Improvement Programs (STIPs) of both states by reference or amendment.

20. KIPDA will provide and maintain a website that includes the KIPDA TIP and associated amendments and administrative modifications for interested parties, public and agency consumption.

**KIPDA Coordinated Human Services Transportation Plan**

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a KIPDA Coordinated Human Services Transportation Plan (CHSTP).

2. The CHSTP will include the MPO counties of Clark, Floyd, Bullitt, Jefferson, Oldham, and a portion of Harrison County, Indiana and Shelby County, Kentucky as well as non MPO counties of Henry, Shelby (outside the MPO area), Spencer and Trimble in Kentucky.

3. To the extent possible, the CHSTP will reflect the Goals and Objectives from the MTP.
4. The CHSTP will identify performance measures and targets that reflect the KIPDA Performance Management Plan.

5. Given the transit-oriented nature of the CHSTP, KIPDA will seek direct input and collaboration from TARC, its advisory committees, and other interested parties.

6. At a minimum, KIPDA will provide opportunity for public input on the draft CHSTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.

7. The TPC and the Regional Transportation Committee (RTC) will approve the CHSTP.

8. KIPDA will provide and maintain a website that includes the CHSTP and associated amendments for interested parties, public and agency consumption.

**KIPDA Participation Plan**

1. KIPDA will develop and maintain a KIPDA Participation Plan (PP) in accordance with 23 CFR Part 450, and good planning practice, that is adopted by the TPC. The PP will coordinate with the INDOT, KYTC and TARC participation processes.

2. The participation process identified in the PP shall be followed during the development of the MTP, TIP, CHSTP, PP and other studies, documents, programs, and procedures as defined in the PP.

3. The PP also defines opportunities and guidelines for engaging the public at KIPDA Committee meetings.

4. KIPDA will provide and maintain a website that includes the PP and associated amendments for interested parties, public and agency consumption.

**KIPDA Regional Travel Demand Forecasting**

1. KIPDA, with cooperation and consultation from KYTC, INDOT, TARC, and other agency partners, is responsible for developing and maintaining a travel demand forecasting model for the Louisville/Jefferson County KY-IN Metropolitan Planning Area.
2. KIPDA may make available to KYTC, INDOT, TARC, and other agency partners the inputs to and outputs from the KIPDA Regional Travel Demand forecasting model.

**KIPDA Unified Planning Work Program**

1. In accordance with 23 CFR Part 450, a Unified Planning Work Program (UPWP) will be prepared by KIPDA in cooperation and consultation with INDOT, KYTC, TARC, other agency partners, and FHWA, and FTA.

2. KIPDA will include the planning emphasis areas (PEA’s) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received in a timely manner so that they can receive proper consideration.

3. KIPDA will develop annual MPO Planning Priorities for inclusion in the UPWP. The planning priorities will identify the key tasks and outcomes for the upcoming fiscal year that are necessary to maintain and advance the transportation planning activities at KIPDA.

4. Along with MPO Planning Priorities, KIPDA will include in the UPWP the MPO performance measures and their applicability to the transportation planning process.

5. In cooperation and coordination with KYTC, INDOT, TARC, and other agency partners, KIPDA will incorporate directly or by reference the roles and responsibilities associated with the tasks identified in the KIPDA Performance Management Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

6. KIPDA, in collaboration with KYTC, INDOT, TARC and other agency partners will utilize the Planning/Studies Selection Process for identifying studies and projects that may utilize PL funds, should they be available. At a minimum, the projects and studies will:
   a. Further the transportation planning process within the Louisville/Jefferson County, KY-IN Metropolitan Planning Area
   b. Improve the community
   c. Contribute to attaining the performance targets identified in the KIPDA Performance Management Plan, or providing necessary data relative to the performance measures

7. The TPC approves the UPWP.

8. KIPDA will submit to both states a final KIPDA Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
9. KIPDA will provide and maintain a website that includes the KIPDA UPWP and associated amendments for interested parties, public and agency consumption.

**KIPDA Title II, Title VI, and Environmental Justice**

1. KIPDA will comply with all appropriate federal assurances, civil rights and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.

2. In implementing its transportation planning process, KIPDA will, at a minimum, reflect the transportation related elements of the:
   a. Americans with Disabilities Act of 1990, Title II
   b. Civil Rights Act of 1964, Title VI
   c. Civil Rights Restoration Act of 1987
   d. Executive Order #12898 (Environmental Justice)
   e. Executive Order #13166 (Limited English Proficiency)
   f. USDOT Order 5610.2(a) (Environmental Justice)
   g. FTA Circular 4702.1(b) (Title VI)
   h. FTA Circular 4703.1 (Environmental Justice)
   i. FHWA Order 6640.23(a) (Environmental Justice)

3. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain the KIPDA Community Impact and Assessment (CIA) resource document for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. The CIA ensures consideration of communities of concern in the KIPDA transportation planning process. At a minimum, the CIA will include:
   a. Community socio-economic profiles
   b. Benefits and Burdens Assessment and Planning
   c. Environmental Justice Study Areas

4. KIPDA, KYTC, INDOT, TARC and other agency partners will collaborate on the collection of data, the analysis of data, and the reporting of findings associated with completing the CIA and its subsequent implementation

5. The findings and analysis tools identified in the CIA will be reflected, at a minimum, in the KIPDA:
   a. Metropolitan Transportation Plan
   b. Transportation Improvement Program
   c. Coordinated Human Services Transportation Plan
   d. Participation Plan
   e. Unified Planning Work Program
   f. Performance Management Plan
6. The CIA will be approved, and may be modified, by the TPC.

7. KIPDA will monitor, and report to the TPC, the progress of the development and implementation of ADA Transition Plans by KIPDA MPO member agencies.
RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT):

The Indiana Department of Transportation (INDOT) Commissioner (or designee) and an INDOT – Seymour District Representative (or designee) will attend the Transportation Policy Committee (TPC) and both will have voting representation for INDOT. INDOT representatives (or designees) from INDOT – Asset Planning and Management, INDOT – Public Transportation, and INDOT – Seymour District will attend Transportation Technical Coordinating Committee (TTCC) meetings and all Sections will have voting representation for INDOT.

Performance Based Transportation Planning Coordination

1. INDOT will cooperate and collaborate with KIPDA, KYTC, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

2. Through the Transportation Policy Committee, and other means, INDOT and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
   a. Goals and Objectives
   b. Performance Measures
   c. Data and Data Collection Responsibilities
   d. Reporting Processes, including appropriate roles and responsibilities

3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from INDOT and other agency partners into KIPDA’s Performance Management Plan.

4. INDOT will consider relevant goals, objectives, and performance measures from KIPDA’s Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. INDOT will participate in updates to KIPDA’s Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications

2. The INDOT Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. INDOT will develop a list of planned improvement needs on State jurisdiction highways, developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. INDOT will also review and consider projects and programs identified through the development of the KIPDA MTP.

4. INDOT will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
   a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
   b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Indiana portion of the Louisville/Jefferson County, KY-IN Metropolitan Planning Area
   c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
   d. Initiated at the request of either KIPDA or INDOT, collaboration in the development of funding estimates and project costs for updates to the KIPDA Transportation Improvement Program. The cooperation between KIPDA and INDOT concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are sub-allocated to the MPO.

5. INDOT will participate in the KIPDA Project Management Process, including, but not limited to:
   a. Review of the project priority processes and outcomes
   b. Provision of project information related to the progress of projects programmed in the TIP

6. INDOT will develop the Indiana Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA’s transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety.

7. INDOT will provide timely lists (based upon KIPDA’s TIP update schedule) of INDOT projects within the Louisville/Jefferson County, KY-IN Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, INDOT will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA’s Project Information Form.
8. INDOT will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

9. INDOT will provide Central and District Office coordination for KIPDA on all matters including the KIPDA MTP and TIP.

10. INDOT Central and District Offices will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

**KIPDA UPWP Coordination Activities**

1. INDOT will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP) (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and also assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.

2. INDOT will provide updated consolidated PL figures based on the current PL Distribution formula approved by FHWA and INDOT. INDOT will provide these figures in a timely manner each year to allow for development of the KIPDA UPWP.

3. INDOT will review and provide approval of the KIPDA UPWP and concurrence with the Cost Allocation Plan in a timely manner, and will develop required contracts and purchase orders.
RESPONSIBILITIES OF THE KENTUCKY TRANSPORTATION CABINET (KYTC):

The Kentucky Transportation Cabinet (KYTC) Secretary of Transportation (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for KYTC. The KYTC Chief District Engineer for District 5-Louisville (or designee) and a representative from the KYTC Division of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and both will have voting representation for KYTC.

Performance Based Transportation Planning Coordination

1. KYTC will cooperate and collaborate with KIPDA, INDOT, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

2. Through the Transportation Policy Committee, and other means, KYTC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
   a. Goals and Objectives
   b. Performance Measures
   c. Data and Data Collection Responsibilities
   d. Reporting Processes, including appropriate roles and responsibilities

3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from KYTC and other agency partners into KIPDA’s Performance Management Plan.

4. KYTC will consider relevant goals, objectives, and performance measures from KIPDA’s Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. KYTC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.

2. The KYTC Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.

3. KYTC will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. KYTC will
also review and consider projects and programs identified through the development of the KIPDA MTP.

4. KYTC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
   a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
   b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Kentucky portion of the Louisville/Jefferson County, KY-IN Metropolitan Planning Area
   c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
   d. Initiated at the request of either KIPDA or KYTC, collaboration in the development of funding estimates and project costs for updates to the Transportation Improvement Program. The cooperation between KIPDA and KYTC concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are sub-allocated to the MPO.

5. KYTC will participate in the KIPDA Project Management Process, including, but not limited to:
   a. Review of the project priority processes and outcomes
   b. Provision of project information related to the progress of projects programmed in the KIPDA TIP

6. KYTC will develop the Kentucky Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA’s transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety

7. KYTC will provide timely lists (based upon KIPDA’s TIP update schedule) of KYTC projects within the Louisville/Jefferson County, KY-IN Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, KYTC will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA’s Project Information Form.

8. KYTC will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an
Annual List of Obligated Projects (ALOP) from the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

9. KYTC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

**KIPDA UPWP Coordination Activities**

1. KYTC will participate in transportation planning activities related to the UPWP (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and also assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.

2. KYTC will provide updated consolidated PL (FHWA) and Section 5303 (FTA) figures based on the current PL Distribution formula approved by FHWA and KYTC. KYTC will provide these figures in a timely manner each year to allow for development of the UPWP.

3. KYTC will review and provide approval of the UPWP and concurrence with the Cost Allocation Plan in a timely manner, and will develop required contracts and purchase orders.
RESPONSIBILITIES OF THE Transit Authority of River City (TARC):

The Transit Authority of River City (TARC) Board Chairman (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for TARC. The Director of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and have voting representation for TARC.

**Performance Based Transportation Planning**

1. TARC will cooperate and collaborate with KIPDA, INDOT, KYTC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA and for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

2. Through the Transportation Policy Committee, and other means, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
   a. Goals and Objectives
   b. Performance Measures
   c. Data and Data Collection Responsibilities
   d. Reporting Processes, including appropriate roles and responsibilities

3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from TARC and other agency partners into KIPDA’s Performance Management Plan.

4. TARC will consider relevant goals, objectives, and performance measures from KIPDA’s Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.

**KIPDA Metropolitan Transportation Plan and Transportation Improvement Program**

1. TARC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.

2. TARC will develop a list of planned improvement transit needs in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. TARC will also review and consider projects and programs identified through the KIPDA development of the MTP.

3. Upon KIPDA request, TARC will provide a Capital Improvement Program (Program of Projects) to KIPDA for inclusion in the KIPDA TIP.
4. TARC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
   a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
   b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes
   c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
   d. Initiated at the request of either KIPDA or TARC, collaboration in the development of funding estimates and project costs for updates to the KIPDA TIP. The cooperation between KIPDA and TARC concerning the KIPDA TIP Financial Plan is not limited to updates.

5. TARC will participate in the KIPDA Project Management Process, including, but not limited to:
   a. Review of the project priority processes and outcomes
   b. Provision of project information related to the progress of projects programmed in the KIPDA TIP

6. TARC will provide timely lists (based upon KIPDA’s TIP update schedule) of TARC projects within the Louisville/Jefferson County, KY-IN Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum TARC will provide the following project information for updates, amendments and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA’s Project Information Form.

7. TARC will provide in a timely manner lists of projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

8. TARC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

**KIPDA UPWP Coordination Activities**
TARC will participate in transportation planning activities related to the UPWP (such as review of the document, and preparation of contracts following its approval).
In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature.

INDIANA DEPARTMENT OF TRANSPORTATION

[Signature]
Deputy Commissioner – Innovative Project Delivery

[Signature]
INDOT Legal Counsel

KENTUCKY TRANSPORTATION CABINET

[Signature]
Secretary

[Signature]
KYTC Legal Counsel

TRANSIT AUTHORITY OF RIVER CITY

[Signature]
Executive Director

[Signature]
TARC Legal Counsel

KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY

[Signature]
Executive Director

[Signature]
KIPDA Legal Counsel

Date 6/10/2015

Date 7/2/15

Date 6/29/15

Date 6/9/15

Date 6/5/15

Date May 27, 2015

Date 6/2/15
Date of Last Review: August 22-23, 2018

Review Conducted by: FHWA, FTA, INDOT, KYTC

Finding: “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.”

   - Certification Review Report, November 13, 2018 -

Recommendations: There were two (2) Recommendations identified in the review. Resolution of these issues is already underway.

Commendations: The KIPDA metropolitan planning process received eight (8) Commendations.

Date of Next Review: The next Federal Certification Review is anticipated to be conducted in August of 2022.

ATTEST:

___________________________   __________________________
Larry D. Chaney               Jarret Haley
KIPDA – MPO Director          KIPDA – Executive Director
COST ALLOCATION PLAN APPROVAL LETTER
(to be added when CAP is approved)
## Unified Planning Work Program Checklist

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### WORK ELEMENTS* - Each Work Item should include the following:

- **Description, including Goals, Objectives and Products**: ✔
- **Schedule for Completion**: Tasks are generally ongoing
- **Agency Responsible**: ✔
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