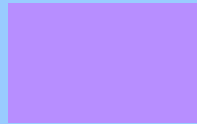
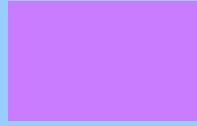




***"TRANSPORTATION
PLANNING
FOR FAYETTE
AND
JESSAMINE
COUNTIES"***



Unified Planning Work Program Fiscal Year 2015

July 1, 2014 through June 30, 2015
Adopted by the Transportation Policy
Committee on April 23, 2014

Lexington-Fayette Urban County Government, Division of Planning,
Transportation Planning Section
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THE PREPARATION OF THIS FY 2015 UNIFIED PLANNING WORK PROGRAM DOCUMENT
WAS FINANCED IN PART BY

THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND
THE FEDERAL TRANSIT ADMINISTRATION (FTA) OF THE
UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)

THE KENTUCKY TRANSPORTATION CABINET (KYTC)

THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT (LFUCG)

AND

JESSAMINE COUNTY, KENTUCKY

**LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM – FY 2015
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KYTC UNIFIED PLANNING WORK PROGRAM (UPWP) CHECKLIST

#	Item	Regulation or Law Cited	Page Number	Comment
1	FORMAT GUIDELINES			
	a. Bound document			√
	b. Dated			√
	c. Page numbers			√
2	COVER/TITLE PAGE			√
	Name of MPO Agency and area represented			√
	FY of UPWP. Contact information, web site			√
	Agencies providing funds or support			√
3	INTRODUCTION/PREFACE		√ - 4	
	Table of Contents		√ - 1-2	
	MPO Approval Resolution - signed		√ - 43-45	
	Committee Lists - responsibilities, meetings	23 CFR 450.310 (d)	√ - 46-51	
	Staff- names, positions, and responsibilities	KYTC	√ - 51	
	Map - MPO Area - planning, urbanized, A.O.	23 CFR 450. 312	√ - 8, 54	
	Planning Factors	23CFR450.306(a)(1-8)	√ - 4-5, 53	
	UPWP - Definition of UPWP and purpose	23 CFR 420.1 11	√ - 4	
4	WORK ELEMENTS		√	
	Each Work Item should include the following:		√	
	I. Work Item Title and Number		√	
	II. Objective/Purpose		√	
	III. Previous Work		√	
	IV. Products		√	
	V. Time Frame		√	
	VI. Agency responsible		√	
	VII. Cost		√	
	VIII. Funding sources		√	
	Administration		√ 37	
	Activities to administer work program include		√ 37	
	Major purchases, training, auditing, etc.			Training in separate element
	UPWP	23 CFR 420 & 23 CFR	√ 41	
	a. Development and maintenance		√ 41	
	b. Annual performance and expenditure report	23CFR420.117(b)	√ 41	AP&ER is a separate report
	TIP	23 CFR 450.324	√ 39	
	a. Development and maintenance		√ 38-39	
	b. Annual listing of obligated projects	23 CFR 450.332	√ 39	
	Metropolitan Transportation Plan	23 CFR 450.322	√ 19-23	
	a. Development and maintenance		√ 19-23	
	b. Project Identification Form development		√ 19-23	
	Congestion Management Process*	23 CFR 450.320	√ 17-19	
	Air Quality Planning*	23 CFR 450.322(f)(6)	√ 23	
	a. Modeling/Conformity Analysis		√ 23	
	b. CMAO Coordination		√ 23	
	Data Collection and Surveillance		√ 11	
	Public Involvement and Coordination	23 CFR 450.31 6	√ 14-15	
	Development and maintenance of Participation		√ 14-15	
	Transit Planning		√ 30	
	Special Studies/Other	23 CFR 450.318	√ in element	
	Safety/Security		√	priority in all elements
	Multimodal planning - bicycle, pedestrian		√ 27-29	
	Freight		√ 28	
	Demand Model - development and		√ 34-35	
	Corridor/Sub-Area / Transportation studies		√ 24	Also listed in TIP
5	UPWP SUMMARY	23 CFR 450.308 (c)	√	
	a. Funding Sources		√ 38	
	b. Estimated Effort – staff months		√ 38	
6	APPENDICES		√ TOC 2	Appendix begin pg. 42
	Prospectus	23 CFR 450.314 (a)	√	In separate document

INTRODUCTION

PURPOSE:

This FY-2015 Unified Planning Work Program (UPWP) was prepared by the Lexington-Fayette Urban County Government (LFUCG) Division of Planning, Transportation Planning Section, acting as staff to the Lexington Area Metropolitan Planning Organization (MPO), under the direction of the Transportation Technical Coordinating Committee (TTCC), with input from MPO Special Sub-Committees, and ultimately the Transportation Policy Committee (TPC – Decision Making Committee). This program is designed to cover a one-year period, beginning July 1, 2014 and ending June 30, 2015. Also, this UPWP describes the transportation planning process activities, related tasks, timelines, and products that will facilitate an effective transportation planning process and that meets federal requirements for Fayette and Jessamine Counties during FY-2015. Costs attributed to individual work elements and funding source/s are also described. The Federal share for this Metropolitan Planning is 80% with a local match of 15% and a state match of 5%. Dedicated Federal Surface Transportation Program Funds (or SLX for STP Lexington) share is 80% with a local match of 20%. Section 5303 Transit Planning funds are also 80% federal and 20% local.

Reflecting local priorities, UPWP content is unique from one metropolitan area to another; however, all UPWPs should contain several uniform elements that accomplish the items listed below:

1. Provide a management tool and guidance for the conduct of transportation planning studies, as part of the certification requirements of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
2. Provide description of all studies and administrative actions being funded during FY-2015.
3. Provide a list of funding amounts and source(s) for each transportation planning element.
4. Provide guidelines and coordination among the various agencies participating in the MPO transportation planning process.
5. Outline planning activities/efforts, a schedule for completion of planning studies to be undertaken, and the agency/agencies responsible during FY-2015.
6. Describe products of each work element.

Page 4 contains a UPWP checklist developed by the KYTC and the FHWA to assist the Kentucky MPOs to include useful and required elements/items in the UPWP. The current federal regulation that guides MPOs in developing an annual UPWP for the purpose of programming, scheduling, and managing metropolitan transportation planning activities for the program year is in **23 134(a), (f) and 49 USC 5303(a), (b). The primary federal regulations are 23 CFR 420.109, 23 CFR 450.308, and 49 CFR 613.**

This document also outlines transportation, land use, air quality and other planning activities contributed to the area's transportation planning process by other local, state, and federal agencies.

MAP – 21 NATIONAL GOALS

MAP-21, the Moving Ahead for Progress in the 21st Century Act, took effect on October 1, 2012. It is the Nation's policy and programmatic framework for investments to guide the system's growth and development. It streamlines the performance-based surface transportation program and builds on many of the highway, transit, bike and pedestrian programs and policies established before it. President Obama signed it into law on July 6, 2012. MAP-21 continues the spirit of the previous legislation by producing seven "National Goals" on which to focus Federal-aid program funding. The previous eight planning factors are still embodied in the new goals.

"The metropolitan planning process for a metropolitan planning area under this law shall provide for consideration of projects and strategies that will –

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 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;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operations; and
- 8) Emphasize the preservation of the existing transportation system”.

MAP -21 Transition and Seven National Goals:

MPO Staff, in coordination with USDOT and KYTC, will initiate efforts to assess the impact of MAP-21's National Goals (listed below) on the on-going planning process and current MPO documents. Staff will also monitor emerging performance measures (to be set by USDOT) and participate in discussions with KYTC and other MPOs on the transition to performance-based planning and forthcoming performance targets.

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- 2) Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- 3) Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- 4) System Reliability - To improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality - To improve the national freight network ... and support regional economic development
- 6) Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- 7) Reduced Project Delivery Delays - To reduce project costs ... delays ... and improve agencies' work practices

The UPWP contains descriptions for each work element that consider and address these provisions to meet the planning needs of the MPO study area and maintain compliance with federal regulations. Also, the Federal Transit Administration and the Federal Highway Administration will identify Planning Emphasis Areas and Key Planning Provisions, as necessary, to promote national priorities for consideration in developing the UPWP. For SAFETEA-LU guidance that identifies provisions such as development of a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Federal Certification, etc. refer to title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Additionally, the Lexington Area MPO has adopted and continues to implement the six “Livability Principles” set forth in the 2009 coordinated policy of the U.S. Dept. of Transportation, U.S. Dept. of Housing and Urban Development, and the U.S. Environmental Protection Agency. The principles are:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate and leverage federal policies and investment
6. Value communities and neighborhoods

LEXINGTON AREA MPO ORGANIZATIONAL STRUCTURE

The current Lexington Area MPO Organizational structure is intended to achieve a “regional transportation planning” perspective and process. The twelve existing Fayette Council Districts (with MPO voting representation) are aggregated into four MPO Districts by combining Council Districts. This reduced Fayette County’s past voting membership by eight.

Lexington Area MPO Council Districts Representation:

- LFUCG Council Districts 1, 2, 6 (North Lexington) – Shevan Akers
- LFUCG Council Districts 3, 5, 11 (Central Lexington) – Peggy Henson
- LFUCG Council Districts 4, 7, 8 (Southeast Lexington) – George Meyers
- LFUCG Council Districts 9, 10, 12 (Southwest Lexington and Rural Fayette County) – Harry Clarke
- LFUCG Council At-Large: Vice Mayor Linda Gorton, Chuck Ellinger II, Steve Kay
- Mayor of Lexington Fayette Urban County – Jim Gray
- Fayette County Judge Executive – Jon Larson
- Transit Authority of Lexington, Lextran – Rocky Burke, General Manager
- Federated Transit Services of the Bluegrass (FTSB) – Pam Shepard, Executive Director

Jessamine County Representation:

- Mayor of Nicholasville – Russ Meyer
- Mayor of Wilmore – Harold Rainwater
- Jessamine County Judge Executive – William Neal Cassity

As newly elected officials take office, the MPO staff works to orient them to the essential MPO process. Elected officials appointed to serve as TPC members are given more dedicated and comprehensive orientations. The latest FY-2015 Transportation Policy Committee membership is listed below on the MPO Organizational Chart.

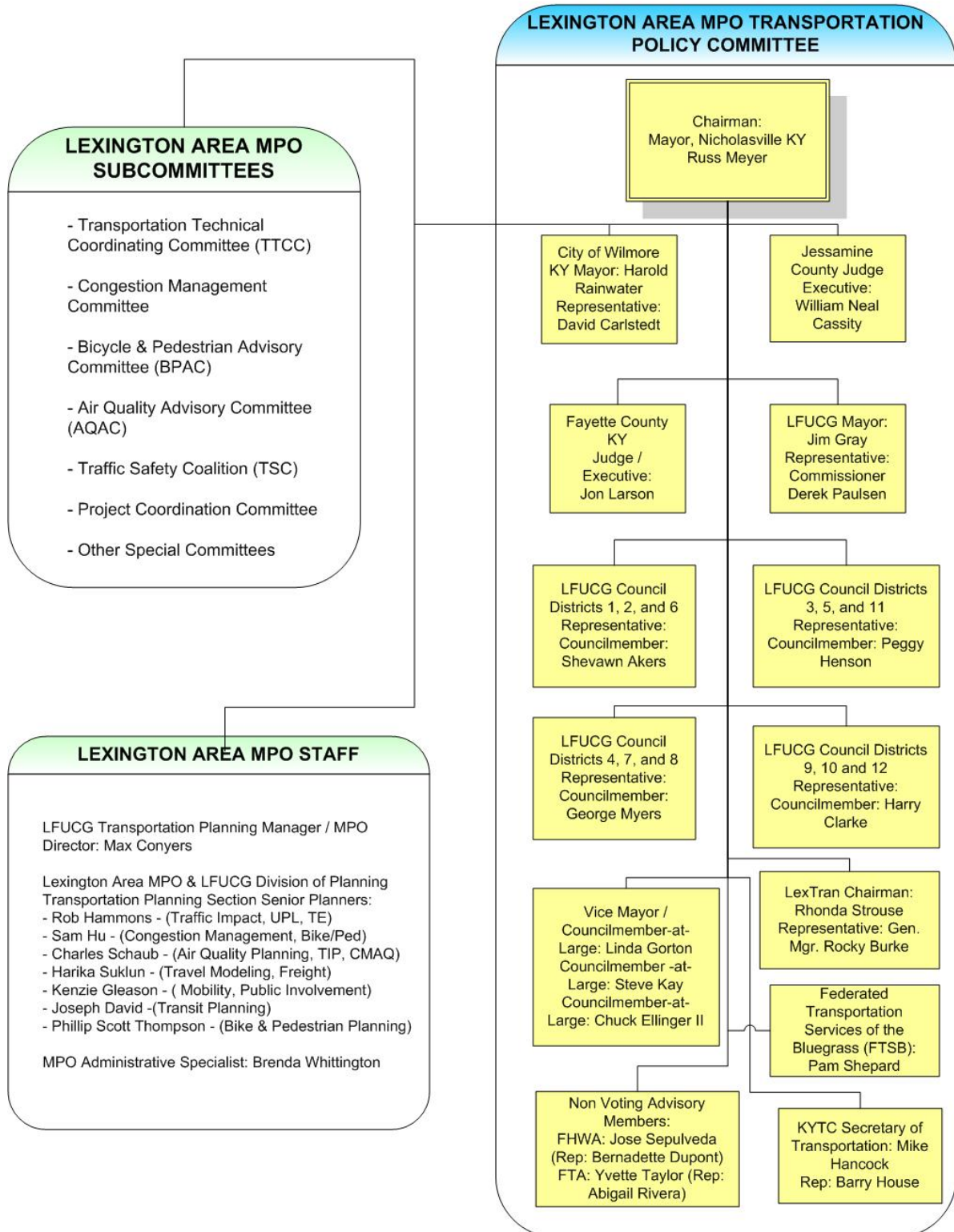
The Lexington Area MPO Prospectus contains detailed descriptions of the Lexington Area MPO organizational structures, policies, and procedures. This document is updated regularly to reflect any changes that occur.

On the following pages are graphics that depict:

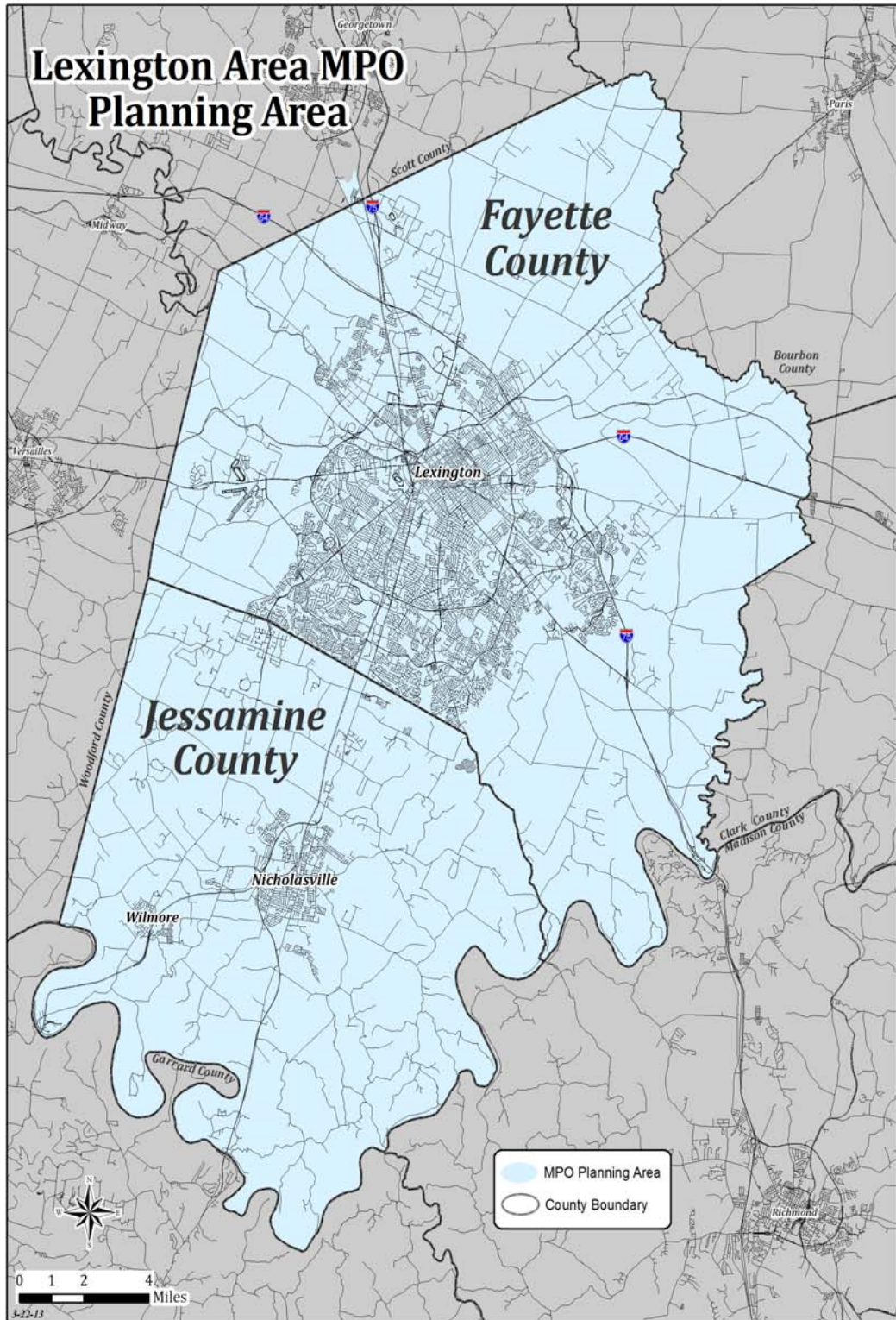
- Lexington Area Metropolitan Planning Organizational Chart
- Lexington MPO Planning Area - The MPO’s planning boundary includes the area that may become urbanized over the next twenty years.

LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION (MPO) ORGANIZATIONAL STRUCTURE

Date Revised - 4/28/2014



Lexington Area MPO Planning Area Map and Urbanized Areas



FY-2014 UNIFIED PLANNING WORK PROGRAM (UPWP)

1. INVENTORY – MONITOR – COORDINATE - PROGRAM DEVELOPMENT

1. INVENTORY & MONITOR

PURPOSE AND OBJECTIVES

To monitor the following:

- Community growth
- Transportation planning dynamics
- Federal-state-local laws, ordinances, regulations/requirements
- Best practices, case studies, trends, etc. for:
 - Highway
 - Transit / Para-transit
 - Bicycle
 - Pedestrian
 - Air quality
 - Travel Demand Modeling and Management
 - Congestion Management
 - Other related
- Collect, update, interpret and disseminate information for:
 - Safety and security
 - Highway/Street
 - Transit
 - Census and other demographic/socioeconomic data
 - Other transportation related issues
- Evaluate the performance and operating characteristics of the transportation system

METHODOLOGY

In FY 2015, the Transportation Planning/MPO staff will conduct the following activities:

1. Monitor and coordinate efforts with KYTC, Local and other important partners/stakeholders through our bi-monthly (Transportation) Project Coordination Committee (PCC) and Transportation Technical Coordinating Committee (TTCC) meetings and other MPO committee and special meetings.
2. Monitor and provide/interpret traffic count information developed by the Kentucky Transportation Cabinet (KYTC), the LFUCG Division of Traffic Engineering, and from other reliable sources to various stakeholders and the public upon request.
3. Coordinate and disseminate information from the Kentucky Transportation Cabinet's Highway Performance Monitoring System (HPMS) and highway adequacy rating system.
4. Monitor laws, ordinances and regulations, community values, and best transportation planning practices.
5. Work with the Lexington-Fayette Urban County Government Geographic Information System (GIS) staff to insure coordination and the utilization of the most up-to-date, effective GIS software, data, and methods to enhance the on-going transportation planning process.

6. Monitor transportation related policy, literature, legislation, design, and other pertinent information concerning highway, transit, and bicycle/pedestrian, freight, rail, air, and all modes of transportation on local, state, federal, and international scales.
7. Monitor and assess safety of the transportation system by reviewing available crash data and on-going coordination/consultation with the LFUCG Division of Police, Jessamine County Public Safety agencies, KYTC, and other reliable sources.
8. Monitor and assess security of the transportation system by reviewing data, plans, and issues of the LFUCG Division of Environmental and Emergency Management, Fire, and other public safety agencies.

PRODUCTS

- The product of this element is monitored transportation related information that is used to inform, guide and influence a more efficient, productive and successful transportation planning process. Information is provided to customers/stakeholders as needed or requested. Beyond staff knowledge, this information is maintained at practical levels and forms so that it can be accessed and distributed when needed. Coordination and sharing of transportation information between the MPO, stakeholder agencies, and the public allows all of the agencies to be more effective in their missions.
- The amount of traffic count and other information provided to customers will be quantified and documented in the LFUCG Monthly Reports, the MPO Quarterly Reports, and the MPO Participation database. By carrying out this element, the MPO, its partner stakeholders, and the public will gain a more intelligent awareness of trends and other important information that may have an impact upon the transportation system.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/Lexington Area MPO staff

2. TITLE VI/ADA

PURPOSE AND OBJECTIVES

Federal law ((23 CFR 450.334(a)(3)and(5)) requires the FHWA and FTA to certify that the transportation planning process is being conducted in accordance with all applicable requirements of Title VI of the Civil Rights Act of 1964 and the provisions of the Americans with Disabilities Act of 1990. The MPO, as the local transportation planning agency and recipient of federal funds, is responsible for ensuring: that transportation services, facilities, information and other resources are distributed equitably throughout the MPO area; that transportation-related programs and practices do not adversely impact neighborhoods or groups; the selection procedure for employees, consultants, construction contractors and subcontractors is fair and equitable; and that there are efforts to obtain participation and involvement from traditionally underserved populations (due to income, race, age, ability and any other pertinent factors) in the transportation planning process. The process of implementing the applicable requirements of Title VI and ADA has often been referred to as "Environmental Justice."

METHODOLOGY

- Maintain social and economic statistics/demographics in the form of maps, tables, and/or other graphics to evaluate and demonstrate the distribution of transportation resources and services in the community.
- Coordinate with Lextran to prepare documentation and compliance with Title VI, including preparation for Title VI assessments (as conducted by FTA).

- Coordinate all Title VI/ADA complaints through the responsible LFUCG, Lextran, and KYTC Officials as outlined in the Participation Plan. Include a description of how to file formal comments/complaints concerning the Lexington Area transportation planning process in relevant MPO documents and on the MPO website.
- Keep the MPO Prospectus, Participation Plan, TIP, and Metropolitan Transportation Plan reviewed and up-to-date regarding Title VI and ADA requirements.
- Inform the local public agencies (LPAs) with over 50 employees (i.e. Nicholasville and Lexington-Fayette) of the requirement to have ADA & Section 504 Transition Plans in order for federal aid expenditures to be authorized. Staff will assist local governments by providing up-to-date information on requirements and best practices regarding Transition Plans.
- Seek Title VI and ADA representation and input in the on-going transportation planning process as outlined in the Participation Plan.
- Continue coordination with the LFUCG Mayor’s Commission for Citizens with Disabilities which was formed to evaluate and develop action plans to meet ADA requirements for LFUCG facilities, programs, and transportation systems.
- Provide assistance to the public as needed for those with Low English Proficiency (LEP), those with disabilities, or lack of transportation options.

PRODUCTS

- Continuously maintained social and economic statistics/demographics relevant to ADA/Title VI.
- MPO documents that are in compliance with all applicable federal ADA & Title VI requirements,
- Updated Title VI documentation for Lextran/FTA Certification and reporting as necessary.
- Guidance to MPO LPA’s to have a maintained ADA Transition Plan for Fayette County and Jessamine Counties.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/MPO staff, Lextran, Federated Transit Services of the Bluegrass (FTSB), LFUCG Department of Law, various Jessamine County/Nicholasville/Wilmore agencies.

3. PARTICIPATION PROCESS

PURPOSE AND OBJECTIVES

The purpose of this Work Element is to engage the public and community stakeholders in the transportation planning process according to the methods outlined in the MPO’s Participation Plan (PP) that is in compliance with MAP-21 federal transportation legislation. This includes disseminating information, providing timely opportunities for input, coordinating and consulting with federal, state and local governments, transit agencies, area stakeholders and the public regarding transportation policies, plans, projects and programs. This element will assist the MPO to understand the dynamic perspectives, values and issues of the people the MPO serves. The MPO can then continuously re-calibrate to better meet near and long term visions, goals, objectives and needs for all people equitably throughout the MPO area with available transportation resources and services.

PLANNING ACTIVITIES

- Maintain an up-to-date Participation Plan (last revised in FY-2014). Review the plan periodically to determine if changes are needed.
- Expand and refine the MPO mailing and email lists, to ensure the most accurate and up-to-date contact information.
- Strive to notify and involve underserved populations by maintaining and utilizing a notification list targeting underserved populations (see Appendix C in Participation Plan).

- Issue legal ads and formal press releases to local media regarding major plan updates, amendments and public meetings as outlined in the Participation Plan.
- Conduct public meetings and surveys to gather information and public input for the development of plans and projects, including for the upcoming MTP update.
- Update and maintain the MPO website and the LFUCG Transportation Planning website to provide access to transportation planning documents, MPO meeting schedules, and provide opportunity for public comment. Review and record website statistics to evaluate the effectiveness of these efforts.
- Enter public and stakeholder comments into the MPO Participation Database to log, categorize, summarize, track and document public and stakeholder participation. Use the database to prepare assessments of the participation process and community issues in the MTP update and MPO Certification Process.
- Utilize the MPO's Social Media sites Facebook, Twitter and YouTube to provide timely updates about public meetings, road construction and maintenance activities, new guidelines and regulations, innovative transportation solutions and other transportation related information.

PRODUCTS

The products of this work element will be as follows:

- A comprehensive, coordinated and continuous participation process.
- A MAP-21 compliant Participation Plan revised and up to date
- All MPO documents and other information made accessible via a continually maintained MPO website and LFUCG Transportation Planning website.
- Press releases and legal ads issued for all appropriate documents.
- Regular followers and social media posts to Facebook and Twitter.
- Up-to-date and expanded email, mailing, and contact lists.
- An up to date public comment/involvement database and an evaluation of public input/issues for use during the PP update, MTP update and Certification Reviews.
- Public meetings and/or surveys, as needed, to guide development of the MTP or other work of the MPO.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

LFUCG's Transportation Planning/MPO is the primary agency of responsibility for Public Involvement. The KYTC, Lextran, FHWA, FTA, and various agencies within the LFUCG are also partners that will assist and coordinate with the MPO.

The cost for professional staff months to carry out UPWP Inventory-Monitor, Title VI/ADA, and Participation Elements 1, 2, and 3 are as follows:

ELEMENT 1.0 - STAFFING		ESTIMATED COST	FUNDING SOURCE	
13.0	Professional Staff Months	\$88,720	FHWA / PL	\$35,950
			FTA / SEC. 5303	\$1,565
			SLX	\$33,455
			CMAQ	\$0
			KYTC	\$2,250
			LFUCG	\$15,500
	Total Cost =	\$88,720	Total Cost =	\$88,720

1.2 PROFESSIONAL STAFF DEVELOPMENT

PURPOSE AND OBJECTIVES

The number of MPO staff has remained constant for many years with seven Senior Planners, one Administrative Assistant, and one Planning Manager. MPO staff also serves as local Transportation Planning staff to the LFUCG. Out of necessity, all Planner positions have multiple responsibilities (sometimes out of their prime areas of responsibility) and work very hard to fulfill this ever demanding, challenging, and sometimes conflicting priority "dual role." This condition makes cross training and staff development essential.

The MPO continues to experience an ever increasing and changing work load from federal, state, and local demand. The MPO continues to need an Administrative Officer position to help with the ever increasing administrative responsibilities inherent in the MPO transportation planning process. As of now, several Senior Planners help fulfill this administrative demand in addition to their many other essential responsibilities.

Many excellent training opportunities are available to the MPO from various sources such as the KYTC, FHWA, FTA, LFUCG, UK and others. Accordingly, the purpose of this element is to take advantage of the best opportunities to equip MPO staff with up-to-date, on-going, quality training and knowledge to improve their professional skills. Good training means better productivity and therefore a more effective transportation planning process. The main objectives of Staff Development Element 1.2 is to build upon previous years training and continue to acquire essential up-to-date training and knowledge of best practices that staff needs to complete their important work efficiently, on-time, and at the a high level of quality.

Over the past years, each Federal MPO Certification Review Team has emphasized the importance of on-going training for the MPO Staff. Often, our federal and state management agencies emphasize, or even require, MPO staff to attend certain critical and timely training sessions. Therefore, it is essential resources be dedicated towards increasing ability and productivity through excellent training and development opportunities. Therefore, on-going training and development will continue to be a priority for the Lexington Area MPO process.

PLANNING ACTIVITIES

The Lexington Area MPO Staff will research and seek quality technical training programs, courses, conferences, workshops, webinars, etcetera in the areas of performance-based planning, transit planning, freight planning, bike/pedestrian planning, air quality planning (analysis/conformity), mobility, travel demand forecasting, site and land development, transportation impact analysis, Highway Capacity Manual procedures, geographic information systems, Intelligent Transportation Systems (ITS), public participation, congestion management and other relevant areas. When quality training is available the MPO will make every effort to send appropriate staff to acquire the needed training; working around core required UPWP responsibilities.

The MPO will utilize pertinent in-house training provided by the LFUCG Division of Human Resources (at no MPO cost) to acquire training in general areas such as management, computer software operation, writing, presentation skills, project management, time management, and so on. The KYTC, FHWA, and FTA also frequently arrange quality training opportunities at no cost for the MPO that the MPO will actively take advantage of. As previously mentioned, this training is strongly encouraged if not required by the Federal Government and KYTC to help implement the most current legislation goals and objectives.

PRODUCTS

- The initial products of this element will be certificates for various hours of completed training courses awarded to MPO staff members. The end product will be a well trained, knowledgeable, professional and more productive MPO staff. These hours will be used by various staff to fulfill

TIME SCHEDULE

As training quality training opportunities become available all fiscal year long

AGENCY RESPONSIBILITY

LFUCG Division of Planning, Transportation Planning/MPO staff

<u>ELEMNTN 1.2 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
5.0	Professional Staff-Months	\$32,255	FHWA / PL	\$13,204
			FTA / SEC. 5303	\$0
			SLX	\$12,601
			KYTC	\$825
			LFUCG	\$5,626
	Total Cost =	\$32,255	Total Cost =	\$ 32,255

2. SYSTEMS PLANNING

2.1 CONGESTION MANAGEMENT PROCESS/INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

PURPOSE AND OBJECTIVES

Under MAP-21, a Congestion Management Process or CMP is continued to be defined as "a systematic approach for managing congestion through a process that provides for safe, effective, and integrated management and operation of the multimodal transportation system." The process is based upon a cooperatively developed and implemented metropolitan-wide set of strategies for new and existing transportation facilities. These facilities are eligible for funding under titles 23 and 49 USC Chapter 53 through the use of travel demand reduction and operational management strategies." The Federal Highway Administration (FHWA) identified the following eight (8) components of the process that shall be addressed by TMA MPOs:

1. Develop CMP vision, mission, goals, and objectives
2. Identify area corridors or roadways of application
3. Define system or network of interest
4. Develop performance measures
5. Institute system performance monitoring plan
6. Identify, evaluate, and select CMP strategies
7. Implement selected strategies and manage transportation system
8. Monitor strategy effectiveness and document CMP activities

The Lexington Area MPO will continue work to develop these components to achieve better congestion mitigation investment decisions.

The MPO's main objective is to develop and maintain an effective and fully integrated Congestion Management Process. This will facilitate the implementation of congestion management strategies and prioritized congestion mitigation projects through the MPO transportation planning process. The CMP will provide information on transportation system performance and help decision-makers identify, prioritize,

and implement alternative projects and programs to alleviate congestion and enhance the mobility of people and goods to better meet state and local needs. It will also serve to evaluate the effectiveness of implemented actions or strategies.

The CMP efforts help to develop recommended projects that will work into the Unscheduled Needs List (or UNL), the Metropolitan Transportation Plan (MTP), and ultimately programmed within the Transportation Improvement Program (TIP).

Intelligent Transportation Systems (ITS) Architecture is defined as "A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects." In conjunction with the CMP, the MPO will also work in coordination with LFUCG Traffic Engineering and KYTC Central Office and District-7 to jointly update and maintain the ITS Architecture within the MPO area as a supplement to the Statewide ITS Architecture. This will enable the CMP and the ITS Architecture to support one another and to co-evolve. This work will help to achieve system compatibility, integration, information flows, etc. as changes in needs, new stakeholders, scope of services, project additions/deletions, and priorities occur. It will also help to identify and develop ITS solutions/projects to solve transportation problems within the MPO planning area. The Final FHWA Policy requires that, at a minimum, the regional ITS Architecture shall include:

- Description of the region;
- Identification of the participating agencies and stakeholders;
- An operational concept that identifies roles and responsibilities of stakeholders;
- Any agreements required for operations;
- System functional requirements (high level)
- Interface requirements and information exchanges with planned and existing systems and subsystems;
- Identification of ITS standards supporting regional and national interoperability; and
- Sequence of projects required for implementation

CMP / ITS PLANNING ACTIVITIES:

- Congestion Management Study Process: The developed Congestion Management Process will be carried out to guide in the development of strategies/solutions to manage traffic congestion. The staff will conduct the process as documented within the adopted "Lexington Area MPO Congestion Management Process Overview document."
- Strengthen coordination/consultation with key implementing/operational agencies through our established **Congestion Management Committee (CMC)** (composed of many strategic stakeholders).
- Work with stakeholder groups to establish and acquire congestion related data regularly and utilize the data to evaluate and monitor system performance and CMP strategy effectiveness. The latest development in this area is KYTC acquisition of travel speed data collected by various wireless technologies of commercial fleet vehicles. The MPO will continue to participate in the data processing and analysis process and to utilize the CMC as the professional and coordinated forum to discuss and develop the results, uses and ultimately the performance measures from this new and valuable data. The data will help lead to the development of federally required performance measures at both the state and MPO area levels.
- Review Congestion Management Process objectives for consistency with MAP-21 National Goals and emerging performance measures (to be set by USDOT).
- The MPO CM Process will continue work to assess and quantify levels of magnitude and duration of congestion over time and utilize new and emerging data sources. This will help to determine causes of congestion and guide the development and implementation of the most cost effective congestion mitigation solutions, projects, and strategies.
- Continue to coordinate and work with the LFUCG Divisions of Planning, Engineering, Traffic Engineering, and Police. Continue to work with the KYTC, the University of Kentucky, transportation consultants, public safety agencies, and other stakeholders to manage congestion.

- The CMP may be enhanced by seeking to hire qualified consultants to assist with efforts to identify, assess, evaluate, and quantify congestion and support and maintain the ITS Architecture in our MPO area. This effort is not intended to replace or be redundant of the TIP or the MTP processes. It is intended to collect data, assess, report and recommend solutions (or the best strategies and tools to use) to help mitigate congestion and improve safety in the Lexington MPO area.
- CMP will coordinate with KYTC District 7, LFUCG Traffic Engineering, and Lextran to secure qualified consultants and oversee the update of the ITS architecture for the MPO planning area as a supplement to the KYTC Statewide Architecture. This effort will follow all federal guidance and requirements. These same stakeholders will then maintain the ITS Architecture as changes occur.

Similarly, MPO staff will conduct the CM process in consultation with important stakeholders, meet federal requirements and follow guidance. The ultimate goal will be a more efficient, less congested and safer transportation and transit systems.

PRODUCTS:

- Data collection and analysis
- Implemented strategies that are prioritized, fiscally balanced, programmed and ultimately implemented through the MPO transportation planning process
- Evaluation of the effectiveness of previously implemented CM and safety strategies
- Preparation and documentation for CMC meetings
- Periodic reporting that documents the CMP
- Support to KYTC and stakeholders for an up-to-date regional ITS architecture
- A MTP and TIP that considers ITS projects as potential solutions to transportation needs in the MPO area
- Maintained and up-to-date ITS Architecture and documentation

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

Main agencies are: Lexington Area MPO; LFUCG Division of Police; LFUCG Division of Traffic Engineering; LFUCG Division of Engineering, KYTC and KYTC District 7, Lextran and various transportation consultants

<u>ELEMENT 2.1 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
8.5	Professional Staff-Months	\$63,990	FHWA / PL	\$6,678
			FTA / SEC. 5303	\$0
			SLX	\$44,515
			KYTC	\$417
			LFUCG	\$12,380
	Total Cost =	\$63,990	Total Cost =	\$63,990

2.2 METROPOLITAN TRANSPORTATION PLAN (MTP)

PURPOSE AND OBJECTIVES

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making critical transportation investment decisions in metropolitan areas. The Metropolitan Transportation Plan (or MTP) documents and reflects this process. It contains future goals, strategies, and projects - establishes a regional vision and reflects public and stakeholder input to achieve an

integrated intermodal transportation system that facilitates the efficient movement of people and goods for at least a 20 year horizon.

The Metropolitan Transportation Plan Update will consider projects and strategies that will address the national goals, the 8 planning factors, planning emphasis areas and livability principles of MAP-21.

This will help ensure that the MPO meets all requirements for federal funding eligibility as described in MAP-21 and following legislation.

The 2040 MTP was approved on April 23, 2014. Even though the MTP is updated at the beginning of FY-2015, staff will immediately begin tasks to update this important MPO document. This is because the transportation planning process is on-going and continuous by nature. The completion of the update of the Travel Demand Forecasting Model is an important task for testing plan alternatives and this task will be completed in FY-2015. The following work areas and others will be the focus of the MPO in FY-2015. Gather and develop data/information, analysis, recommended strategies, performance measures development, and much more that are building blocks towards the next MTP document. The 2040 MTP will be modified and amended as necessary throughout FY-2015. Implementation of the MTP will be an on-going and primary effort during FY-2015.

PLANNING ACTIVITIES

The work of the Transportation Planning/MPO staff during FY 2015 will be as follows:

1. Short Range Planning: Coordinate all MTP implementation efforts with KYTC and other partners/stakeholders through our bi-monthly "Project Coordination Committee." This team, made up of state, local, and utility engineers and planners help to streamline project delivery, reduce delays, and save public funds.
2. Coordination with regional planning / plans: Major road facilities and travel demand do not stop at the County line and continuity and connectivity must be assured. Currently, the Transportation Advisory Committee of the Bluegrass Area Development District (BGADD) serves to review all project, policy, and program proposals within the seventeen (17) county ADD in which the Lexington MPO Area is central. In addition to the BGADD, various committees of the Bluegrass Tomorrow Organization, in which the MPO staff participates, as well as the MPO Transportation Policy Committee continue to serve as effective forums for better regional transportation coordination in the central Kentucky region. The KYTC Central Office Division of Planning, KYTC District 7, LFUCG Planning, many various other LFUCG agencies, Jessamine County, the cities of Nicholasville and Wilmore and the surrounding counties are all key stakeholders with which the MPO works with towards coordinated regional transportation plans, programs, and projects.

The MPO will continue to work with these key stakeholders towards coordinated regional transportation operations, maintenance, and permitting agreements that will ultimately sustain and enhance the safety and performance of the area's transportation system. The key purpose here is to overcome institutional barriers for a more safe and efficient transportation system.

Efforts to understand and achieve more regional transportation plans, projects, and planning are underway. Stakeholders include KYTC Planning and District 7, the BGADD, the Lexington Area MPO, Lextran, several surrounding county officials, and the UK Transportation Research Center. The MPO will continue as a key participant/stakeholder in these studies.

3. **Geographic Information Systems:** The MPO will continue efforts to develop, maintain, and utilize transportation data overlays in the ever-improving LFUCG GIS system. GIS overlays help determine and explain geographic interrelationships between transportation (of all modes) and many other social/cultural, economic, environmental, and other elements. GIS overlays will improve our process in many areas, such as analysis, monitoring air quality impacts, Title VI related assessments, and much more. The MPO will work with Jessamine/Nicholasville Officials to achieve the same resources for Jessamine County.

4. **Environmental Coordination:** The MPO will pursue detrimental environmental impact mitigation through the transportation planning process. This is reflected within the update of the Metropolitan Transportation Plan goals and objectives and all other MTP elements. The MPO will work in consultation with the region's appropriate Federal, State, land management, environmental, and regulatory agencies. This includes any areas where the MPO can provide requested assistance or information to the federal NEPA process.
5. **CMP & ITS Plan Projects:** Information developed from our on-going and continually developing Congestion Management Process (CMP) and the Bluegrass Intelligent Transportation System (BITS) strategic deployment/development plan will be used to monitor, guide, develop, refine and modify MTP policy and plan alternatives. In short, this process will facilitate better decision making toward congestion management and the deployment of innovative and effective technology.
6. **Participation:** The staff will gather public and all other agency/stakeholder input/comment for the MTP development as described in the Lexington Area MPO Participation Plan.
7. **U.S. Census Support:** The MPO will devote the appropriate amount of staff time in support of the US Census efforts related efforts as they relate to transportation planning and other requested activity. The staff has continued to monitor and support Census activity regularly and will continue in FY-2014.
8. **Transportation Support for Development and Implementation of Plans, Studies, and Projects that will supplement the goals of the MTP:** As always, support for developing and implementing plans, studies and projects that will supplement the goals of the MTP will demand the MPO's attention. The staff will continue to work with the committees or groups for these various special planning efforts and provide them with essential transportation data, expertise, guidance, input, coordination and oversight at appropriate levels within the UPWP. Some of these current emphasis areas are as listed below:
 - a. Downtown Master Plan Implementation
 - b. Downtown Traffic Movement and Revitalization study
 - c. US-27 Access Management Project Implementation
 - d. Jessamine County Pedestrian Schools Connection study
 - e. Implementation of the recommendations of the Lextran Transit Alternatives Analysis
 - f. Lextran Comprehensive Operational Analysis and Long Range Transit Plan and other transit related studies
 - g. Other Lextran federal grant programs
 - h. Lexington / Fayette Comprehensive Land Use Plan Update
 - i. Versailles Road Corridor studies
 - j. Newtown Pike Extension project phases
 - k. The US-27 / I-75 Connector and E. Nicholasville Bypass
 - l. University of Kentucky Master Plan implementation along with other land use / development planning (i.e. Central Baptist Hospital connectivity) / transportation / transit systems studies
 - m. Transportation Equity (i.e. ADA Transition Plans) and Title VI issues
 - n. Bicycle and Pedestrian Plans development and implementation
 - o. Lexington Infill & Redevelopment Plans
9. **Unscheduled Needs List (UNL):** The MPO will work with the KYTC to develop the Lexington Area MPO Unscheduled Needs List (UNL) according to the latest agreed upon methodology, format, and schedule.

Mainly, the UNL will be used for the Recommended State Highway Plan; to be submitted to the Kentucky General Assembly as sessions are conducted. This list will be updated and revised on an on-going basis to be included in future TIPS, MTP, and KYTC Highway Plans.

PRODUCTS

The product of this element will be on-going development and implementation of the MAP-21 compliant Metropolitan Transportation Plan.

- o MTP administrative modifications and amendments will be made, documented, and incorporated into KYTC plans and programs as necessary.
- o MAP-21 Transition: MPO staff, in coordination with USDOT and KYTC, will initiate efforts to assess the impact of MAP-21's National Goals on the on-going planning process and current MPO documents. Staff will also monitor emerging performance measures (to be set by USDOT) and participate in discussions with KYTC and other MPOs on the transition to performance-based planning and forthcoming performance targets.
- o An up-to-date Unscheduled Needs List (UNL) will be developed in coordination with the KYTC and MPO local governments as an important element to the next Metropolitan Transportation Plan.
- o The MPO will incorporate the KYTC Strategic Highway Safety Plan into the MPO TIP and MTP updates. Also, the MPO will incorporate all Lextran Comprehensive Operational Analysis (or COA) and System Safety Program Plan (SSPP) recommendations into the MTP.
- o Coordination and assistance with implementation of various elements of the Fayette County Comprehensive Land Use Plan with completed transportation elements/language that reflects local and national goals and requirements of MAP-21.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

The Lexington Area MPO is responsible for the iterative and on-going update of the various elements that make up the Lexington Area MTP. Working with many other stakeholder agencies and officials, the MPO staff has the main responsibility for the majority of the MPO Area planning work contained in this work element as staff to the Transportation Policy Committee (TPC). Stakeholder partner agencies within the MPO area include but are not limited to: KYTC, Lextran, LFUCG Engineering, LFUCG Traffic Engineering, LFUCG Community Development, LFUCG Division of Planning, Bluegrass Area Development District, Blue Grass Airport, Jessamine County, and the Cities of Nicholasville and Wilmore. Interagency consultation/coordination partners are listed in the prospectus in this document.

<u>ELEMENT 2.2 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
16.0	Professional Staff-Months	\$105,875	FHWA / PL	\$35,825
			FTA / SEC. 5303	\$9,365
			SLX	\$39,510
			KYTC	\$2,240
			LFUCG	\$18,935
	Total Cost =	\$105,875	Total Cost =	\$105,875

2.3 AIR QUALITY PLANNING

PURPOSE AND OBJECTIVES

The purpose of this element is to help achieve and maintain good air quality through good transportation planning in order to improve the quality of life for the people and mitigate detrimental environmental impacts within our MPO area by compliance with requirements of the Clean Air Act.

The Lexington MPO area is currently in attainment of all air quality standards including the pollutants ozone and particulate matter (PM). Attainment designations for ozone and PM mean that the area is not required to implement stringent pollution reduction measures or conduct detailed air quality conformity analyses for the Metropolitan Transportation Plan (MTP), the TIP, or any amendments to these documents. However, monitor readings fluctuate cycle to cycle, sometimes approaching threshold levels of current standards. In addition, monitoring current policy discussions about air quality standards and threshold levels is important.

PLANNING ACTIVITIES

Conduct on-going planning consultation, coordination, and monitoring work to initiate and support actions within programs to help maintain air quality attainment status. The MPO staff along with partners will conduct the following activities during FY 2015.

1. The MPO staff will continue to monitor all air quality regulations, conformity requirements, and monitor readings in the event that the Lexington MPO will be required to conduct conformity determinations at a future date. The MPO staff will participate in quarterly interagency group conference calls, workshops, seminars/webinars and other useful air quality related activities. The MPO staff will continue to coordinate with the KYTC, the Kentucky Division for Air Quality (DAQ), the FHWA, LFUCG Environmental Quality and other appropriate stakeholder agencies to ensure compliance with the Clean Air Act.
2. The MPO staff will work closely with the members of the Air Quality Advisory Committee (AQAC) concerning air quality issues and conduct periodic meetings.
3. As the Congestion Mitigation and Air Quality (CMAQ) Program has become active again, MPO staff will coordinate the application process for proposed CMAQ projects sponsored by local government agencies. Assistance to applicants may include CMAQ program information, guidance, and air quality analysis when appropriate. Also, the MPO will coordinate the prioritization/ranking of CMAQ projects for final selection by the KYTC.
4. The staff will continue to maintain the Air Quality section on the MPO website.
5. During the ozone season (May-September) the MPO Staff will use the Air Quality Forecasting Model to make predictions of the 8-hour ground level ozone and the PM readings. An email alerting an Air Quality Action Day is sent to the media and local, state and federal government officials when the air quality level is forecast to reach the unhealthy level for sensitive groups. These Action Day bulletins promote the voluntary efforts that all can take to help reduce air pollution.
6. The MPO staff will work with a marketing/media firm to coordinate the Mobility Office and Air Quality marketing campaign for successful education, encouragement, outreach, and participation to help achieve air quality planning goals and objectives.
7. Staff will continue to work/serve on the LFUCG Department of Environmental Quality's Empower Lexington Plan Committee to implement and monitor transportation recommendations of the Plan.

PRODUCTS

The products of this work element will be a comprehensive Air Quality program that addresses the essential air quality work activities listed above. Specific products include the following:

- Air quality analysis or assistance as needed for the Kentucky State Implementation Plan (SIP), CMAQ projects, the TIP, and the MTP.
- A maintained and updated air quality website
- Daily ozone and particulate matter forecasts and monitoring
- Air Quality Advisory Committee's (AQAC) administration
- CMAQ project coordination and prioritization process

- o Assistance in implementing outreach and marketing campaigns.
- o Participation in the LFUCG's Empower Lexington Plan implementation and monitoring.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

Lexington Area MPO staff will be the primary agency. The MPO staff will work with the KYTC, the Kentucky DAQ, the FHWA, the Environmental Protection Agency (EPA), and LFUCG's Department of Environmental Quality to ensure that the MPO is compliance with all the requirements of the Clean Air Act.

<u>ELEMENT 2.3 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
3.5	Professional Staff-Months	\$25,410	FHWA / PL	\$0
			FTA / SEC. 5303	\$0
			SLX	\$20,328
			KYTC	\$0
			LFUCG	\$5,082
	Total Cost =	\$25,410	Total Cost =	\$25,410

3. LAND USE - MULTI MODAL - MOBILITY - FORECASTING

3.1 TRANSPORTATION/TRAFFIC and LAND USE IMPACT ANALYSIS

PURPOSE AND OBJECTIVES

To provide transportation and land use planning assistance into the Comprehensive Land Use Planning process and plans, proposed zone changes for new development and redevelopment, Zoning Ordinance Text Amendments, and Small Area Planning (transportation and land use) efforts within the Metropolitan Planning Organization (MPO) planning area. In addition, the MPO will provide the Lexington-Fayette Urban County Council, LFUCG Planning Commission, LFUCG Administration, and other LFUCG agencies with transportation planning, transportation and land use impact information related to transportation aspects of zoning, subdivision, and other private and public development proposals.

The purpose of this element is to encourage and influence informed land use development, design and access decisions to facilitate safe, efficient, and quality mobility of people and goods upon a more integrated/complete/connected existing and future transportation system; in other words, a more efficient, safe, and livable transportation system in Fayette and Jessamine Counties. The staff will also provide base year and design year traffic volume estimates/forecasts to the LFUCG and Jessamine County agencies for local transportation studies and improvement projects.

PLANNING ACTIVITIES

The major elements of this activity in FY 2015 are the following:

1. MPO Staff will review all up-to-date land use plans and site planning information from governmental entities within the MPO Metropolitan Study Area to consider and reconcile these other plans with the MPO transportation planning process and plans. This helps to ensure "general consistency" in comprehensive planning efforts and minimize redundancy among agencies working towards common goals. Also, the staff will continue to coordinate and participate in discussions with the staffs and officials from all governmental entities within the MPO Metropolitan Study Area.

2. The MPO Staff will participate in assisting various agencies, committees, task forces, and others with traffic counts, site circulation studies, capacity and level-of-service analysis, corridor studies, traffic impact study reviews and other necessary analysis for proposed zoning, Board of Adjustment, preliminary and final development plans, application for zoning map amendment for proposed zone changes, and other transportation-and land use related issues. MPO Staff will work with developers to work through the established LFUCG "Traffic Impact Study Ordinance" for zone change proposals that meet the established thresholds levels of estimated trip generation.
3. The MPO Staff will work with stakeholders to analyze transportation projects for compatibility with adjacent land uses and transportation facilities, appropriate access and connectivity, and conformance to transportation and land use plans. The MPO will review and analyze land use change and development projects to make recommendations to achieve safe, efficient, and connected access and mobility for vehicular and other modes such as pedestrian, bike, transit, and freight.
4. The MPO Staff will participate in MPO area transportation and corridor studies upon request and approval by the Transportation Policy Committee.
5. The MPO Staff will assess and analyze Travel Demand Management as part of the traffic impact study analysis to ascertain multimodal or other alternatives to achieve vehicle trip reduction where appropriate.

PRODUCTS

- o Technical memoranda containing the Transportation Planning/MPO staff's review findings/conclusions of traffic impact reports will be provided to the Lexington-Fayette Urban County Division of Planning, Lexington-Fayette Urban County Planning Commission, Lexington-Fayette Urban County Council, and the Lexington-Fayette County Board of Adjustment. Technical papers and/or data will be supplied to government agencies and other organizations or individuals requesting transportation information and data. Input into Land Use Planning efforts within the MPO area of Transportation Planning jurisdiction should result in determined efforts to improve access management practices and facilitate travel demand reduction. The number of reports, papers, analyses, and data produced will be documented in LFUCG Transportation Planning Monthly Reports and MPO Quarterly Reports.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

The Transportation Planning / MPO staff in coordination with other LFUCG agencies, KYTC, Jessamine County, or other agencies where analysis is needed will be responsible for this work element.

<u>ELEMTN 3.1 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
11.5	Professional Staff-Months	\$76,635	FHWA / PL	\$41,825
			FTA / SEC. 5303	\$2,348
			SLX	\$13,135
			KYTC	\$2,615
			LFUCG	\$11,712
Total Cost =		\$76,635	Total =	\$71,635

3.2 MULTI MODAL / TRANSPORTATION ENHANCEMENT PLANNING

The MPO will perform work in several areas targeting multimodal planning including bicycle, pedestrian, air quality, freight movement, and parking and will coordinate the FHWA Transportation Alternatives Program (TAP) grant application process and project selection.

1. BIKE AND PEDESTRIAN PLANNING

PURPOSE AND OBJECTIVES

The MPO's Regional Bicycle and Pedestrian Plan provides the framework for this work element and outlines objectives for bicycling and walking in the region (see Plan Chapter 3). The MPO Staff will facilitate and/or coordinate with stakeholders and partnering agencies to complete action items outlined in Chapter 5 and 6 of the Plan. This includes work to increase bicycle and pedestrian access to the transportation system, developing safe interconnected facilities of high quality for bicycling and walking and promoting/increasing their use. Safe and efficient freight movement and parking will also be considered in this planning element.

PLANNING ACTIVITIES

During FY 2015 the MPO will accomplish the following bicycle and pedestrian planning tasks in three main areas:

Facility Development

- Lead and/or assist with planning, feasibility and safety studies for sidewalks, trails and bicycle facilities. This includes the Jessamine County Pedestrian Facilities Connector Study.
- Facilitate and assist with project development and provide input on facility design for sidewalks, trails, bicycle facilities and roadway projects.
- Review and provide input on new development applications to ensure bicycle and pedestrian circulation and connectivity with land use activity areas and the transportation network.
- Lead and assist with funding applications for bicycle and pedestrian projects (i.e. CMAQ, TAP, SR2S etc.).
- Lead and/or assist in developing and updating design and maintenance standards for pedestrian and bicycle facilities.
- Maintain and update a project database, including GIS data, for existing and planned bicycle and pedestrian facilities.

Promotion & Outreach

- Act as a public contact for, and respond to public requests for bicycle and pedestrian information.
- Coordinate with Mobility Planning and other stakeholders as practical for public education and promotion efforts to increase awareness and safety related to bicycling and walking including media interviews/advertising, community presentations, events, brochures, websites and social media.

Agency & Stakeholder Coordination

- Coordinate and act as point of contact for bicycle and pedestrian information for various standing committees (MPO Committees/Subcommittees, LFUCG Corridors Committee, LFUCG Technical/Subdivision Committees, etc.)
- Coordinate bicycle/pedestrian activities with local, regional and state agencies to advance projects and outreach efforts (City/County Parks, Engineering, Traffic, Police Departments; Elected Officials; Planning Commissions; Area Development Districts; KYTC District/Central Office; Public Schools, Health Departments, etc).

- Develop alliances and relationships with private businesses and non-profit organizations to advance bicycle/pedestrian projects, outreach and safety (bike shops, tourism agencies, bicycle clubs, etc).
- Establish good communication and information exchange on bicycle/pedestrian programs and projects among stakeholders, committees, agencies and the public.
- Continue partnerships with businesses and non-profit organizations that result in the promotion of bicycling and walking and bicycle/pedestrian safety.

The methods and products of this element will be coordinated through the Transportation Technical Coordinating Committee (or TTCC), The Bicycle Pedestrian Advisory Committee (or BPAC), The Transportation Policy Committee (or TPC), the KYTC, the FHWA, and the LFUCG Divisions of Engineering, Traffic Engineering, and Police & Fire to ensure that local, state, and federal plans and policies are consistent and compatible.

PRODUCTS

- Status sheet for action items listed in Chapter 5 and 6 of the Regional Bicycle Pedestrian Master Plan.
- Completed planning/feasibility studies for sidewalks, trails and bicycle facilities including the Jessamine County Pedestrian Connector Study.
- Roadway projects completed with adequate bicycle/pedestrian facilities.
- New developments with good bike/pedestrian facilities and connectivity.
- New and updated design and maintenance standards for bicycle/pedestrian facilities (Complete Streets Design Manual adopted).
- Funding for bicycle/pedestrian projects and programs.
- GIS database and mapping of existing and planned bicycle/pedestrian facilities.
- Database of public/agency requests for bicycle/pedestrian information.
- List of media outreach/marketing efforts, presentations, events and number of people reached or in attendance.
- Up-to-date and relevant bike/pedestrian websites and social media. Data on the number of hits, members, followers, etc.
- Bicycle and pedestrian projects and language within required planning documents including the TIP and MTP.

TIME SCHEDULE

All fiscal year long

2. FREIGHT MOVEMENT

PURPOSE AND OBJECTIVES

To perform and review freight movement monitoring, research, inventories, data and safety analysis to ensure the efficient and safe movement of goods within the Region. To stay abreast of regional air transportation needs and trends.

PLANNING ACTIVITIES

During FY 2015 the MPO will accomplish the following freight planning tasks:

- Monitor and study the movement of goods within the MPO area.
- Educate the general public and decision makers on freight issues (such as safety issues) and needed freight projects.
- Utilize the freight resources of the KYTC and FHWA to enhance freight planning within the on-going transportation planning process.

- Seek involvement from the freight community and maintain a database of freight contacts.
- Pursue funding (potentially PL Reserve and local match) for a needed urban goods movement study. This will serve to update to the last Lexington area goods movement study developed in 1979.
- Utilize and maintain the newly updated Travel Demand Forecasting Model and use the freight assignment capabilities within the model for freight travel demand analysis for each planning and transportation improvement project development effort.
- Attend Bluegrass Airport Board Meetings to coordinate and stay abreast of regional air transportation and air freight needs and trends.

PRODUCTS

- Database of freight contacts.
- Travel Demand Modeling analysis of transportation improvement projects and plans that include truck assignments on the scenario networks.
- Implemented transportation improvement projects that improve freight movement.

TIME SCHEDULE

All fiscal year long

3. TRANSPORTATION ALTERNATIVES PROGRAM

PURPOSE AND OBJECTIVES

To coordinate and execute new MPO requirements for the Transportation Alternatives Program (TAP) as outlined in MAP-21.

PLANNING ACTIVITIES

- Review all information regarding the new TAP from MAP21, FHWA and KYTC.
- Develop a project application, ranking and selection process for the program.
- Notify all entities that are eligible to submit applications for TAP funding.
- Collect, evaluate, rank and select projects for funding.
- Seek TPC approval for the TAP application/section process and for selected projects.
- Incorporate approved projects into the TIP/MTP as needed.

PRODUCTS

- TAP application and selection process that is compliant with all federal regulations.
- Projects that have been selected for funding and approved by the TPC/KYTC and incorporated into the TIP/MTP as needed.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES for ELEMENT 3.2

MPO staff in coordination with the LFUCG Division of Planning, Transportation Planning, KYTC, Bluegrass Airport, LFUCG Divisions of Engineering, Traffic Engineering, Parking Authority, and other agencies

<u>ELEMENT 3.2 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
11.0	Professional Staff-Months	\$64,790	FHWA / PL (80%)	\$10,455
			FTA / SEC. 5303	\$4,685
			SLX	\$36,695
			KYTC	\$655
			LFUCG	\$12,300
	Total Cost =	\$64,790	Total Cost =	\$64,790

3.3 TRANSIT PLANNING

PURPOSE AND OBJECTIVES

To provide ongoing transit planning support and assistance to the various federally-funded committees, boards and officials of the Lextran (the Lexington Transit Authority), Federated Transit Systems of the Bluegrass (FTSB), WHEELS, other transit service providers and decision-makers, and to conduct planning research and analyses for various transit improvement alternatives/initiatives, and to assist with the implementation of transit enhancement plans and programs.

The MPO assisted with the creation of the federally required 2006 "Coordinated Human Services Transportation Plan". The MPO will continue work to implement the recommendations of these plans to improve transit/transportation services for persons with disabilities, older Americans, and individuals with lower incomes. This work will help ensure that the community coordinates transportation resources provided through multiple Federal programs. A coordination plan for human services enhances transportation access, minimizes duplication of Federal services, and encourages the most cost-effective transportation system.

Lextran completed/updated a Comprehensive Operational Analysis (COA) in August of 2009. A new COA will be completed in FY-2015. The MPO will contribute \$120,000 of PL Discretionary funding to enhance this study. The federal portion will be matched at 20% by Lextran. Lextran will also contribute over \$180,000 of FTA 5307 funding for the study. The purpose is to not only look at maximizing the efficiency of the existing system but to evaluate the benefits and costs of new and innovative system alternatives such as multiple transit center transfer points, bus rapid transit systems, and more. This document will guide the future Lextran short and long-range transit operational and planning activities, decisions and investments. Lextran is the official Federal Designated Recipient for 5307 FTA planning funds.

PLANNING ACTIVITIES

In FY 2015 the Transportation Planning/MPO staff will accomplish the following as needed:

1. Work with partners and resources of Lextran, KYTC District 7, LFUCG Engineering and Traffic Engineering, Utility Companies, private property owners, and Art in Motion (AIM) through the MPO process to strategically develop, design, acquire, and place much needed bus shelters, benches, signs, and other transit facilities. This effort will continue the progress/momentum achieved to this point on bus stop/shelter deployment. Many shelters and other facilities have been installed and many others are in the planning and/or design process. The MPO will coordinate with partners (public and private) to help with funding, planning, design, and implementation. The MPO has and will continue to help clarify the process, streamline, and identify and overcome barriers to bus shelter deployment from the proposal/application phase to implementation.
2. Continuous coordination with the zoning/subdivision and board of adjustment processes of the LFUCG Planning Commission. This will help to achieve safe, accessible, functional transit services and

3. Provide documentation, maps, guidance, and administration assistance as transit planning products to Lextran and other federally-funded transit entities within the MPO area as appropriate.
4. As a recommendation from a previous MPO certification review, the MPO staff will continue to monitor and research transit demand modeling technologies such as "STOPS" software used in the latest Transit Alternatives Analysis (TAA). This is to evaluate transit demand, impact, and alternatives. At this time, it is not feasible to develop a transit model for the Lexington Area TransCad Travel Demand Model. The goal of this effort to utilize the most feasible tools/technologies that provide valid results for analysis of transit improvement alternatives and that are feasible for the Lextran and MPO to acquire.
5. Assist with the analysis and assessment of potential transit improvements to help implement and revise transit system plans.
6. Work to achieve safe and efficient intermodal and connected transit / pedestrian / bicycle / vehicle transportation systems.
7. Assist Lextran by soliciting public input, analyzing and helping to resolve public concerns/issues.
8. Continue to enhance and revise the MPO web site with complete and up-to-date transit information.
9. Provide assistance to Lextran in evaluating various bid proposals, preparation of grant applications, and other administrative work.
10. Work with Lextran to continually improve transit project prioritization methodology/procedures to develop and prioritize short and long range transit plans and projects. This will be used in selecting projects for funding for federal funding programs under MAP-21. This will ultimately lead to better decisions and investments within the transportation planning process.
11. Conduct regular transit financial capacity analysis with Lextran.
12. Program all FTA and other federal and local match funding within the MPO Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) for transit programs, operations and projects as required.
13. Execute TIP and MTP amendments and administrative modifications as necessary for federally funded transit projects and studies.
14. Work to increase transit ridership as a component of the federally mandated Congestion Management Process.
15. Continuous surveillance for transit laws, issues, best practices, case studies, etcetera for application to the transit planning process of the MPO.
16. The MPO will continue to provide assistance and support for Lextran in their efforts to achieve needed expansion of their operational facilities. This will include planning assistance in moving from their current location to their new and larger location.
17. Coordinated Public Transit - The MPO will assist Lextran, Wheels, FTSB and other transit and para-transit providers with maintenance and implementation of the federally required "Coordinated

18. Coordinate with Lextran and other transit provider agencies to monitor forthcoming FTA guidance to establish MAP-21 Performance Targets (23 U.S.C. 150 (c)) and coordinate targets related to Transit Asset Management and Transit Safety.

PRODUCTS

As mentioned above, the main products of these efforts will be:

- Both the short and long-range transit plans developed and various phases of implementation in coordination with the Metropolitan Transportation Plan, Transportation Improvement Plan, Lextran Comprehensive Operational Analysis Plan, US-27 Transit Alternatives Analysis.
- Up-to-date joint Title VI documentation; up-to-date Coordinated Human Services Transportation Plan; maps and other transit graphics associated with these federally required cyclic documents.
- Assistance with coordination of process that will provide products such as system-wide data, bus stop location GIS maps, and priorities.
- Assistance with right-of-way encroachment permit and design processes, utility location and relocation planning, multiple local, state, federal, and private coordination and other needed assistance to improve and deploy community bus stop facilities.
- New well placed, designed, and functional bus shelters, stops/pickups, transfer points and other facilities connected to surrounding land use deployed.
- Up-to-date transit information available from the MPO website and other effective sources.
- New projects prioritized, selected and implemented through a joint MPO/Lextran process
- Developed MAP-21 transit performance targets

The functions of these products will be to analyze existing transit and para-transit services, and to promote/encourage and facilitate increased use, efficiency, equity, and overall quality of public transportation.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

LFUCG Division of Planning, LFUCG Divisions of Engineering, Traffic Engineering, other Public Works Divisions, and other appropriate LFUCG agencies, Transportation Planning/MPO and Lextran, Federated Transit Services of the Bluegrass (FTSB), Wheels, Art in Motion (AIM), FTA and the KYTC

<u>ELEMENT 3.3 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
8.0	Professional Staff-Months	\$53,285	FHWA / PL	\$12,190
	Technical Staff-Months		FTA / SEC. 5303	\$30,435
			SLX	\$0
	Operating Funds			\$0
			KYTC	\$765
			LFUCG	\$9,895
	Total Cost =	\$53,285	Total Cost =	\$53,285

3.4 MOBILITY COORDINATION

PURPOSE AND OBJECTIVES

The MPO Bluegrass Mobility Office serves as a central point of contact for inquiries concerning transportation alternatives, acts as an advocate for and promoter of alternative transportation within the region with the goal to conserve energy, reduce highway congestion, reduce work-related travel and parking demand and improve air quality. The office conducts an annual marketing and outreach campaign to effectively promote, educate, and inform the public about mobility in the MPO area. The campaign provides information on safety, laws, facilities, equipment, programs, advocate forums, schedules, contact information, and other resource areas.

The Mobility Office is intended to provide a one-stop-shop information service for the general public, to encourage alternative travel modes and to promote the resources that are available to individuals seeking to vanpool, carpool, bike, walk and use public transit. Even though the MPO Mobility Office transferred the administration of the LexVan vanpool and ride-share matching programs to Lextran (the transit authority for Lexington) in FY-2014 to enable the enhancement and expansion of these services, the MPO continues to coordinate with Lextran to support the continued operation of these important programs.

The Mobility Office will continue to focus on regional Travel Demand Management (or TDM) strategies and opportunities for enhanced mobility. Thus, FY 2015 will continue to be a year of examination and refocusing for the Mobility Office.

PLANNING ACTIVITIES

- **TDM Research/Strategy** – The MPO will research available TDM tools, regional travel patterns, past TDM efforts/programs, current regional needs/opportunities, potential partners and will develop and document strategies that may be effectively employed in the Bluegrass Region to reduce the use of single-occupancy vehicles and congestion.
- **Vanpool** – In FY-2014, the administration of the LexVan vanpool program was successfully transferred to Lextran. The MPO will continue to assist and support Lextran as needed to enhance and expand this important program and will continue to assist in promoting and growing vanpool services (as one of the most productive and cost effective methods to provide regional public transit) via the MPO Mobility Office marketing campaign.
- **Ride Matching/Sharing** – In FY-2015, the MPO will continue discussions and research into web-based ride matching services and software in conjunction with the University of Kentucky, the Bluegrass Area Development District and other partners.

Public Awareness – In FY-2015 will continue to enhance and expand the “Move it People” campaign that provides web based commuter information about bicycling, walking, riding the bus,

and parking services. The MPO campaign will be conducted in partnership with Lextran, LexPark, and the University of Kentucky. The next phase will include enhanced information on vanpooling and ride-matching.

PRODUCTS

- o Move it People marketing campaign including TV, newsprint, web-based ads and social media.
- o “Move it People” informational website.
- o Promotional items or literature distributed at events and other public venues to promote and inform the public of MPO activities and information.
- o Printed and electronic MPO informational brochures and press releases to inform the public about MPO activities and information.

TIME SCHEDULE

All fiscal year long

AGENCY RESPONSIBILITY

LFUCG Division of Planning, Transportation Planning/MPO staff.

<u>ELEMENT 3.4 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
6.5	Professional Staff-Months	\$39,745	FHWA / PL	\$19,700
			FTA / SEC. 5303	\$0
			SLX	\$75,765
	Operating Funds	\$79,590		
			KYTC	\$1,235
			LFUCG	\$22,635
	Total Cost =	\$119,335	Total Cost =	\$119,335

3.5 PROJECT FORECASTING

PURPOSE AND OBJECTIVES

The purpose of this element is to provide the KYTC, local government agencies, consultants, and other appropriate stakeholder agencies involved in the on-going transportation planning process with base year and design year traffic forecasts or provide our latest calibrated and validated travel demand model for transportation improvement projects, traffic impact analysis and scoping studies, road needs, alignment, connectivity, access, and design planning for land use development and other transportation related purposes within the MPO area. For improvement projects, forecasts will be used for design purposes. For scoping studies, forecasts will be used to gather public input and determine project feasibility, cost/benefit, design alternatives and more.

PLANNING ACTIVITIES

During FY-2015, if needed by the Kentucky Transportation Cabinet (KYTC) or local governments, the Transportation Planning/MPO staff will provide base and design year traffic assignments/forecasts to help with evaluation or design for proposed projects within the MPO study area. The MPO will work with the KYTC to keep the newly developed and upgraded Travel Demand Forecasting Model (or TDFM) up-to-date and maintained in order to provide the best possible forecasts to the KYTC or their designated project consultants. Forecasts will be completed as quickly as possible considering all MPO Unified Planning Work Program responsibilities, planning process priorities, and staff capabilities. If the staff is unable to provide requested forecasts in the needed time frame due to other required MPO priorities (such as the critical planning document updates) the MPO (in cooperation with the KYTC) will determine the need to contract with transportation modeling consultants to help complete needed forecasts. The

requesting agency will be responsible for supplying all pertinent traffic count and design information to the staff.

TDFM maintenance is an essential on-going task since the TDFM is a primary tool used to develop travel demand forecasts. Cost for maintaining annual technical support and software updates from the Caliper Corporation for the TransCAD Software is included in the Element 4.1 – Program Administration budget.

PRODUCTS

The product of this work element will be traffic forecasting information supplied to the KYTC, local government agencies, and consultants to be used for the design phase of various MPO, KYTC, or local transportation improvement projects or scoping study projects. The number of project forecasts and amendments or revisions to forecasts will be documented in MPO Quarterly reports.

TIME SCHEDULE

As needed when forecasting requests / needs arise

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/MPO with assistance from the KYTC Division of Planning

<u>ELEMENT 3.5 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
3.5	Professional Staff-Months	\$22,875	FHWA / PL	\$18,300
			FTA / SEC. 5303	\$0
			SLX	\$0
			KYTC	\$1,145
			LFUCG	\$3,430
	Total Cost =	\$22,875	Total Cost =	\$22,875

4. PROGRAM ADMINISTRATION

4.1 PROGRAM ADMINISTRATION

PURPOSE AND OBJECTIVES

The purpose and objective of this work element is to provide management, coordination, training and guidance to the transportation planning staff and program activities to meet the policies, needs and demands of the various transportation committees, funding agencies, and current legislation (MAP-21). Management must provide and perform technical work to assist Planning staff in addition to purely administrative duties.

PLANNING ACTIVITIES

The major activities in the element during FY 2015 are as follows:

1. Provide leadership, management and guidance to the Transportation Planning (LFUCG)/MPO staff for the implementation of the Unified Planning Work Program (UPWP).

2. Prepare, administer, and manage transportation projects, grants, contracts, and the overall MPO process.
3. Direct preparation and submit quarterly and annual progress and financial reports to the KYTC and the Federal Transit Administration (FTA). Also, prepare and submit monthly and annual reports to the LFUCG Council and Planning Commission. Prepare and present required weekly reports to the Division of LFUCG Planning Director and Commissioner.
4. Provide administrative and technical assistance to the Transportation Technical Coordinating Committee (TTCC), Transportation Policy Committee (TPC), Congestion Management Committee (CMC), and other MPO sub-committees. Where and when required, prepare agendas, minutes, technical reports, documents, presentations, visualization tools and other information for on-going business of the MPO. Also provide requested/necessary presentations and orientations to other stakeholder entities to facilitate the MPO process.
5. Participate in staff and Director level meetings for MPO and LFUCG Division of Planning to guide staff in the completion of all MPO and LFUCG transportation planning work. In addition, participate in Commissioner, Council, Mayoral, KYTC, FHWA and other various and related meetings as requested and necessary.
6. Prepare all needed / required MPO and LFUCG Planning office correspondence.
7. Coordinate transportation planning activities with various agencies and citizens groups.
8. Review pertinent transportation technical reports and legislation.
9. Review, edit, comment, and approve all work of the MPO staff towards the development, maintenance and implementation of the Lexington Area MPO Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Participation Plan, MPO Prospectus, and other required documents, reports, etcetera. This includes modifications and amendments to these documents.
10. Coordinate MPO planning efforts with other area planning agencies, organizations, and interests. Examples of these organizations include: LFUCG Division of Planning, other LFUCG plans, Bluegrass Area Development District, Bluegrass Tomorrow, Fayette and Jessamine Counties Transportation Committees, MPO area Planning Commissions and Planning staffs, Jessamine County Transportation Task Force and all other appropriate planning efforts within the MPO area of influence.
11. Purchase transportation-oriented as well as other computer software and hardware on an as needed basis. Any software expenditure of \$100.00 or more will have prior approval of the KYTC. In addition, any expenditure for additional microcomputer hardware will have prior written approval of the KYTC.
Annual support and updates for our travel demand modeling software TransCAD with the Caliper Corporation that totals \$1,990 annually will be continued in FY2015.
12. Coordinate all transportation project efforts with KYTC and other key partners/stakeholders through established bi-monthly meetings of the "Project Coordination Committee."
13. Assist LPAs with project technical assistance and application process. Program local projects with MPO document updates such as amendments and administrative modifications, amendments, coordinating assistance, and other technical assistance as needed to educate and assist LPAs on federal requirements.
14. Continue to direct, manage, guide, and train the MPO staff in the use of the new LFUCG (and therefore Lexington Area MPO) accounting, reporting, purchasing, etcetera software programs utilized by the LFUCG. The MPO staff will continue use and assist in the development, debugging,

15. Since a small piece of Scott County is included in the 2010 Census Urbanized Area, the MPO will arrange discussions with Community Leaders in Scott County to determine the best levels of participation in the MPO process for them at this initial point. Discussions will include how much of Scott Co. to include within the MPO Planning Area and who or what key stakeholders to represent Scott County.

PRODUCTS

Tangible products of this work element will include:

- o Completed MPO Quarterly Reports
- o Completed monthly reports
- o Review and approval of work for amendment or modification of the Metropolitan Transportation Plan (MTP)
- o A functional / coordinated MAP-21 (and successive legislation) compliant transportation planning process
- o Bi-weekly MPO staff payroll, employee time/schedule management and requisitions as required.

TIME SCHEDULE

All fiscal year long

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/MPO staff.

<u>ELEMENT 4.1 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
8.0	Professional Staff-Months	\$76,860	FHWA / PL	\$151,315
11.0	Administrative Staff-Months	\$42,830	FTA / SEC. 5303	\$0
			SLX	\$0
	Operating Funds	\$69,460		
			KYTC	\$9,460
			LFUCG	\$28,375
	Total Cost =	\$189,150	Total Cost =	\$189,150

DISADVANTAGED BUSINESS ENTERPRISE

The Lexington-Fayette Urban County Government, Division of Planning is committed to use Disadvantaged Business Enterprises (DBEs) and Women Business Enterprises (WBEs) in all aspects of contracting to the extent feasible. It has been determined that DBEs and WBEs can be utilized as vendors in the purchase of supplies, printing, minor and major equipment. The Division of Planning has set a 10% goal for doing business with DBE's and a 3% goal for WBEs, as follows:

	TOTAL	10% DBE GOAL	3% WBE GOAL
FHWA/PL	\$35,000	\$3,500	\$1,050

This goal has always been met and exceeded by the Lexington Area MPO. The MPO attends the annual Lexington region's Minority Business Expo and other similar events to meet and expand our

contacts with potential DBEs and WBEs. The Lexington-Fayette Urban County Government Transportation Planning/MPO staff will continue to take the necessary steps to ensure that DBEs and WBEs have opportunity to compete and perform in all aspects of MPO contracting.

4.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE AND OBJECTIVES

The purpose of the Transportation Improvement Program (TIP) will be to develop a priority list of projects to be completed/implemented within the **four-year period of FY-2013 through FY-2016** which the document covers. The TIP is required to demonstrate fiscal constraint by indicating resources that are expected to be available to complete projects, implement programs, and conduct studies. Projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP) and the Congestion Management Process (CMP) and developed in close consultation, cooperation, and coordination with the Kentucky Transportation Cabinet (KYTC) and other affected transportation project sponsors such as transit operators. The MPO is charged with developing, amending, modifying and maintaining a TIP that is consistent with adopted planning goals, objectives, and priorities. The MPO will amend or modify the TIP on an as-needed basis, according to procedures outlined in the MPO Participation Plan.

PLANNING ACTIVITIES

The existing TIP will need to be reconciled with the new KYTC Recommended Highway Plan during FY-2015. The TTCC will be given opportunity for review and comment and forward all recommended TIP updates and amendments to the TPC. MPO staff will address comments received from the MPO committees and the TPC will vote for final approval. The MPO, with public input as outlined in the Participation Plan, will coordinate the TIP process and prepare, submit and publish TIP modifications and amendments by completing tasks listed below:

1. The MPO will take the steps necessary to maintain compliance with the MAP-21 planning regulations in order to accommodate proposed TIP amendments and modifications. MPO staff will consult with LFUCG Administration and other LFUCG agencies (i.e. Engineering, Traffic Engineering, Public Works), the Cities of Nicholasville and Wilmore, Jessamine County, the KYTC (both Central & District Offices), Energy and Environmental Cabinet's Division for Air Quality, Lextran, WHEELS, Federated Transportation Services of the Bluegrass (FTSB), private sector transportation providers, and others as appropriate. MPO staff will facilitate all updates and amendments of the TIP, public involvement activities, project status reviews, project priority setting, financial calculations, and committee action.

The TIP and all amendments and modifications will be forwarded to the KYTC, FHWA, and FTA for inclusion into the State Transportation Improvement Program (STIP).

The TIP and all amendments and modifications will be posted on the MPO website.

2. The MPO staff will place special emphasis on monitoring and expediting Lexington area-dedicated STP (or SLX) projects and funds.
3. Staff will prepare an "Annual Listing of Obligated Projects" - highway, transit and planning projects funded with federal funds in accordance with federal regulations.

PRODUCTS

The product of this work element will be:

- The final and adopted, MAP-21 compliant Transportation Improvement Program (TIP) document complete with all necessary administrative modifications and amendments.
A stand alone report of an "Annual Listing of Obligated Projects"

TIME SCHEDULE

All fiscal year long. Annual Listing of Obligated Projects will be completed by September 30th of calendare year 2014.

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/MPO in consultation with all appropriate agencies/stakeholders.

<u>ELEMENT 4.2 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
2.0	Professional Staff-Months	\$15,115	FHWA / PL	\$12,095
			FTA / SEC. 5303	\$0
			SLX	\$0
			KYTC	\$755
			LFUCG	\$2,265
	Total Cost =	\$15,115	Total Cost =	\$15,115

**4.3 UNIFIED PLANNING WORK PROGRAM (UPWP)
(4.3 Includes FY-2013 Annual Performance and Expenditure Report)**

PURPOSE AND OBJECTIVES

The purpose of this element is to outline staffing, responsibility, timelines, cost, funding sources, methodology, and other aspects of each work element to be completed during the next fiscal year. In addition, a post fiscal year annual report is completed to document how budgeted revenue and actual expenditures have matched up. This helps to inform and guide the next work program process. A more detailed explanation of the purpose and objectives of this element can be found in the Introduction of this document.

PLANNING ACTIVITIES

The Transportation Planning/MPO staff will prepare the FY-2016 Unified Work Program (UPWP) as follows:

1. Working with the LFUCG Division of Community Development Grants, develop an FY-2014 Annual Performance and Expenditure Report in UPWP element format by the end of September in FY-2015.
2. Submit draft FY-2016 UPWP to members of the Transportation Technical Coordinating Committee (TTCC) for review and comment.
3. Determine funding levels in consultation with the Kentucky Transportation Cabinet, Federal Highway Administration and Federal Transit Administration.

4. Include for each work element staffing, cost, funding sources, methodology, target dates, responsible agencies, and products.
5. Submit the draft FY-2016 UPWP for review and comment to the Kentucky Transportation Cabinet (KYTC), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and other required official intergovernmental review agencies by February 28, 2015.
6. Review and address requested draft FY-2016 UPWP comments received from official reviewing agencies. Submit the revised UPWP to the TTCC for approval.
7. Submit the revised draft FY-2016 UPWP to the Transportation Policy Committee (TPC) and the Lexington Transit Authority Board of Directors (for the transit portion) for endorsement and final approval.
8. Submit the FY-2016 UPWP for final approval, through the KYTC, FHWA and FTA.
9. Print and distribute the final FY-2016 UPWP using the latest official routing list. Also, post on the MPO and LFUCG websites.
10. Amend the FY-2016 UPWP, as necessary, throughout the fiscal year.

PRODUCTS

- o The product of this work element will be an approved FY-2016 Unified Planning Work Program (UPWP) document and necessary amendments to document and guide the comprehensive, coordinated, and continuous annual Lexington Area MPO transportation planning process.
- o Annual Performance and Expenditure Report (financial report prepared by LFUCG Community Development due to routing list by 90 days after end of fiscal year)

TIME SCHEDULE

Final UPWP will be approved and distributed no later than April 30, 2015.

RESPONSIBLE AGENCIES

LFUCG Division of Planning, Transportation Planning/MPO, LFUCG Agency MPO Partners, KYTC, FHWA, and FTA

<u>ELEMENT 4.3 STAFFING</u>		<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>	
0.5	Professional Staff-Months	\$5,080	FHWA / PL	\$4,065
		\$0	FTA / SEC. 5303	\$0
			SLX	\$0
	Operating Funds	\$0		
			KYTC	\$255
			LFUCG	\$760
	Total Cost =	\$5,080	Total Cost =	\$5,080

Appendix A: MPO STAFF MONTHS AND PROPOSED BUDGET SUMMARY

I. FY 2015 MPO STAFF MONTHS AND DISTRIBUTION BY ELEMENT

ELEMENT	7 – SENIOR PLANNERS 1 - MANAGER		1- ADMINISTRATIVE ASSISTANT		8- TOTAL STAFF	
	MONTHS	PERCENT	MONTHS	PERCENT	MONTHS	PERCENT
1.1 Inventory & Monitor, Title VI/ADA, Participation	13.0	14%	0.0	0.0%	13.0	12.0%
1.2 Professional Staff Development (Training)	4.5	5%	0.5	4.2%	5.0	4.6%
2.1 Congestion Management Process / ITS	8.5	9%	0.0	0.0%	8.5	7.9%
2.2 Metropolitan Transportation Plan Update	15.5	16%	0.5	4.2%	16.0	14.8%
2.3 Air Quality Planning	3.5	4%	0.0	0.0%	3.5	3.2%
3.1 Transportation-Land Use Impact Analysis	11.5	12%	0.0	0.0%	11.5	10.6%
3.2 Multi Modal / Transportation Enhancement	11.0	11%	0.0	0.0%	11.0	10.2%
3.3 Transit Planning (5303)	8.0	8%	0.0	0.0%	8.0	7.4%
3.4 Mobility Coordination	6.5	7%	0.0	0.0%	6.5	6.0%
3.5 Project Forecasts	3.5	4%	0.0	0.0%	3.5	3.2%
4.1 Program Administration	8.0	8%	11.0	91.7%	19.0	17.6%
4.2 Transportation Improvement Program (TIP)	2.0	2%	0.0	0.0%	2.0	1.9%
4.3 Unified Work Program (UPWP)	0.5	1%	0.0	0.0%	0.5	0.5%
TOTAL (ALL ELEMENTS)	96.0	100%	12.0	100.0%	108.0	100.0%

II. FY 2015 FUNDING SOURCES

ELEMENT (*See above for element title)	PL PLANNING FUNDS			SLX FUNDS		SEC. 5303 FUNDS		TOTAL EST. COST
	FHWA 80%	KYTC 5%	LFUCG 15%	FHWA 80%	LFUCG 20%	FTA 80%	LFUCG 20%	
1.0	\$35,949	\$2,247	\$6,740	\$33,455	\$8,364	\$1,564	\$391	\$88,710
1.2	\$13,204	\$825	\$2,476	\$12,601	\$3,150	\$0	\$0	\$32,256
2.1	\$6,678	\$417	\$1,252	\$44,514	\$11,128	\$0	\$0	\$63,989
2.2	\$35,826	\$2,239	\$6,717	\$39,509	\$9,877	\$9,365	\$2,341	\$105,874
2.3	\$0	\$0	\$0	\$20,328	\$5,082	\$0	\$0	\$25,410
3.1	\$41,826	\$2,614	\$7,842	\$13,135	\$3,284	\$2,348	\$587	\$71,636
3.2	\$10,456	\$654	\$1,961	\$36,694	\$9,173	\$4,687	\$1,172	\$64,796
3.3	\$12,190	\$762	\$2,286	\$0	\$0	\$30,436	\$7,609	\$53,283
3.4	\$19,702	\$1,231	\$3,694	\$75,765	\$18,941	\$0	\$0	\$119,333
3.5	\$18,298	\$1,144	\$3,431	\$0	\$0	\$0	\$0	\$22,873
4.1	\$151,316	\$9,457	\$28,372	\$0	\$0	\$0	\$0	\$189,145
4.2	\$12,093	\$756	\$2,267	\$0	\$0	\$0	\$0	\$15,116
4.3	\$4,063	\$254	\$762	\$0	\$0	\$0	\$0	\$5,079
TOTALS	\$361,600	\$22,600	\$67,800	\$276,000	\$69,000	\$48,400	\$12,100	\$857,500
		Sub Total PL>	\$452,000	Total SLX>	\$345,000	Total FTA 5303>	\$60,500	\$857,500
	80% PL Discretionary, Lextran COA \$120,000		Lextran 20% PL Match \$30,000					\$150,000
		Total PL>	\$60,2000	Total SLX>	\$345,000	Total FTA 5303>	\$60,500	Total \$1,007,500

Appendix B: RESOLUTION

**RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE LEXINGTON AREA
METROPOLITAN PLANNING ORGANIZATION (MPO) CONCERNING APPROVAL OF THE FY-2015
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Lexington Area Metropolitan Planning Organization has prepared a Unified Planning Work Program (UPWP) for Fiscal Year 2015 in defining a scope of work to meet the needs of this region for which funding can be sought from the United States Department of Transportation and the state of Kentucky; and


WHEREAS, the Unified Planning Work Program for Fiscal Year 2015 has been reviewed by appropriate state and federal agencies; and

WHEREAS, the Unified Planning Work Program for Fiscal Year 2015 hereby certifies that all requirements of CFR, Part 450 relating to the Urban Transportation Planning Process have been met; and

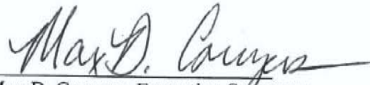
NOW THEREFORE BE IT RESOLVED, that the Lexington Area Metropolitan Planning Organization's Transportation Policy Committee hereby approves the Lexington Area MPO FY-2015 Unified Planning Work Program, at its regular public meeting of April 23, 2014

RESOLUTION APPROVED: April 23, 2014

AUTHORIZED SIGNATURES:



Mayor Russ Meyer (Nicholasville, KY), Chairman
Transportation Policy Committee
Lexington Area Metropolitan Planning Organization (MPO)



Max D. Conyers, Executive Secretary
Transportation Policy Committee
Lexington Area Metropolitan Planning Organization (MPO)

Appendix C: Year 2014 Lexington Area MPO Meeting Schedule

Date:	Meeting	Date:	Meeting
01/03/2014	BPAC	07/11/2014	BPAC
01/15/2014	TTCC	07/09/2014	TTCC
01/22/2014	TPC	07/17/2014	AQAC
02/07/2014	BPAC	08/01/2014	BPAC
		08/13/2014	TSC
02/12/2014	TSC	08/13/2014	CMC
02/12/2014	CMC	08/27/2014	TPC
03/07/2014	BPAC	09/05/2014	BPAC
03/12/2014	TTCC		
03/13/2012	TTCC	09/10/2014	TTCC
04/04/2014	BPAC	10/03/2014	BPAC
04/09/2014	TSC	10/08/2014	TSC
04/09/2014	CMC	10/08/2014	CMC
04/17/2014	AQAC	10/16/2014	AQAC
04/23/2014	TPC	10/22/2014	TPC (Jessamine Co.)
05/02/2014	BPAC	11/07/2014	BPAC
05/14/2014	TTCC	11/12/2014	TTCC
05/28/2014	TPC		
06/06/2014	BPAC	12/05/2014	BPAC
06/11/2014	TSC	12/10/2014	TSC
06/11/2014	CMC	12/10/2014	CMC
06/25/2014	TPC (Jessamine Co.)		

Committee Titles: Information:	Meeting Specifics:	Contact
BPAC – Bicycle Pedestrian Advisory Committee	1 st Friday, 12:00 noon. See below	Scott Thompson 859-258-3605
CMC – Congestion Management Committee	2 nd Weds. 1:30 p.m., 7 th Floor Conference Room, 101 E Vine St.	Sam Hu 859-258-3053
TSC – Traffic Safety Coalition	2 nd Weds. 10:30 a.m. 3 rd Floor Conference Room, 101 E Vine St	Jim Woods 859-258-3830
TPC – Transportation Policy Committee	4 th Weds. 2:30 p.m. See locations below	Brenda Whittington 859-258-3162
TTCC – Transportation Technical Committee	2 nd Weds. 9:00 a.m. 7 th Floor Conference Room, 101 East Vine St.	Brenda Whittington 859-258-3162
AQAC – Air Quality Advisory Committee	3 rd Thursday 9:00 a.m. 7 th Floor Conference Room, 101 East Vine St.	Charles Schaub 859-258-3180

***Note: See TPC Meeting Special Notes following on page:**

Special FY-2014 / 2015 MPO Meeting Schedule Notes:

- ❖ **TPC** meetings are held on the 2nd Floor in the Council Chambers, LFUCG Government Center, 200 E. Main St., Lexington KY, 40507. Two meetings per year are held in Jessamine County @ Jessamine County Courthouse located at 101 North Main St. in the City of Nicholasville, KY. Special meetings are sometimes necessary to conduct essential MPO business during months in which meetings are not scheduled. Advance notice will be given to TPC Members by e-mail or mail. Public notice will be given through the LFUCG Public Meeting Schedule and GTV3 (Note: Refer to LFUCG Section 4.103 and KRS 61.823 Special meetings, Emergency meetings requirements of the General Provisions).
- ❖ **BPAC** meetings are held in the 7th Floor Conference Room, 101 E. Vine St., Lexington KY 40507.
- ❖ **TTCC, CMC** or other Transportation Committee meetings may be cancelled or occasionally held in other locations (i.e. Bluegrass Airport, FTSB, etc.) During the year. Committee members will be notified of locations in advance by mail or email. Public notice will be given through the LFUCG Public Meeting Schedule and GTV3.

**Appendix D: TRANSPORTATION POLICY COMMITTEE (TPC) MPO
VOTING STRUCTURE**

*Note: See Page 6 for Explanation of MPO Organizational Structure

MAYOR JIM GRAY

Mayor, Lexington-Fayette Urban City Government
200 East Main Street, 1ST Floor
Lexington, KY 40507

HON. JON LARSON

Fayette County Judge/Executive
215 West Short St., Suite 210
Lexington, KY 40507

VICE MAYOR LINDA GORTON

TPC Vice Chair, Councilmember-at-Large
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507

HON. WILLIAM NEAL CASSITY

Jessamine Co. Judge/Executive
Jessamine County Courthouse
101 North Main Street
Nicholasville, KY 40356

CHUCK ELLINGER II

Councilmember At-Large
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507

MAYOR RUSS MEYER

TPC Chair, Mayor - City of Nicholasville
517 North Main Street
Nicholasville, KY 40356

STEVE KAY

Councilmember At-Large
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507

MIKE HANCOCK

Secretary of Transportation
Kentucky Transportation Cabinet
Barry House, KYTC Representative
New State Office Building
200 Mero Street
Frankfort, KY 40622

SHEVAWN AKERS

Councilmember, 2nd District
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507
(Representing Districts 1,2,6)

CHRIS HUMPHREY

Chair of Lextran Board of Directors
Rocky Burke, Gen. Mgr. Representative
for Lextran
109 West Loudon Avenue
Lexington, KY 40508

PEGGY HENSON

Councilmember, 11th District
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507
(Representing Districts 3,5,11)

MAYOR HAROLD RAINWATER

335 East Main St., Wilmore, KY 40390

GEORGE MYERS

Councilmember, 8th District
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507
(Representing Districts 4,7,8)

JOSE SEPULVEDA (Advisory Member)

Regional Administrator, FHWA
Bernadette Dupont, FHWA Representative
330 West Broadway, Frankfort, KY 40601

HARRY CLARKE

Councilmember, 10th District
LFUCG Council Office, 5th Floor
200 East Main Street
Lexington, KY 40507 (CD 9,10,12)

YVETTE B. TAYLOR (Advisory Member)

Region 4, Regional Administrator, FTA
Robert Buckley, Community Planner,
FTA Region 4 Representative
Suite 17T50, 61 Forsyth Street
Atlanta, GA 30303

(Each of the 15 Members have One Vote)

**Appendix E: TRANSPORTATION TECHNICAL COORDINATING
COMMITTEE (TTCC) MPO VOTING STRUCTURE**

DEAN ANNESS

Planning and Zoning Director
City of Nicholasville
517 North Main Street
Nicholasville, KY 40356
Does not attend but receives mailings

BETTY TAYLOR

Jessamine County
Planning Commission
103 North Main Street
Nicholasville, KY 40356
Does not attend but receives mailings

STUART GOODPASTER

Kentucky Transportation Cabinet
District Office 7, PO Box 11127
Lexington, KY 40512-1127

CHARLES SCHAUB

KYTC Div. of Planning
200 Mero Street
Frankfort, KY 40622
Attends regularly

JOHN GOWINS

Division for Air Quality
803 Schenkel Lane
Frankfort, KY 40601
Does not attend but receives mailings

STUART KEARNS, CHAIR

UK Parking & Transportation
Parking Structure #5
409 South Limestone St.
Lexington, KY 40506-0023
Attends regularly as Chair

CHRIS CHANEY

Transportation Director
Bluegrass ADD
699 Perimeter Drive
Lexington, KY 40517
Attends regularly

BERNADETTE DUPONT

Federal Highway Administration
Kentucky Division Office
330 West Broadway
Frankfort, KY 40601
Does not attend but receives mailings

PAM SHEPHERD

FTSB
694 New Circle Road NE, Suite 33
Lexington, KY 40505
Attends regularly

**JARED FORTE for:
ROCKY BURKE (Gen. Mgr.)**

Lextran
109 West Loudon
Lexington, KY 40508
Attends regularly

GINA HAMPTON

Lexington United
330 East Main Street
Suite 205
Lexington, KY 40507
Does not attend but receives mailings

DOUG TRULOCK

United Transportation, Inc.
PO Box 1019
Lexington, KY 40588-1019
Does not attend but receives mailings

ED BRADY

WHEELS
1450 Newtown Pike
Lexington, KY 40511
Does not attend but receives mailings

JOHN KISER

Fayette County Public Schools
701 East Main Street
Lexington, KY 40502
Attends TTCC and CMS occasionally

DEREK PAULSEN

Commissioner
Division of Planning, Preservation,
and Development
101 E Vine St., 4th Floor
Lexington, KY 40507
Office receives mailings

BOB BAYERT

LFUCG Division of Engineering
200 East Main St., 8th Floor
Lexington, KY 40507
Attends regularly

IRENE GOODING

LFUCG Director of Community
Development
200 East Main St., 6th Floor
Lexington, KY 40507
Does not attend but receives mailings

SALLY HAMILTON

LFUCG Office of the CAO (Chief
Administrative Officer)
200 East Main Street, 12th Floor.
Lexington, KY 40507

OFFC. RICHARD WILLOBY

LFUCG Division of Police
150 East Main Street
Lexington, KY 40507
One Officer attends regularly

JEANNE GARDNER

LFUCG Traffic Engineering
200 East Main St., 7th Floor
Lexington, KY 40507
Attends regularly

Health Department

650 Newtown Pike
Lexington KY 40508
Does not attend but receives mailings

JULIA SHAW, VICE CHAIR

LFUCG Division of Police
150 East Main Street
Lexington, KY 40507 Attends regularly

MARK J. DAY

Manager of Engineering and
Construction
Bluegrass Airport
4000 Terminal Drive Suite 206
Lexington, KY 40510
Attends regularly

PAUL SCHONINGER

LFUCG Council Office
200 East Main St., 5th Floor
Lexington, KY 40507
Does not attend but receives
mailings

(Each Member Counts as One Vote)

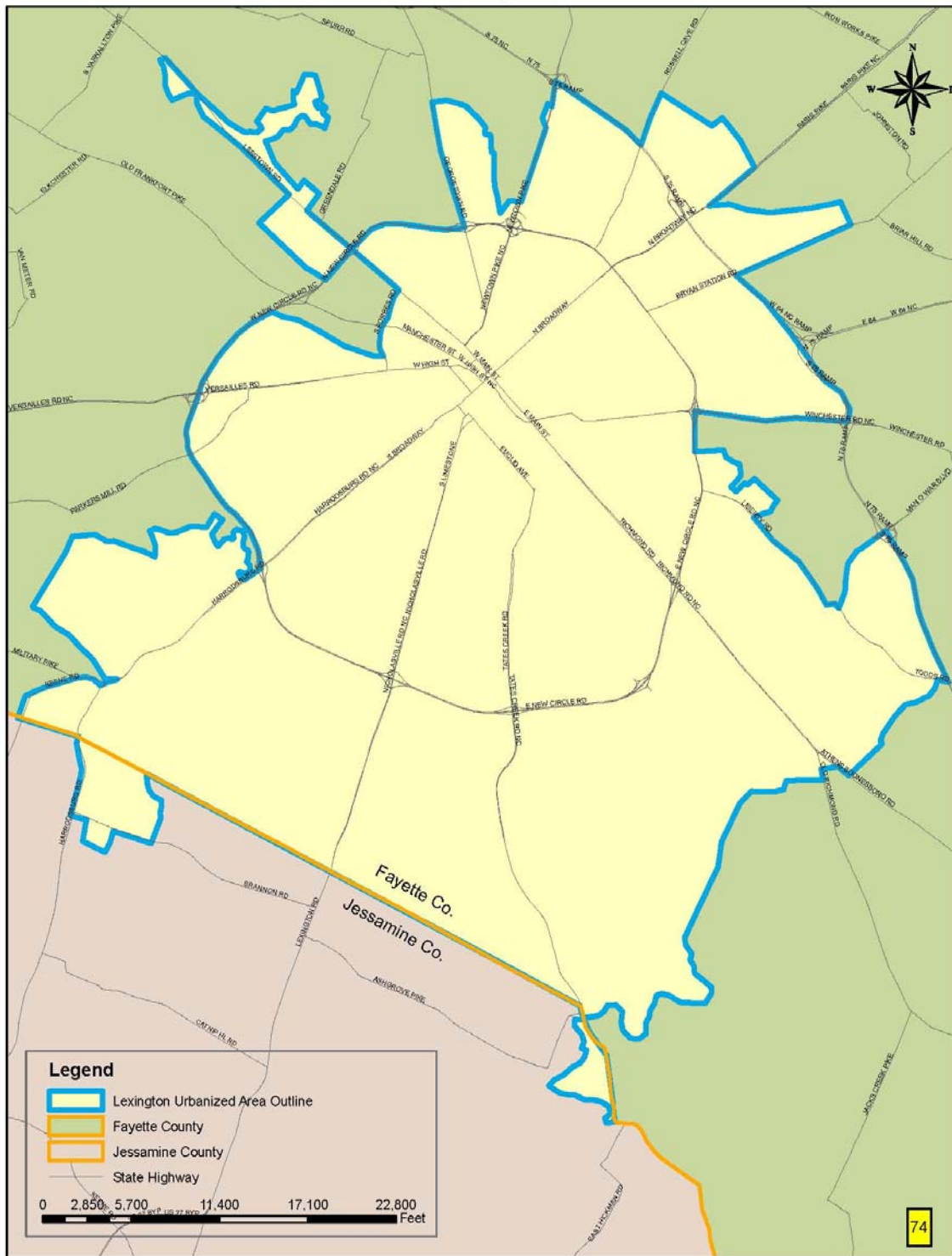
JOLENA CHILDERS

AAA Bluegrass Lexington
PO Box 1581
Lexington, KY 40507
Does not attend but receives
mailings

Appendix F: LEXINGTON AREA MPO STAFF & Areas of Responsibility

- ❖ **Max Conyers** – Lexington Area MPO Director and Lexington Fayette Urban County Government Transportation Planning Manager
 - Areas of Responsibility: Overall Management/Administration and All other MPO areas
 - Phone: 859-258-3167
 - Email: maxc2@lexingtonky.gov
- ❖ **Joey David** – Transportation Senior Planner
 - Areas of Responsibility: Transit Planning, Public Participation, Transportation GIS / Mapping
 - Phone: 859-258-3178
 - Email: josephd@lexingtonky.gov
- ❖ **Sam Hu** – Transportation Senior Planner
 - Areas of Responsibility: Congestion Management Program, ITS, Socioeconomic Data Development
 - Phone: 859-258-3053
 - Email: shu@lexingtonky.gov
- ❖ **Harika Suklun** – Transportation Senior Planner
 - Areas of Responsibility: Travel Demand Modeling, Freight Planning, Socioeconomic Data Development
 - Phone: 859-258-3168
 - Email: hsuklun@lexingtonky.gov
- ❖ **Rob Hammons** – Transportation Senior Planner
 - Areas of Responsibility: Traffic Land Use Impact, Bicycle/Pedestrian Planning, Transportation Improvement Program
 - Phone: 859-258-3165
 - Email: rhammons@lexingtonky.gov
- ❖ **Charles Schaub** – Transportation Senior Planner
 - Areas of Responsibility: Air Quality Planning, Congestion Mitigation Air Quality Projects, Air Quality Marketing, Transportation Improvement Program, Administrative Officer Responsibilities
 - Phone: 859-258-3180
 - Email: cschaub@lexingtonky.gov
- ❖ **Scott Thompson** – Transportation Senior Planner
 - Areas of Responsibility: Bicycle and Pedestrian Planning and as related to transportation planning and land use development processes, Bicycle and Pedestrian promotion, outreach, education, safety, etc.
 - Phone: 859-258-3605
 - Email: pthomson2@lexingtonky.gov
- ❖ **Kenzie Gleason** – Transportation Senior Planner
 - Areas of responsibility: Process Participation, Mobility Marketing, LexVan, Ride matching, Public Participation, Transportation Newsletter, Planning Support to other areas
 - Phone: 859-258-3173
 - Email: kgleasone@lexingtonky.gov
- ❖ **Brenda Whittington** – Administrative Specialist
 - Areas of Responsibility: Office Administration
 - Phone: 859-258-3160
 - Email: bwhittin@lexingtonky.gov

URBANIZED AREA OUTLINE MAP (CENSUS 2000)
Lexington-Fayette, KY



Appendix G: Year 2000 Lexington Area Census Urbanized Area Map

Appendix H: 2010 Lexington Area Census Urbanized Areas Map

