



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Lexington Transportation Management Area



September 2023 Summary Report



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1.0 EXECUTIVE SUMMARY

On June 27 and 28, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Lexington urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first certification review for the Lexington urban area was conducted in 1996. Originally, certification reviews were required every three years. Now they occur every four years. Past reviews were conducted in 1999, 2002, 2005, 2007, 2011, 2015 and 2019. The 2019 Certification Review findings and their disposition are provided in Appendix B and summarized as follows.

Finding	Action	Corrective Actions/ Recommendations	Disposition
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Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)	Recommendation	Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture), and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update.	Substantially complete. A CMP Bottleneck Study was completed in December 2021. The ITS Architecture Report was updated in June 2020. The Participation Plan was updated in April 2023. Will be considered resolved pending their inclusion in the MTP update that is due no later than April 24, 2024.
Participation Plan	Recommendation	It is recommended that the MPO explore virtual and other emerging public involvement technologies and techniques to accommodate citizens that cannot participate in person.	Complete. The Participation Plan was updated in April 2023. The MPO uses at least one social media platform to engage citizens virtually. Committee meetings are broadcast live on LexTV and recorded. Closed captioning is provided for the meetings and translation services may be provided at no cost. There is also an option for providing general comments on their website. This recommendation has been implemented.
Environmental Mitigation Measures in the MTP	Recommendation	It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environment factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.	Substantially complete. LAMPO plans to identify red flags, introduce an EPA EJ screen and incorporate environmental analysis as part of the MTP update. Will be considered resolved pending inclusion in the MTP update that is due no later than April 24, 2024.



Freight Planning	Recommendation	It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded. It is further recommended that the CMP be used to develop freight performance measures. A commodity survey and freight study for the two-county area is suggested to help determine future needs.	Substantially complete. A CMP Bottleneck Study was completed in December 2021. LAMPO conducted a review of freight and commodity flows in 2022. Will be considered resolved pending inclusion in the MTP update that is due no later than April 24, 2024.
Congestion Management Process (CMP)	Recommendation	The MPO needs to further evaluate the FHWA performance measures considering the INRIX data procurement; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented.	Substantially complete. A CMP Bottleneck Study was completed in December 2021. Performance management documentation is provided in the MPO's TIP amendments and/or administration modifications. Will be considered resolved pending inclusion in the MTP update that is due no later than April 24, 2024.
Congestion Management Process (CMP)	Recommendation	The MPO needs to share CMP data with the public by posting on their website.	Completed. A CMP Bottleneck Study was completed in December 2021 which can be found on LAMPO's 'Other Studies and Plans' webpage. This recommendation has been implemented.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Lexington urban area MEETS the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by Kentucky Transportation Cabinet (KYTC), Lexington Area Metropolitan Planning Organization (LAMPO) and Lextran. There are recommendations in this report that warrant close attention and follow-up, as well as areas that LAMPO is performing very well in that are to be commended.



Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Resiliency and Climate Change	The MPO is commended for the net zero emissions goal, coordination with local first responders and efforts of the CMAQ Committee which is an advisory group of transportation professionals that meet on a regular basis. The committee members analyze congestion concerns, discuss CMAQ, CRP and TA projects and review air quality data to prevent backsliding into a maintenance or nonattainment area for NAAQS.	NA	Commendation	NA
Resiliency and Climate Change	Transportation is considered critical infrastructure and plans should be in place to provide alternatives should there be a disruption in one of the components. During natural disasters an MPO can be of vital importance. The MPOs, transit agencies, and Homeland Security need to identify emergency corridors for all areas of the TMA, and to then work with State partners to develop an area plan for evacuation and traffic control for the entire MPA.	Incorporate into the planning process	Recommendation	NA
Metropolitan Transportation Plan	Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture), and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update.	Incorporate with the new MTP update scheduled for 2024.	Recommendation (carryover from 2019)	2024 MTP Update



Transit Planning	The transit agency deserves kudos for its proactive approach to route expansion. This dedication is evident in the agency's most recently completed transit study for the Nicholasville Corridor, which yielded proposed transportation improvements along six sections in the community, which includes new bike/pedestrian facilities, new transit stops, and greater opportunities for intermodal connectivity.	NA	Commendation	NA
Transportation Performance Management	Provide a discussion of the anticipated effect of the projects in the TIP and MTP and how they contribute toward achieving the performance targets identified.	Incorporate into the next TIP and MTP.	Recommendation	NA
Public Participation	The Lexington Area MPO has moved beyond base mapping to provide an interactive Bike Mapping experience for public use on their website at Lexington Bicycle Map (arcgis.com) . The MPO is also commended for allowing interested citizens to participate in the policy committee's new member orientation training. This enhanced public participation opportunity helps to foster an inclusive and engaging setting.	NA	Commendation	NA
	It is recommended to update the www.legareampo.org website regularly to reflect the most recent updates, especially planning documents (i.e., Participation Plan - April 2023). It is recommended that the MPO create a webpage where all public comments can be found including a GIS map for those comments that are specific to a particular location and/or project.	NA	Recommendation	NA



	Additionally, it is recommended that the MPO improve the website structure to make it easier for the public to be engaged. For example, it would be ideal to have a single location for all adopted policies such as the Vision Zero, Complete Streets and MPO project selection.	NA	Recommendation	NA
Civil Rights (Title VI, EJ, LEP, ADA), Equity and Justice40	The MPO deserves commendation for their Public Participation efforts. LAMPO has established robust digital outreach tools to promote in-person opportunities to engage the community. They have built community partnerships, such as Safe Kids, Civic Lex, and a Commission for People with Disabilities that promote relationship building and allows the public to maximum opportunity to participate. The MPO offers translation services for public meetings in English, Spanish, and Chinese, and other languages as requested.	NA	Commendation	NA
MPO Dedicated Funding Programs and Discretionary Projects	The MPO is commended for their recent adoption of a project selection process for MPO sub-allocated funding. This performance-based planning and programming effort will help ensure funds are distributed to the most important regional priorities.	NA	Commendation	NA
Freight Planning	It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded.	Incorporate with the new MTP update scheduled for 2024.	Recommendation (carryover from 2019)	2024 MTP Update



Environmental Mitigation / Planning Environmental Linkage	It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environment factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.	Incorporate with the new MTP update scheduled for 2024.	Recommendation (carryover from 2019)	2024 MTP Update
Transportation Safety	The MPO is commended for the April 2023 adoption of a Vision Zero Policy set for 2050. This policy ensures safety is major scoring criteria when evaluating MTP/TIP projects.	NA	Commendation	NA
Transportation Safety	It is recommended that the MPO expand their current Safety Action Plan to incorporate Jessamine County as the remaining balance of the Planning Area.	NA	Recommendation	NA
Transportation Safety	It is also recommended through continued efforts to support regional and state safety performance targets, SHSP, and in accordance with the Vision Zero initiative, to also facilitate regular meetings among first responders to assist in identifying and promptly addressing collision data needs to expeditiously remove these vehicles from the roadway and thereby inherently reducing the risk of secondary collisions.	NA	Recommendation	NA
Complete Streets	The MPO is commended for their January 2023 adoption of the Complete Streets Policy. The policy requires regionally significant projects to be designed and constructed to accommodate all users and abilities.	NA	Commendation	NA



Congestion Management Process / Management and Operations	The MPO needs to further evaluate the FHWA performance measures; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented.	Incorporate with the new MTP update scheduled for 2024.	Recommendation (carryover from 2019)	2024 MTP Update
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Details of the certification findings for each of the above items are contained in this report.



2.0 INTRODUCTION

2.1 Background

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

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

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

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

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



2.2 Purpose and Objective

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

The Lexington Area Metropolitan Planning Organization (LAMPO) is the designated MPO for the Lexington urban area. Kentucky Transportation Cabinet (KYTC) is the responsible State agency and Lextran is the responsible public transportation operator. Current membership of the LAMPO consists of elected officials and citizens from the political jurisdictions in Fayette and Jessamine Counties with Lexington as the largest population center.

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

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The initial certification review was conducted in 1996. Subsequent certification reviews were conducted in 1999, 2002, 2005, 2007, 2011, 2015 and 2019. A summary of the status of findings from the last review is provided in Appendix B. This report details the ninth review, which consisted of a formal site visit and two public involvement opportunities, conducted in June 2023.

Participants in the review included representatives of FHWA, FTA, KYTC, Lextran, and Lexington Area MPO staff. A full list of participants is included in Appendix A.

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

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



- MPO Structure and Agreements
- Resiliency and Climate Change
- Metropolitan Transportation Plan (MTP)
- Transit Planning
- Transportation Performance Management
- Public Participation
- Civil Rights (Title VI, EJ, LEP, ADA), Equity and Justice40
- MPO Dedicated Funding Programs and Discretionary Projects
- Freight Planning
- Environmental Mitigation/Planning Environmental Linkage
- Transportation Safety
- Complete Streets
- STRAHNET/Department of Defense (DOD) Coordination
- Congestion Management Process/Management and Operations

3.2 Documents Reviewed

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

- Metropolitan Transportation Plan 2045 (2019)
- Lexington Area Bicycle & Pedestrian Master Plan (2018)
- 2021-2024 Transportation Improvement Program (2020)
- Participation Plan (2023)
- Unified Planning Work Program (2023)
- Safety Action Plan (2023)
- Lexington Area Congestion Management Bottleneck Study (2021)
- Lextran Transit Asset Management Plan (2018)
- Lextran Coordinated Public Transit Human Services Plan (2022)
- Congestion Management Process Overview (2011)
- LAMPO Freight Plan (2007)
- Title VI Program Plan (2022)



4.0 PROGRAM REVIEW

4.1 MPO Structure and Agreements

4.1.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

4.1.2 Current Status

LAMPO's planning area consists of Fayette and Jessamine counties which includes the cities of Lexington, Nicholasville and Wilmore as well as a small densely populated portion of Scott County. This includes the Lexington-Fayette urban area which as of the 2020 Census has a population of 315,631. Scott County previously decided not to formally participate in the LAMPO planning process. However, LAMPO continues to informally coordinate with Scott County regarding transportation planning issues. LAMPO is housed within the Lexington-Fayette Urban County Government (LFUCG).

The planning Memorandum of Agreement (MOA) can be found in the Unified Planning Work Program (UPWP). It is an agreement between LAMPO, Lextran which is the transit authority of LFUCG and the Kentucky Transportation Cabinet (KYTC). The MOA documents the MPO's structure, performance-based transportation planning and programming, MTP, TIP, Participation Plan, annual listing of obligated projects, UPWP, committee membership, transit coordination, termination and modification of the MOA, and dispute resolution.

The Transportation Policy Committee (TPC) is LAMPO's decision-making board and meets at least every two months. Lextran is a participating member of the TPC. The Transportation Technical Coordinating Committee (TTCC) is an advisory group that decides what formal recommendations to make to the TPC. The TTCC has two subcommittees: The Bicycle and Pedestrian Advisory Committee (BPAC) and Congestion Mitigation and Air Quality (CMAQ) committee. The BPAC meets monthly to coordinate efforts and share progress. The CMAQ committee meets every two months to identify, put in place, track and report on LAMPO's CMAQ related progress.



4.1.3 Findings

LAMPO is in compliance with the regulatory requirements.

4.2 Resiliency and Climate Change

4.2.1 Regulatory Basis

23 U.S.C. 134(h) and 23 CFR 450.306(a)(10) state the metropolitan transportation planning process shall be continuous, cooperative, comprehensive, and provide consideration and implementation of projects, strategies, and services that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

4.2.2 Current Status

The Lexington region is experiencing more severe weather events that occur more frequently with longer lasting impacts. Flooding, drought/heat, winter weather are the most common natural hazards in the area. Local first responders are involved in the MPO committees and are involved with local street design to ensure emergency vehicles have the appropriate accommodation.

LFUCG is the lead agency in a partnership with EPA on the Climate Pollution Reduction Program. This program includes Fayette, Bourbon, Clark, Jessamine, Scott and Woodford counties and the MPO staff will assist in the development of emission reduction plans for the transportation sector. Lexington's Comprehensive Plan recommends the adoption of the national goal of achieving net zero carbon emissions by 2050. The LAMPO is in attainment for all pollutants.

4.2.3 Findings

LAMPO is in compliance with the regulatory requirements.

Commendation: The MPO is commended for the net zero emissions goal, coordination with local first responders and efforts of the CMAQ Committee which is an advisory group of transportation professionals that meet on a regular basis. The committee members analyze congestion concerns, discuss CMAQ, CRP and TA projects and review air quality data to prevent backsliding into a maintenance or nonattainment area for NAAQS.

Recommendations: Transportation is considered critical infrastructure and plans should be



in place to provide alternatives should there be a disruption in one of the components. During natural disasters an MPO can be of vital importance. The MPOs, Transit agencies, and Homeland Security need to identify emergency corridors for all areas of the TMA, and to then work with State partners to develop an area plan for evacuation and traffic control for the entire MPA.

4.3 Metropolitan Transportation Plan

4.3.1 Regulatory Basis

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

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

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

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

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



4.3.2 Current Status

There has not been an updated MTP since the last review. The 2045 MTP was approved by the LAMPO Policy Board on April 24, 2019. LAMPO is in attainment of NAAQS for ozone and PM^{2.5} so the MTP must be updated every 5 years. A new MTP is expected by April 24, 2024.

Extensive efforts were made to involve the public in the update of the 2045 MTP. Approximately 2,200 people participated in several public outreach activities including surveys conducted by the MPO and jointly with LFUCG Planning Staff at the outset of the MTP.

During the 2019 Federal Certification Review, a recommendation was included in the MTP/TIP review area to update the Congestion Management Process, the Intelligent Transportation System (ITS) Architecture, and the Participation Plan prior to the update of the new MTP expected in April 2024. In June 2020 an ITS Architecture Report and website were finalized. In 2021, a new Congestion Management Bottleneck Study was completed which will be the foundation for the new 2050 MTP. In April 2022 an updated Participation Plan was adopted.

LAMPO started the public outreach process for the new 2050 MTP by sending out a survey requesting community input on the transportation needs for the next 25 years. LAMPO plans to incorporate the new Participation Plan, ITS Architecture update and CMP bottleneck study into the new MTP. A webpage was created that will track the development of the new MTP. A draft MTP is expected in January 2024 with formal public review in February – March 2024. Adoption is anticipated in April 2024.

4.3.3 Findings

LAMPO is in compliance with the regulatory requirements.

Recommendations:

Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture), and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update. This is a carryover recommendation from 2019 because LAMPO is not required to have a new MTP until April 2024.

4.4 Transit Planning

4.4.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal



regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.4.2 Current Status

Transit service in the Lexington-Fayette area is primarily provided by Lextran. The fleet includes compressed natural gas, battery-electric, hybrid-electric, and diesel buses. Lextran operates 26 fixed routes, a door-to-door paratransit service and a vanpool/ridesharing program. Regular bus fare is \$1.00, and there are a variety of reduced fares and pass programs available to individuals who qualify. All buses are equipped with bike racks and are wheelchair accessible. The MPO continues to work closely in coordination with Lextran to adopt Transit Asset Management (TAM) targets as required by the FTA.

LAMPO and Lextran's continues its efforts in 3-C coordination throughout the service area. The Comprehensive Operations Study conducted in 2020 helped to align Lextran's short-range delivery strategy to the resources in demand for public transportation throughout the Lexington-Fayette Community. Transit planning between the two is well-structured and efficient, prioritizing projects with key considerations such as service frequency, accessibility, equity, and safety. Overall, it is evident that Lextran is committed to the continued exploration of new routes for expansion, prioritizing intermodal connectivity, safety, and equitable services for all.

4.4.3 Findings

LAMPO is in compliance with the regulatory requirements.

Commendation: The transit agency deserves kudos for its proactive approach to route expansion. This dedication is evident in the agency's most recently completed transit study for the Nicholasville Corridor, which yielded proposed transportation improvements along six sections in the community, which includes new bike/pedestrian facilities, new transit stops, and greater opportunities for intermodal connectivity.

4.5 Transportation Performance Management

4.5.1 Regulatory Basis

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

- Must cover at least a four-year horizon and be updated at least every four years.



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

4.5.2 Current Status

The MPO tracks projects in the TIP and MTP and identifies whether the projects will help the MPO achieve the targets as listed in the TIP. LAMPO typically supports state performance targets, except bridge condition. For their next TIP update, it is recommended that LAMPO provide a discussion of the anticipated effect of the TIP and MTP toward achieving the performance targets identified.

4.5.3 Findings

LAMPO is in compliance with the regulatory requirements.

Recommendations: Provide a discussion of the anticipated effect of the projects in the TIP and MTP and how they contribute toward achieving the performance targets identified.

4.6 Public Participation

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide an adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan with detailed procedures and strategies to include the public and other interested parties in the transportation planning process. These plans and programs must be developed to utilize the 3C's (Continuing, Cooperative, and Comprehensive) for which public participation addresses the "Cooperative" piece of this required approach. Specific requirements include giving timely and adequate notice of opportunities to participated in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan plans and TIPs, making public information readily available in electronically accessible formats and means such as the world



wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to the public input, and periodically reviewing the effectiveness of the participation plan. In addition, the MPO must seek out and consider the needs of those traditionally underserved populations by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

4.6.2 Current Status

Lexington Area MPO is engaged in promoting and seeking public involvement early and continuously throughout the transportation planning process. The organizational structure of the Lexington Area MPO includes the following advisory committees: Bicycle/Pedestrian Advisory Committee (BPAC), Transportation Technical Coordinating Committee (TTCC), and Congestion Management & Air Quality Committee (CMAQ)). These advisory committees provide an opportunity for the public to participate in various components of the planning process. They also provide an opportunity for information exchange, which is also shared with the Transportation Policy Committee (TPC) to inform their decision-making process.

In addition, to reach the public in other ways, the MPO uses social media outlets, such as Facebook and Instagram, and directly through the www.lexareampo.org website with visualization tools like the Interactive Bike Mapping to engage the public in greater detail regarding transportation projects, products, and processes. It is recommended that the MPO include similar visualization tools to educate the public in the upcoming Long-Range Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) Updates.

The Lexington Area MPO recently adopted a new Participation Plan (PP), dated April 26, 2023, that contains procedures and strategies to include the public and other interested parties in the transportation planning process. The PP is updated every four years, and outlines techniques for evaluating the effectiveness of public outreach. The current PP does reference web-based meetings to allow for greater attendance by committee members and the public to receive more feedback from those individuals not able to attend in person meetings for various reasons. At present, meeting notices are referenced to clearly indicate the location, format, and time of each meeting, how to access web-based meetings, such as web conferencing hyperlink, and/or identify the physical location of a meeting to be held in-person. Voting requirements for web-based meetings are also explicitly defined in the PP.

To effectively reach the public and those traditionally underserved minority and low-income populations, the MPO may conduct, attend, or co-host focus group discussions with other local social organizations, civic clubs, and neighborhood associations to engage such communities. Translation services are also provided to include a Spanish translator contract. and in house staff who are fluent in Mandarin given a larger mandarin speaking minority population in the



Lexington Metropolitan Planning Area (MPA). In addition, the Lexington Area MPO enlists a call service named, “I SEE BLIND,” to assist those visually impaired, when requested for example to complete surveys, etc. Committee meetings are also broadcast live on LexTV and recorded. Closed captioning is provided for the meetings and translation services may be provided at no cost. There is also an option for providing general comments on their website.

4.6.3 Findings

LAMPO is in compliance with the regulatory requirements.

Commendation:

The Lexington Area MPO has moved beyond base mapping to provide an interactive Bike Mapping experience for public use on their website at [Lexington Bicycle Map \(arcgis.com\)](https://www.arcgis.com). The MPO is also commended for allowing interested citizens to participate in the policy committee’s new member orientation training. This enhanced public participation opportunity helps to foster an inclusive and engaging setting.

Recommendations:

It is recommended to update the www.legareampo.org website regularly to reflect the most recent updates, especially planning documents (i.e., Participation Plan - April 2023). It is recommended that the MPO create a webpage where all public comments can be found including a GIS map for those comments that are specific to a particular location and/or project.

Additionally, it is recommended that the MPO improve the website structure to make it easier for the public to be engaged. For example, it would be ideal to have a single location for all adopted policies such as the Vision Zero, Complete Streets and MPO project selection.

4.7 Civil Rights (Title VI, EJ, LEP, ADA), Equity and Justice⁴⁰

4.7.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the



Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.7.2 Current Status

With the development of the Equitable Target Area (ETA) Maps, LAMPO uses data to identify environmental justice (EJ) communities in the MPO planning area, highlighting equitable target areas in the Lexington MPO Area. The Project Scoring Process incorporates this data offer incentives for multimodal projects in these targeted areas. The TIP shows the projects in the FY 2021 - FY 2024 TIP overlaying these Equity Target Areas in order to assess any benefits and burdens on EJ populations. LAMPO sufficiently addressed 2019 recommendations to adopt and incorporate virtual public meetings. Public meetings are available in English, Spanish, and Chinese, while also offering translation services for other languages as requested. The Participation Plan outlines strategies for public and stakeholder. The MPO sufficiently demonstrates a complete EJ analysis in the MTP, including evaluating bike/walk/transit options as a priority for the area’s goals.

4.7.3 Findings

LAMPO is in compliance with the regulatory requirements.

Commendation: The MPO deserves commendation for their Public Participation efforts. LAMPO has established robust digital outreach tools to promote in-person opportunities to engage the community. They have built community partnerships, such as Safe Kids, Civic Lex, and a Commission for People with Disabilities that promote relationship building and allows the public to maximum opportunity to participate. The MPO offers translation services for public meetings in English, Spanish, and Chinese, and other languages as requested.



4.8 MPO Dedicated Funding Programs and Discretionary Projects

4.8.1 Regulatory Basis

Federal-aid formula funds are provided to States on an annual basis and in many instances specific program funds are then sub-allocated to MPOs. In most cases, federal-aid funds must be obligated within three years from the year of apportionment. Ultimately it is the responsibility of the State, as the direct recipient of FHWA funds, to obligate these funds in a timely manner. However, MPOs should actively monitor the obligation of sub-allocated funds to ensure the eligibility of such funds does not lapse. There is not a specific regulatory basis for this review area.

4.8.2 Current Status

LAMPO currently has \$30M in unobligated Surface Transportation Block Grant (STBG) federal-aid funds which represents approximately 4 years' worth of STBG funds. LAMPO also receives Carbon Reduction Program (CRP) and Transportation Alternatives (TA) funds but does not have a large carryover balance.

LAMPO actively monitors the projects for which it awards sub-allocated CRP, STBG and TA projects towards. In addition, a new project selection process was adopted which may help ensure the funds are awarded to projects that can be obligated in a timely manner.

4.8.3 Findings

There is not a specific regulatory basis for this review area.

Commendation:

The MPO is commended for their recent adoption of a project selection process for MPO sub-allocated funding. This performance-based planning and programming effort will help ensure funds are distributed to the most important regional priorities.

4.9 Freight Planning

4.9.1 Regulatory Basis

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight in the National Highway Freight Network (NHFN) and supports several goals. These goals include the following:



- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
- Investing in infrastructure and operation improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity
- Improving the efficiency and productivity of the NHFN
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability
- Improving the state of good repair of the NHFN
- Reducing the environmental impacts of freight movement on the NHFN
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity, [23 U.S.C. 176(a) and (b)].

The IIJA/BIL continues all funding feature that applied to the NHFP under the FAST Act, except when noted otherwise. It specifically calls for the need to address freight movement as part of the transportation planning process that utilizes the 3C's (Continuing, Cooperative, and Comprehensive) for which freight planning addresses all three areas of this required approach. Per 23 U.S.C. 134 and 23 CFR 450.306(b), requirements for addressing freight movement as part of the transportation planning process can be found within several of the planning factors. These freight-related factors include the following:

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

4.9.2 Current Status

The Lexington Area MPO contains the following modes of freight within their metropolitan planning area (MPA).

- **Airways:** The Blue Grass Airport is located across from the historic Keenland Thoroughbred Racetrack at the intersection of Man-O-War Blvd and Versailles Road in Lexington, Kentucky. This MPA is near in proximity to both the Cincinnati/Covington (CVG) International Airport with Amazon and DHL Air Cargo in Northern Kentucky and Louisville (SDF) International Airport with United Parcel Service (UPS) Air Cargo World Hub.
- **Highways:** I-75 runs north/south primarily along the east side of the Lexington metropolitan planning area (MPA) to the northside of Lexington on the way to Georgetown, Kentucky and



Cincinnati, Ohio. I-64 runs east/west on the northside of the Lexington MPA with most of this route in the MPA being combined to form the joint I-75/I-64 corridor. The Circle 4, aka New Circle Road, literally forms a circle around the Lexington MPA just outside the downtown Lexington area, while the Man-O-War Blvd forms an outer crescent/semi-circle shape outside New Circle Road from the intersection of Man-O-War Blvd and Versailles Road on the south side of Lexington to the Man-O-War Blvd intersection with I-75 run along the and Circle 4, and Man-O-War Blvd on the north side of Lexington.

- **Pipelines:** There are two hazardous materials pipelines and two natural gas pipelines within the Lexington MPA, and the Kentucky Revised Statutes (KRS) requires coordination with pipeline conveyance entities for all potential transportation projects.
- **Railways:** There are a few railways in the MPA including: Norfolk Southern and railyard located in downtown Lexington, Kentucky between main urban arterials of Versailles Road and South Broadway Street. Most are interstation grade separated, except through a few east/west connections
- **Waterways:** The Lexington MPA contains no major navigable waterways that serve as a freight corridor, nor are there any ports.

o **The Valley View Ferry** has been in operation since 1785 and is currently operated and maintained by the local Lexington-Fayette Urban County Government. It crosses the Kentucky River between Fayette and Madison Counties in the Clay Ferry area.

The following are updates on current studies relating to freight.

- The last Lexington Area MPO Freight Plan was drafted in 2007.
- There are two sections of the current 2045 Metropolitan Transportation Plan (MTP) that discusses freight, but there is very little specific information is listed. The next MTP and associated TIP document updates are required to be completed and adopted in 2024.
- In the current 2045 MTP, as part of the prioritization process, projects positively impacting freight corridors to include freight origin locations and large freight destination locations are given more points in the project scoring process.
- A Lexington Area Congestion Management Bottleneck Study was completed in on December 1, 2021 and is posted on the MPO's website at [Other Studies & Plans - Metro Planning Organization \(lexareampo.org\)](#). This study noted safety and congestion related issues at identified locations and provided % truck traffic at certain analysis locations with short-term traffic timing as well as some mid-term and long-term intersection reconfiguration recommendations. Neither freight nor truck related limitations/restrictions were specifically discussed in this 346-page document.



- The Congestion Management Plan (CMP) overview document on the Lexington Area MPO's archived website is from 2011.

The Kentucky Statewide Freight Plan was recently updated and approved by FHWA-KY on May 3, 2023, and readily available through the KYTC/Division of Planning Website at <https://transportation.ky.gov/MultimodalFreight/Pages/FREIGHT.aspx> This study recommended enhanced safety as their number one policy goal. The National Highway Freight Program (NHFP) was also discussed, and projects were noted to be eligible for NHFP funds, if freight projects contribute to the efficient movement of freight on the NHFN and be identified in the listed freight investment plan. This study showed in Table 2-2, on page 2-7, the Lexington MPA includes 18.581 miles identified as part of the Kentucky Critical Urban Freight Corridors (CRFC), which is part of the NHFN to include portions of KY 4 (aka New Circle Road), US 27, and US 60 in Fayette County. In addition, both the I-64 and I-75 Interstate corridors, which run throughout Kentucky (including the Lexington MPA), are considered primary routes on the NHFN. This designation allows these roadways to be eligible for future NHFN formula funds.

4.9.3 Findings

LAMPO is in compliance with the regulatory requirements.

Recommendations:

It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded.

4.10 Environmental Mitigation/Planning Environmental Linkage

4.10.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the



subsequent NEPA document once the project is initiated, saving time and money with project implementation.

4.10.2 Current Status

In 2019 the Lexington MPO adopted the 2045 MTP. The MTP outlines environmental mitigation as a topic area, but only addresses air quality and the risk of potentially becoming non-attainment.

To date no PEL specific corridor or transportation studies have been. However, the scope of work for the studies that have been conducted include identification of red flags/fatal flaws and/or mitigation challenges for conceptual design.

The new MTP is scheduled for adoption in April 2024. As part of the MTP project evaluation process, LAMPO will incorporate the EPA EJ screen and environmental analysis tools. It will also identify red flags/fatal flaws relative to specific projects as part of a proximity analysis. Projects with potentially significant impacts will trigger further discussion regarding alternatives. Projects with potential minor impacts present opportunities for mitigation activities.

4.10.3 Findings

LAMPO is in compliance with the regulatory requirements.

Recommendations:

It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environment factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts. This is a carryover recommendation from 2019 because LAMPO is not required to have a new MTP until April 2024.

4.11 Transportation Safety

4.11.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of 10 planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.



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

4.11.2 Current Status

The Lexington Area MPO (LAMPO) actively participates directly with the Kentucky Transportation Cabinet (KYTC), as part of the Performance-Based Planning and Programming (PBPP) initiative, previously discussed. This includes the MPO annually reviewing and ultimately adopting, through the Transportation Policy Committee (TPC), the KYTC performance measure targets to the five federal safety performance measures used to help carry out the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP), and the Statewide Project Prioritization Process known as the Strategic Highway Investment Formula for Tomorrow (SHIFT). This safety component of the SHIFT prioritization process is directly related to the implementation of the federally mandated safety performance measures and Targets known as PM1.

The following Table 4.11.2.1 lists these five safety performance measures, and their current comparison of the adopted state performance targets using a required 5-year rolling average as provided by the LAMPO.

Metric	2022 Target (2018-2022)	2023 Target (2019-2023)	Difference
Total Fatalities	752	764	+12
Total Serious Injuries (Life-Threatening)	2,568	2,658	+90
Fatalities per 100 Million VMT	1.535	1.575	+0.040
Serious Injuries per 100 Million VMT	5.241	5.519	+0.278
Non-Motorized Fatalities & Serious Injuries	299	289	-10
Total Crashes*	727,905 (2017-2021)	695,089 (2018-2022)	-32,816

Table 4.11.2.1 – State Safety Targets and Comparison to 2022

In association with these state safety performance targets, the LAMPO reviews their regional performance measures using a required 5-year rolling average to identify regional safety issues and ensure they are achieving their regional goals, while supporting the state safety performance targets and SHSP. The LAMPO provided regional safety performance measures



are shown in Table 4.11.2.2.

Metric	2017 to 2021	2018 to 2022	Difference
Total Fatalities	41	42	+1
Total Serious Injuries (Life-Threatening)	137	129	-8
Fatalities per 100 Million VMT	1.268	1.311	+0.043
Serious Injuries per 100 Million VMT	4.216	3.994	-0.222
Non-Motorized Fatalities & Serious Injuries	29	29	No Change
Total Crashes*	17,920	17,202	-718

Table 4.11.2.2 – Lexington Area MPO Safety Performance Targets and Comparison for 2022

It is through this review and data assessment that future projects are considered at a regional level as part of their Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as potentially being analyzed through the statewide SHIFT prioritization process to ensure the data-driven, transportation investment recommendations are well suited to help achieve the Safety Performance Targets.

In addition to the Safety Performance Targets, LAMPO set a goal of Vision Zero by 2050 as adopted by their Transportation Policy Committee (TPC) in April 2023. This safety goal to including design speed is being actively implemented as part of their Complete Streets Policy Design Compliance review. Also, this goal is an important part of their safety initiative and a major scoring criterion for project consideration as part of their current MTP and TIP. The development of their upcoming 2050 MTP is currently underway, and safety will continue to be a major factor in project scoring. It should also be noted, their MTP is on a 5-year cycle since LAMPO remains in attainment for air quality conformity standards with the next MTP update being due next year by April 2024.

As part of the LAMPO 3-C (Cooperative, Comprehensive, and Collaborative) involvement efforts, in addition to the KYTC-Central Office and District 7 offices, the MPO also works closely with the Lexington Area Transit Agency known as Lextran, local governments (they are housed within the Lexington-Fayette Urban County Government (LFUCG) Office Building & the Jessamine County Judge Executive is the TPC Chair), and stakeholders, as well as the public to help identify concerns within their planning area. To assist LAMPO in evaluating these areas of concern, a data-driven planning approach was taken using various types of planning level studies with crash data analysis performed. The following were those studies and initiatives discussed during our TMA Certification Review with some planned in the near the future.

The Lexington Area MPO recently completed the following safety related studies:



- In partnership with the Kentucky Transportation Cabinet (KYTC), the Lexington Area MPO recently completed a Multimodal Safety Action Plan (SAP) in June 2023 with consideration for vulnerable road users (non-motorist). KYTC identified Fayette County for this study due being a high population center in Kentucky. This plan focused on fatalities and serious injury collisions. A data-driven analysis was performed to identify problem locations (primarily state routes) and systematic safety concerns. This SAP recommended project level improvements as well as program and policy level updates.
- The Lexington Area MPO previously completed two priority corridor studies (i.e., New Circle Road and Nicholasville Road) with an emphasis on multimodal safety to include transit access and congestion management.

The Lexington Area MPO is also planning to complete the following safety related studies in the near term:

- Winchester Road Corridor Study for multimodal safety and congestion management
- Jessamine County Safety Action Plan (as resources become available). The LAMPO also noted the KYTC – HSIP program does complete statewide screening for projects in which a few projects were implemented in Jessamine County over recent years. Unfortunately, specific projects were not provided for reference herein.

In addition to safety related studies, the Lexington Area MPO assisted Lexington-Fayette Urban County Government with the submittal of three Safe Streets for All (SS4A) Grants to help address safety concerns in the area:

- New Circle Road Multimodal Improvements for \$25 million to address multimodal safety concerns along north New Circle Road to make it more bike and pedestrian friendly.
- Multi-year, multimodal safety campaign for \$1.75 million to help continue educating the public on interaction with various transportation modes.
- Vision Zero Coordinator for \$500,000 to pay the salary for a safety champion for five years to oversee the Vision Zero by 2050 initiative.

Through their various policies and programs including Vision Zero, Complete Streets, and Project Prioritization efforts, the LAMPO continues to strive to make safety a top priority, while supporting regional and state safety performance targets as well as the SHSP. It was also discussed, as part of their Vision Zero initiative, to consider a reduction in secondary collisions through the MPO facilitating regular first responder meetings to assist in identifying and promptly addressing collision data needs to expeditiously remove these vehicles from the roadway and thereby inherently reducing the risk of secondary collisions.



4.11.3 Findings

LAMPO is in compliance with the regulatory requirements.

Commendation:

The MPO is commended for the April 2023 adoption of a Vision Zero Policy set for 2050. This policy ensures safety is major scoring criteria when evaluating MTP/TIP projects.

Recommendations:

It is recommended that the MPO expand their current Safety Action Plan to incorporate Jessamine County as the remaining balance of the Planning Area.

It is also recommended through continued efforts to support regional and state safety performance targets, SHSP, and in accordance with the Vision Zero initiative, to also facilitate regular meetings among first responders to assist in identifying and promptly addressing collision data needs to expeditiously remove these vehicles from the roadway and thereby inherently reducing the risk of secondary collisions.

4.12 Complete Streets

4.12.1 Regulatory Basis

Increasing Safe and Accessible Transportation Options (§11206) • Defines Complete Streets standards and policies • Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using–
o State: at least 2.5% of its State Planning and Research (SPR) funds
o MPO: at least 2.5% of its Metropolitan Planning (PL) funds.

Set-aside for Increasing Safe and Accessible Transportation Options (§ 11201; 23 U.S.C. 134)

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]
- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]



For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

4.12.2 Current Status

LAMPO and stakeholders are currently working on progressing Lexington’s Complete Streets initiatives. There are several projects underway, including bike lane expansions and transit enhancements, aimed at addressing FTA’s nine (9) planning factors. In December 2022, the Lexington Council voted to adopt a Complete Streets Policy. This project is focused on creating cohesive mobility and efficient land use strategies. Project stakeholders continue to work to secure state and federal funds, as well as partnerships with local businesses, transit agencies, community organizations, and city officials to ensure Complete Streets projects are integrated into broader transportation and land-use plans. The performance measures for the network of projects will be monitored on a biennial basis.

4.12.3 Findings

LAMPO is in compliance with the regulatory requirements.

4.13 STRAHNET/Department of Defense (DOD) Coordination

4.13.1 Regulatory Basis

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD’s facilities are also often major employers in a region, generating substantial volumes of



commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

4.13.2 Current Status

The Blue Grass Army Depot is the only military installation in the LAMPO region. LAMPO coordinates with the DOD via KYTC staff to ensure proper access from Haley Pike to I-64. In the region there are only two STRAHNET ROUTES: I-64 and I-71.

4.13.3 Findings

LAMPO is in compliance with the regulatory requirements.

4.14 Congestion Management Process / Management and Operations

4.14.1 Regulatory Basis

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

4.14.2 Current Status

The LAMPO area is currently in attainment of NAAQS for ozone and PM^{2.5} and utilizing the CMP for project development and prioritization. The MPO adopted their CMP in 2011 and it was recommended that it be updated for the next MTP during the Federal Certification Review in 2019.

The new Congestion Management Bottleneck Study was completed in 2021. As part of this effort a Bottleneck Study Steering Committee (BSSC) was established consisting of staff from local, regional and state agencies. INRIX historical probe data was utilized to make observations and review crash data. It also included a review of the MPO planning model. As part of the recommendations 26 projects were identified and prioritized based on benefit/cost. This study will form the backbone of the CMP for the new 2050 MTP.



As it relates to M&O, the new 2050 MTP will identify innovative intersection designs, traffic signal timing and detection upgrades, traffic monitoring network upgrades and expansion as well as transit operations analysis.

LAMPO has made efforts to address the 2019 recommendation and incorporate the changes into the new 2050 MTP.

4.14.3 Findings

LAMPO is in compliance with the regulatory requirements.

Recommendations:

The MPO needs to further evaluate the FHWA performance measures; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented. This is a carryover recommendation from 2019 because LAMPO is not required to have a new MTP until April 2024.

Schedule for Process Improvement:

Incorporate into the new 2050 MTP which is due in April 2024.



5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Lexington urban area MEETS Federal planning requirements as follows.

5.1 Commendations (7)

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

- Resiliency and Climate Change - The MPO is commended for the net zero emissions goal, coordination with local first responders and efforts of the CMAQ Committee which is an advisory group of transportation professionals that meet on a regular basis. The committee members analyze congestion concerns, discuss CMAQ, CRP and TA projects and review air quality data to prevent backsliding into a maintenance or nonattainment area for NAAQS.
- Transit Planning - The transit agency deserves kudos for its proactive approach to route expansion. This dedication is evident in the agency's most recently completed transit study for the Nicholasville Corridor, which yielded proposed transportation improvements along six sections in the community, which includes new bike/pedestrian facilities, new transit stops, and greater opportunities for intermodal connectivity.
- Public Participation - The Lexington Area MPO has moved beyond base mapping to provide an interactive Bike Mapping experience for public use on their website at [Lexington Bicycle Map \(arcgis.com\)](https://www.lampo.org/arcgis.com). The MPO is also commended for allowing interested citizens to participate in the policy committee's new member orientation training. This enhanced public participation opportunity helps to foster an inclusive and engaging setting.
- Civil Rights, Equity and Justice 40 - The MPO deserves commendation for their Public Participation efforts. LAMPO has established robust digital outreach tools to promote in-person opportunities to engage the community. They have built community partnerships, such as Safe Kids, Civic Lex, and a Commission for People with Disabilities that promote relationship building and allows the public to maximum opportunity to participate. The MPO offers translation services for public meetings in English, Spanish, and Chinese, and other languages as requested.
- MPO Dedicated Funding Programs and Discretionary Projects - The MPO is commended for their recent adoption of a project selection process for MPO sub-allocated funding.



This performance-based planning and programming effort will help ensure funds are distributed to the most important regional priorities.

- Transportation Safety - The MPO is commended for the April 2023 adoption of a Vision Zero Policy set for 2050. This policy ensures safety is major scoring criteria when evaluating MTP/TIP projects.
- Complete Streets - The MPO is commended for their January 2023 adoption of the Complete Streets Policy. The policy requires regionally significant projects to be designed and constructed to accommodate all users and abilities.

5.2 Corrective Actions (0)

There are no corrective actions that the LAMPO must take to comply with Federal Regulations.

5.3 Recommendations (10)

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

- Resiliency and Climate Change - Transportation is considered critical infrastructure and plans should be in place to provide alternatives should there be a disruption in one of the components. During natural disasters an MPO can be of vital importance. The MPOs, transit agencies, and Homeland Security need to identify emergency corridors for all areas of the TMA, and to then work with State partners to develop an area plan for evacuation and traffic control for the entire MPA.
- Metropolitan Transportation Plan - Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture), and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update. Carryover from 2019.
- Transportation Performance Management - Provide a discussion of the anticipated effect of the projects in the TIP and MTP and how they contribute toward achieving the performance targets identified.



- Public Participation - It is recommended that the MPO create a webpage where all public comments can be found including a GIS map for those comments that are specific to a particular location and/or project.
- Public Participation - It is recommended that the MPO improve the website structure to make it easier for the public to be engaged. For example, it would be ideal to have a single location for all adopted policies such as the Vision Zero, Complete Streets and MPO project selection.
- Freight Planning - It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded.
- Environmental Mitigation / Planning Environmental Linkage - It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environment factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.
- Transportation Safety – It is recommended that the MPO expand their current Safety Action Plan to incorporate Jessamine County as the remaining balance of the Planning Area.
- Transportation Safety - It is also recommended through continued efforts to support regional and state safety performance targets, SHSP, and in accordance with the Vision Zero initiative, to also facilitate regular meetings among first responders to assist in identifying and promptly addressing collision data needs to expeditiously remove these vehicles from the roadway and thereby inherently reducing the risk of secondary collisions.
- Congestion Management Process / Management and Operations - The MPO needs to further evaluate the FHWA performance measures; review the performance targets to



see if they are attainable and achievable and if the progress can be tracked and documented.

5.3 Training/Technical Assistance

The following training and technical assistance are recommended to assist the MPO with improvements to the transportation planning process: none at this time.



APPENDIX A - PARTICIPANTS

The following individuals were involved in the Lexington area urban area on-site review:

Federal Review Team:

- Nick Vail, FHWA-Kentucky Division
- Tonya Higdon, FHWA-Kentucky Division
- Kara Greathouse, FHWA-West Virginia Division
- Matt Smoker, FHWA-Headquarters
- Aviance Webb, FTA-Region IV

Lexington Area Metropolitan Planning Organization (LAMPO):

- Chris Evilia, MPO Director and Transportation Planning Manager
- Kenzie Gleason, Principal Planner / MTP / Title VI & ADA / Grants
- Scott Thompson, Bicycle & Pedestrian Planning
- Joseph David, Transit Planning / Mapping / GIS
- Sam Hu, Congestion Management / Air Quality
- Stuart Kearns, TIP / Data Analysis
- Hannah Crepps, Outreach & Communications

Kentucky Transportation Cabinet (KYTC):

- Thomas Witt, Central Office Planning
- Francis McDonnell, District 7 Planning
- Shane Tucker, District 7 Planning

Lexington-Fayette Urban Consolidated Government:

- Jim Duncan

Lextran:

- Fred Combs, Director of Planning, Technology & Community Relations

Federated Transportation Services of the Bluegrass, Inc.:

- Pam Shepherd, Executive Director

Bluegrass Community Action Partnership Transit:

- Tim Monroe
- Taylor Veatch



APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

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

Corrective Action 1: There were no corrective actions.

Recommendation 1: Updating the Congestion Management Process (CMP), the Intelligent Transportation System (ITS Architecture), and the Participation Plan prior to the update of the MTP will allow for timely implementation of the improvements to these three products to be used for the MTP update.

Disposition: A CMP Bottleneck Study was completed in December 2021. The ITS Architecture Report was updated in June 2020. The Participation Plan was updated in April 2023. An MTP update is due no later than April 24, 2024.

Recommendation 2: It is recommended that the MPO explore virtual and other emerging public involvement technologies and techniques to accommodate citizens that cannot participate in person.

Disposition: The Participation Plan was updated in April 2023. The MPO uses at least one social media platform to engage citizens virtually. Committee meetings are broadcast live on LexTV and recorded. Closed captioning is provided for the meetings and translation services may be provided at no cost. There is also an option for providing general comments on their website.

Recommendation 3: It is recommended that the MPO describe potential environmental mitigation measures that address both human and natural environment factors within the MTP. Increase resource agency involvement by asking them to help assess the system-wide impact of implementing the MTP, and to help define potential mitigation measures that may be needed at the system wide level. If necessary, adjust the MTP to minimize impacts. Mapping resources (natural, historic, etc.) will help avoid negative impacts.

Disposition: An MTP update is due no later than April 24, 2024. LAMPO plans to identify red flags, introduce an EPA EJ screen and incorporate environmental analysis as part of the MTP update.

Recommendation 4: It is recommended that the MPO develop a new freight plan or update the draft plan from 2007. Freight corridors should be defined and identified (suggest using truck traffic percentage and proximity to freight distribution centers). If a freight plan is not developed it is recommended that the freight information in the MTP be expanded. It is further



recommended that the CMP be used to develop freight performance measures. A commodity survey and freight study for the two-county area is suggested to help determine future needs.

Disposition: An MTP update is due no later than April 24, 2024. A CMP Bottleneck Study was completed in December 2021. LAMPO conducted a review of freight and commodity flows in 2022.

Recommendation 5: The MPO needs to further evaluate the FHWA performance measures considering the INRIX data procurement; review the performance targets to see if they are attainable and achievable and if the progress can be tracked and documented.

Disposition: A CMP Bottleneck Study was completed in December 2021. Performance management documentation is provided in the MPO's TIP amendments and/or administration modifications.

Recommendation 6: The MPO needs to share CMP data with the public by posting on their website.

Disposition: A CMP Bottleneck Study was completed in December 2021 which can be found on LAMPO's 'Other Studies and Plans' webpage.



APPENDIX C – PUBLIC COMMENTS

Two one-hour public listening sessions were held during the site visit. One was held virtually on Friday, June 23, 2023, from 1 – 2pm and another with a hybrid (in-person and virtual) format on Tuesday, June 27, 2023, at the Tates Creek Branch Library in Lexington from 6 – 7pm. LAMPO recorded both public listening sessions and FHWA-KY staff has copies of the files. For those unable to attend, comments could be emailed to FHWA-KY staff through July 7, 2023. FHWA-KY has retained copies of all of the emails (19) received, compiled them into one document and summarized the content of the emails.

The public comments provided via email and in the public listening sessions were almost entirely focused on an HSIP project located along Old Richmond Road. The community is concerned about an R-Cut design concept that the Kentucky Transportation Cabinet (KYTC) has proposed.

There was one general comment provided about how well the MPO staff works with the Lexington-Fayette Urban County Government on a number of planning studies including the Nicholasville Road Corridor.

As a follow-up to questions and concerns about the Old Richmond Road HSIP project, an agenda item was added to LAMPO's Transportation Policy Committee (TPC) meeting scheduled for August 23rd. At the meeting, the MPO will make a presentation about the project, listen to public comments and ultimately the TPC will entertain a motion to remove the project from the TIP.



APPENDIX D - LIST OF ACRONYMS

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



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