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29 APR 2002

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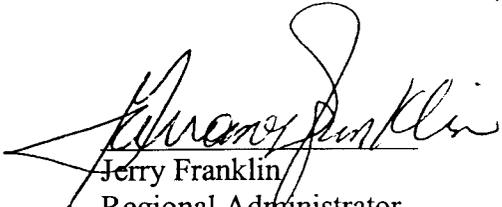
Subject: Federal Certification of the Lexington Area Planning Process

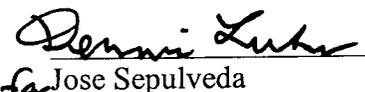
The Federal Highway Administration, FHWA, and the Federal Transit Administration, FTA, have completed the Certification Review of the transportation planning process in the Lexington Metropolitan Area as required by Title 23 Section 134(I)(5). The review is part of a continuous cycle of monitoring the metropolitan planning process. Other parts of the monitoring are conducted through reviews of work programs, Federal findings on the air quality conformity of plans (in areas where this is appropriate) and TIPs, the Federal findings that the TIPs come from a 3-C process, and periodic meeting attendance.

A team of representatives from FTA and FHWA met with the parties responsible for the local planning process, the Kentucky Transportation Cabinet, Lextran, and the Lexington Area Metropolitan Planning Organization during January 29-30, 2002. During this visit, local elected officials and other persons concerned with the process also met with the review team.

The week was productive and meetings were held that covered the entire planning process and the parts done by each of the participants. Attached is a description of the review process, the discussions had and information gathered from various local sources, a summary of those discussions, the certification action itself and recommendations made. Subject to the attached corrective actions being addressed, the metropolitan planning process is certified.

As mentioned previously, arrangements will be made to come down to a convenient Policy Committee meeting to discuss the action with you. If you have any questions concerning the process, please contact either of our staffs (FTA 404-562-3513/FHWA Division Office 502-223-6727.)


Jerry Franklin
Regional Administrator
Federal Transit Administration


for Jose Sepulveda
Division Administrator
Federal Highway Administration

Cc: James Codell, Secretary of Transportation, KTC
Steve Rowland, Lextran

**CERTIFICATION REVIEW
OF THE
METROPOLITAN PLANNING PROCESS
FOR THE
LEXINGTON AREA MPO**

**Certification Review by:
Federal Highway Administration
Federal Transit Administration**



Conducted
January 29-30, 2002

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EXECUTIVE SUMMARY

The federal review team concluded that the transportation planning process for the Lexington urbanized area was found to be adequate and the Metropolitan Planning Organization (MPO) demonstrated its understanding of the federal requirements. The team identified seven corrective actions which, according to regulations, must be promptly addressed. These actions are listed below. Based on the findings of this review and the continuous oversight of the planning activities in the Lexington urbanized area, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the Lexington Area MPO's transportation planning process subject to the implementation of the corrective actions listed in this report.

1. **Corrective Action:** In accordance with 23 CFR 450, the planning process must be cooperative. The MPO needs to resolve the issues of cooperation between the Lexington Fayette Urban County Government (LFUCG) and Jessamine County. A first step in accomplishing this could be to have a meeting of upper level representatives of the major MPO partners. If the MPO so desires, FHWA and FTA would make personnel available to facilitate such a meeting. FHWA and FTA requests that the MPO develop a plan to resolve this issue of cooperation and submit it to the review team by July 1, 2002. FHWA and FTA will continue to monitor progress on the issue of cooperation and take appropriate action on periodic planning findings.
2. **Corrective Action:** The current Transportation Improvement Program (TIP) does not comply with 23 CFR 450.324 (f)(1) which states that the TIP shall include a list of all major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. The next TIP update should include this list.
3. **Corrective Action:** The current TIP does not comply with 23 CFR 450.324 (n)(1) which states that the TIP shall identify the criteria and processes for prioritizing implementation of plan elements for inclusion in the TIP and any changes in priorities from previous TIPs. The next TIP update should include these criteria and processes.
4. **Corrective Action:** The current Public Involvement Plan has not been updated in many years. In accordance with 23 CFR 450.316(b)(1) the Public Involvement Plan needs to be regularly reviewed and updated. It should also include a methodology for evaluating the effectiveness of the areas public involvement process. This should be included as an element in the next Unified Planning Work Program (UPWP).
5. **Corrective Action:** The current TIP and Transportation Plan do not contain a summary, analysis, and report on the disposition of significant written and oral comments as required by 23 CFR 450.316(b)(1)(vii).
6. **Corrective Action:** The MPO has an element in the FY2002 UPWP to assist in the update of the ITS Strategic Deployment Plan that will include an updated regional architecture. To ensure a fully integrated regional ITS, as required in the ITS Architecture and Standards rule (January 8, 2001), the MPO should include and consider all potential stakeholders in the development of the updated regional architecture.

7. **Corrective Action:** In accordance with 23 CFR 450.310 (f), when the metropolitan planning area does not include the entire nonattainment or maintenance area, there needs to be an agreement among the:

- State Department of Transportation (KYTC),
- State Air Quality Agency (DAQ),
- affected local agencies, and the
- MPO

describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the non-attainment or maintenance area. This agreement is used for the purposes of determining conformity.

1. INTRODUCTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and evaluate the transportation planning process in Transportation Management Areas (TMA) at least every three years. To comply with ISTEA, a certification review was done for the Lexington Area Metropolitan Planning Organization in May 1996. This requirement was preserved in ISTEA's successor the Transportation Equity Act for the 21st Century (TEA-21). In March of 1999 a second certification review was made. All corrective actions of the previous certification reviews have been adequately addressed.

In response to these requirements, a federal review team consisting of FHWA staff from the Kentucky Division and FTA staff from Region IV met January 29 through January 30, 2002 to conduct the third certification review of the Lexington Area Metropolitan Planning Organization (MPO). During this time period the review team met with representatives of the Policy Committee, staff from the Lexington Area MPO, the Kentucky Transportation Cabinet and LexTran, the local transit agency.

Although the certification review is the major milestone in our joint stewardship responsibilities, the FHWA and the FTA use other means to ensure that both the statewide and metropolitan transportation planning processes meet the requirements of current law. The task of reviewing the activities of the planning process is continuous, and includes the following major activities along with the triennial certification reviews:

- Review and approval of the Unified Planning Work Programs (UPWP);
- Review of the Transportation Improvement Programs (TIP) and issuance of "3C" planning findings;
- Review and approval of the Statewide Transportation Improvement Program (STIP);
- Issuance of conformity determinations on plans and programs in non-attainment and maintenance areas;
- Attendance at MPO meetings; and
- Periodic process reviews.

The criteria used to evaluate the planning process is based on the provisions of the TEA-21 and the Metropolitan Planning Regulations issued by the U.S. Department of Transportation on October 28, 1993, 23 Code of Federal Regulations (CFR) Part 450. This report summarizes the results of the review. The agenda and participant lists are included as appendix A and B.

2. MPO STRUCTURE

2.1 Designation and Boundaries

The Lexington Fayette Urban County Government (LFUCG) was designated as the MPO in 1974. Jessamine County was added to the MPO in 1993, and the City of Wilmore in 1997. The air quality maintenance area includes Fayette and Scott Counties. This area is defined by the State and federal environmental agencies based on air quality concentrations. Fayette and Scott Counties were initially classified as a marginal non-attainment area. This area was reclassified as a maintenance area on November 13, 1995.

The Transportation Policy Committee (TPC) is responsible for the planning process in the urbanized area. The LFUCG Division of Planning provides technical support to the TPC. The voting membership of the TPC consists of the :

- Mayor and City Council of the Lexington-Fayette Urban County Government,
- County Judge/Executives of Lexington-Fayette and Jessamine Counties,
- Mayor of Nicholasville,
- Mayor of Wilmore,
- Secretary of the Kentucky Transportation Cabinet, and the
- Director of LexTran, the local transit provider.

Since the MPO was designated before December 1991, the makeup of the Policy committee is not regulated by 23 CFR 450.306. See Appendix C for the list of the Policy Committee membership.

Recommendation: Efforts should continue toward educating the TPC members about the transportation planning process and their responsibilities under Title 23 of the U.S. Code (USC) and the Code of Federal Regulations (CFR). This is especially important when new members join the Policy Committee as a result of local elections. New members should meet with State and federal personnel responsible for the oversight of the planning process. USDOT has produced a booklet on Metropolitan Capacity Building, which should be presented to the TPC.

2.2 MPO Coordination

The Lexington Urbanized Area initially encompassed just Fayette County, and the Lexington/Fayette Urban County Government (LFUCG) was designated as the MPO. The Transportation Policy Committee (TPC) was comprised of the Urban County Council, the Fayette County Judge Executive, the Kentucky Transportation Cabinet (KYTC) Secretary and the LexTran Director. TPC meetings take place in the Urban County Council Chambers, and immediately proceed the Council work sessions.

After the 1990 Census, Jessamine County was incorporated into the urbanized area. The Jessamine County Judge Executive and the mayors of Nicholasville and Wilmore were added to the TPC. Jessamine County is represented by three people out of the 22 members of the TPC. This is approximately proportional to the relative populations of the two counties.

During this Certification Review, representatives of Jessamine County voiced their opinion both at a private meeting and in a letter (see Appendix D) that the planning process was not truly cooperative as required in 23 CFR 450.312.

Briefly stated, Jessamine County feels that the structure of the TPC makes it difficult for the LFUCG to appreciate its role as a partner in the regional planning organization and allows it to act much as it did before Jessamine County was incorporated into the MPO. According to Jessamine County, the location and timing of the TPC meetings gives the impression that the MPO meetings are actually the "First item of business on the Urban County Council Work Sessions". The Jessamine County representatives are uncomfortable in this environment.

Although some of these issues, stated verbally or in writing to the review team, may be open to debate among the parties involved, it is clear that there are significant misunderstandings and lack of communication between two of the partners in the MPO. It is difficult to conduct effective regional planning in an environment with these strained relationships.

Corrective Action: In accordance with 23 CFR 450, the planning process must be cooperative. The MPO needs to resolve the issues of cooperation between the Lexington Fayette Urban County Government (LFUCG) and Jessamine County. A first step in accomplishing this could be to have a meeting of upper level representatives of the major MPO partners. If the MPO so desires, FHWA and FTA would make personnel available to facilitate such a meeting. FHWA and FTA requests that the MPO develop a plan to resolve this issue of cooperation and submit it to the review team by July 1, 2002. FHWA and FTA will continue to monitor progress on the issue of cooperation and take appropriate action on periodic planning findings.

3. UNIFIED PLANNING WORK PROGRAM (UPWP)

23 CFR 450.314 requires MPOs in TMAs to develop a unified planning work program (UPWP) in cooperation with the State and the local transit operator that discusses and documents planning activities to be performed with funds provided under title 23, United States Code (USC) and the Federal Transit Act.

The Lexington Area MPO, the KYTC and LexTran work together to produce a draft UPWP. This draft UPWP then goes to the MPO Technical and Policy Committees for their review and comments. The Policy Committee is ultimately responsible for approving the document.

The review team found the UPWP to be in conformance to existing regulations; however, some improvements can be made.

Recommendation: We encourage the MPO to amend the FY 02' UPWP to account for the additional training needs due to staffing changes at the MPO.

Recommendation: It is important to have well defined goals and performance measures, therefore, we encourage the MPO to develop the UPWP in such a way that each task contains at least one tangible product or goal.

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The MPO is required in 23 CFR 450.324 to develop a transportation improvement program (TIP) in cooperation with the State and public transit operator. The TIP shall cover a period of not less than three years, be updated at least every two years, and be fiscally constrained.

After reviewing the process for developing the FY 2002-2005 TIP, the team noted two deficiencies which need to be corrected.

Corrective Action: The current Transportation Improvement Program (TIP) does not comply with 23 CFR 450.324(f)(1) which states that the TIP shall include a list of all major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. The next TIP update should include this list.

Corrective Action: The current TIP does not comply with 23 CFR 450.324(n)(1) which states that the TIP shall identify the criteria and processes for prioritizing implementation of plan elements for inclusion in the TIP and any changes in priorities from previous TIPs. The next TIP update should include these criteria and processes.

5. TRANSPORTATION PLAN (TP)

The MPO is required in 23 CFR 450.322 to develop a long range transportation plan (TP) that covers at least a 20 year horizon. The TP is to be updated at least every three years to confirm its validity and to extend the forecast period. The TP is to be fiscally constrained.

The 2025 Transportation Plan was approved by the Policy Committee in November 2001. This Plan will have to be updated again by November 2004 in order to comply with the planning regulations. The review team found the TP was well written and generally easy to read.

There are other planning activities in the region that may affect future long range plan updates. The most direct of these is the LFUCG's comprehensive plan. Because of the close working relationship between the land use and transportation planning units of the LFUCG, the TP is easily coordinated with Fayette County's Comprehensive Plan. In addition, Bluegrass Tomorrow, a private group, has worked with the MPO and the Bluegrass Area Development District (BGADD) to pursue corridor management plans in the area.

Recommendation: We encourage the MPO to include a comprehensive map of the existing transportation network of the entire MPO region (which includes major road arterials, transit, bicycle paths, and etc.) in Chapter 3, "Existing Transportation System of the Transportation Plan," of the Long Range Plan.

6. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

On October 2, 1998, the US Department of Transportation issued Interim Guidance on Conformity with the National ITS Architecture and Standards, pursuant to Section 5206(e) of the Transportation Equity Act for the 21st Century. The intent of this Interim Guidance, which was effective on the date of issue, is to foster integration; encourage the incorporation of ITS into the transportation planning process; and to focus on near-term ITS projects with the greatest potential for affecting regional integration.

In response to large population growth over the last decade, the Lexington-Fayette Urban County Government (LFUCG) has aggressively pursued the deployment of Intelligent Transportation Systems (ITS) as a tool for many years. Their accomplishments have been recognized by numerous national organizations. In 1996, a twenty-year ITS User Services Master Plan and a six-year ITS Strategic Deployment Plan were completed for the LFUCG. Both plans are thorough and have been providing meaningful input into the transportation planning process.

Corrective Action: The MPO has an element in the FY2002 UPWP to assist in the update of the ITS Strategic Deployment Plan that will include an updated regional architecture. To ensure a fully integrated regional ITS, as required in the ITS Architecture and Standards rule (January 8, 2001), the MPO should include and consider all potential stakeholders in the development of the updated regional architecture. Some potential stakeholders may include:

- KYTC ITS Team
- KYTC District 7
- LFUCG
- Jessamine County Long Range Planning (& Zoning)
- LFUCG and Jessamine County emergency providers (police, fire, rescue, DES)
- Public transportation agencies and companies
- Towing companies
- Area hospitals
- Other surrounding county agencies as needed.

Commendation: The MPO and LFUCG Division of Traffic Engineering have done an outstanding job in the planning and implementation of ITS systems and the Incident Management program in Fayette County. Recent efforts include the expansion of the Traffic Information Network, synchronization of signal systems, and coordination with local emergency providers to improve crash investigation, clearance and traffic diversion.

Recommendation: We recommend that the MPO staff continue to work with the KYTC ITS Team, LFUCG Traffic Engineering and other appropriate agencies to look for ways to streamline ITS elements into traditional highway projects. This should include the inclusion of a description of the ITS elements and cost in the project list of the TIP and LRP.

Recommendation: We recommend that the MPO develop a methodology for assuring and documenting that projects listed in the TIP and LRP include ITS elements conform to the regional architecture. Assistance is available from FHWA to help complete this task.

7. PUBLIC INVOLVEMENT PROCESS

The MPO is proactively approaching Public Involvement. The Web page, newsletter, and local government cable channel are effective ways of reaching different segments of the population. Although this process is good, more outreach efforts could be focused on minority populations. In addition, the review team had the following corrective actions and recommendations:

Corrective Action: The current Public Involvement Plan has not been updated in many years. In accordance with 23 CFR 450.316(b)(1) the Public Involvement Plan needs to be regularly reviewed and updated. It should also include a methodology for evaluating the effectiveness of the areas public involvement process. This should be included as an element in the next Unified Planning Work Program (UPWP).

Corrective Action: The current TIP and Transportation Plan do not contain a summary, analysis, and report on the disposition of significant written and oral comments as required by 23 CFR 450.316(b)(1)(vii).

Recommendation: We encourage the MPO to place a public comment period on the agenda of each MPO meeting.

Recommendation: In order to have information about the MPO and transportation planning available to a wider portion of the community, other means of dissemination should be investigated. We encourage the MPO to make notices of public meetings available on transit vehicles, in the Carnegie Reading Center, and in minority newspapers, including any Spanish language publications.

Recommendation: We encourage the MPO to make information on TDD line access available in all MPO ads and notices.

8. CONGESTION MANAGEMENT SYSTEM

The Congestion Management System (CMS) was approved by the TPC on January 27, 1998. As stated in the 23 CFR 500, the purpose of a CMS is to have a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. The CMS includes methods to monitor and evaluate performance, identify alternative actions, assess and implement cost-effective actions, and evaluate the effectiveness of implemented actions. The CMS should be a major tool in addressing transportation problems in the planning process.

Commendation: We commend the MPO staff on the innovative work they are doing in collecting travel time data using Global Positioning Satellites (GPS) as part of their CMS.

Recommendation: We strongly recommend that the information gathered in the CMS be better utilized in the project selection process. We will be working with the staff in the coming year to review this process in more detail.

9. TRANSIT

Planning for the expansion of transit services has been hindered by a lack of dedicated funding for transit. In the past the transit system lost a tax levy by a narrow margin, and as a consequence, has not been able to obtain an independent source of local funding. Although transit is addressed in the long-range plan, there is no short-range plan that examines the current transit service in the area and plans for future transit needs.

Recommendation: We encourage the development of a short-range transit plan.

Recommendation: We encourage the continued solicitation of a dedicated funding source for transit service.

10. AIR QUALITY

The MPO planning boundaries include both Fayette and Jessamine counties. However, Fayette County is currently in an Ozone maintenance area with Scott county. Jessamine County is not part of the maintenance area. As a result, emissions are separated by county in the travel demand forecasting model (TDF).

Planning assumptions have been recently validated or updated for Fayette and Jessamine counties and used in their TDF model. The MPO is currently in the process of transferring information to TRANSCAD, a more sophisticated TDF model, as requested by the Kentucky Transportation Cabinet (KYTC). A TDF model was just developed for Scott County.

Outputs from the TDF model are fed into an emissions model (currently MOBILE 5B). Only Fayette counties emissions were fed into the emissions model.

Corrective Action: In accordance with 23 CFR 450.310 (f), when the metropolitan planning area does not include the entire nonattainment or maintenance area, there needs to be an agreement among the:

- State Department of Transportation (KYTC),
- State Air Quality Agency (DAQ),
- affected local agencies, and the
- MPO

describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the non-attainment or maintenance area. This agreement is used for the purposes of determining conformity.

Commendation: The MPO launched a new Ozone Forecasting Model in the summer of 2001. This model uses local weather data to forecast Ozone levels, thus allowing early notification of the public, appropriate health care officials and media.

Recommendation: The intent of Congestion Mitigation and Air Quality (CMAQ) funds is to help start up viable new transportation services which can demonstrate air quality benefits. Operating assistance

under the CMAQ program is limited to three years. The MPO needs to plan ways to fund CMAQ projects after the projects are no longer eligible for federal funding.

Recommendation: Best practices suggest that predicted speeds be periodically field validated. The MPO should conduct speed validation studies to ensure that model speeds reflect real life speeds. Speeds acquired through the new CMS might be useful in this endeavor.

11. INTEGRATION OF LAND USE AND TRANSPORTATION PLANNING

Planners have known for a long time that how the use of land is planned and developed has a direct impact on the transportation network. They have also known that how the transportation network is planned and built has great impact on how development will occur. Despite this knowledge, planning for each has been done independently – until recently.

Roadway projects are now starting to be addressed differently by transportation officials. They are addressing traffic needs while designing roadways that blend into the context of their environment. These new transportation projects are concentrating on the public needs and the public's vision of how they want their community to look and function. To accomplish this, the transportation planners are turning to land-use planners to assist them in developing and following through on a community vision. They are developing community plans and transportation plans that reflect that vision.

TEA-21 provides support and several funding mechanisms in which promote the development of land-use planning as an integral part of long range plans and projects.

Commendation: The MPO, KYTC and LFUCG have been leaders in developing the Newtown Pike Extension project, an effort to integrate land use, transportation, social, environmental and economic considerations into a holistic decision-making process. This breakthrough project includes detailed land use planning around the proposed roadway through a Small Area Plan that was developed with heavy community input.

Recommendation: We encourage the inclusion of land use maps for the MPO's service area in the next update of the Transportation plan.

12. BICYCLE AND PEDESTRIAN ISSUES

With the passage of ISTEA came the recognition of the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system. TEA-21, signed into law by President Clinton on June 9, 1998, continued the integration of bicycling and walking into the transportation mainstream. More importantly, it enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel. The new legislation provides the funding, planning, and policy tools necessary to create more walkable and bicycle-friendly communities.

Section 1202 of TEA-21 says that bicyclists and pedestrians shall be given due consideration in the planning process (including the development of both the plan and TIP) and that bicycle facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities except where bicycle use and walking are not permitted. Transportation plans and projects shall also consider safety and contiguous routes for bicyclists and pedestrians.

Commendation: Use of the table titled Recommended Bike/Pedestrian Treatments for Adopted Highway Projects in the LRP is praiseworthy. The use of this table will help ensure the mainstreaming of pedestrian and bicycle needs into the roadway project development process.

Commendation: We recognize the MPOs leadership role in advocating the need to accommodate bicycle facilities on the Euclid Avenue road diet project. Through the holding of public meetings and their joint effort with UK to model traffic flow, the MPO was able to demonstrate that the 3-lane with bicycle lanes section was desired by the public and could accommodate both vehicular and bicycle traffic and safety needs. We hope that the MPO's advocacy for pedestrian and bicycle needs on individual projects continue.

13. INTERMODAL ISSUES

It is important that the MPO provide efficient, safe, and convenient movement of people and goods through the integration of transportation facilities and systems. The MPO should take a lead role in facilitating the coordination of the various transportation systems in the urbanized area. The Lexington urbanized area has a major airport, several active truck transfer facilities (including UPS), is bounded by I-75, a major north-south truck route, and is home to several large industries, such as Lexmark, Square D, and industries related to the nearby Toyota plant. The convenient, rapid, and safe transfers of people and goods among the modes is important to the economic vitality of the area. It is essential that the efforts of the MPO planners, users, and transportation providers collaborate to resolve any issues of safety or inefficiency.

Recommendation: We encourage the MPO to improve coordination with the major motor carriers in the area, any association of motor carriers, the railroad(s), and the airport and solicit their input during the development of the TP and TIP.

14. CONCLUSION

As a result of reviewing the transportation planning process the FHWA and FTA are required to take one of four actions, as appropriate:

1. Jointly certify the transportation planning process,
2. Jointly certify the transportation planning process, subject to certain specified corrective actions,
3. Jointly certify the transportation planning process as the basis for approval of only certain categories of programs or projects; or
4. Jointly decertify the transportation planning process.

The federal review team concludes that the Lexington Area MPO has made progress in implementing the requirements of the TEA-21. Based on the findings of this review and the continuous oversight of the transportation planning activities in the Lexington area, the FHWA and FTA jointly certify the Lexington Area MPO's transportation process conditioned upon the MPO's addressing of the corrective actions.

APPENDIX A: CERTIFICATION REVIEW AGENDA

TUESDAY, January 29, 2002

9:00am – 12:00 - Tenth Floor Conference Room

- Staff introductions
- Discuss Findings, Recommendations & Corrective Actions of Previous Review
- Discuss the Unified Planning Work Program (UPWP)
- Discuss Transportation Plan and TIP (project selection criteria)

12:00 am – 1:30 pm - Break for Lunch

1:30pm - Transportation Policy Committee (TPC) Meeting – Council Chambers

After TPC Meeting – Tenth Floor Conference Room

- Discussion of Planning Factors and how they are integrated into the planning process
- Regional Issues
- Intelligent Transportation System (ITS)
- Air Quality/Conformity Issues in Lexington

6:30 pm – 8:30 pm Public Hearing - Fifth Floor Conference Room Opportunity for Public Involvement

WEDNESDAY, January 30, 2002

9:00 am – 11:30 am – Sixth Floor Conference Room

- Land Use Planning
- Bicycle and Pedestrian Issues
- Public involvement / public outreach / public involvement re-evaluation
- Civil rights / ADA / Environmental Justice
- Congestion Management
- Transit / Alternative Modes
- Intermodal Planning / Freight Planning

12:00 pm – 1:30 pm Fifth Floor Conference Room

- Open time for TPC members to discuss their concerns with review team
- Boxed lunch served

1:30 pm until 3:30 pm – Tenth Floor Conference Room

Review team prepares preliminary findings and recommendations

3:30 pm – Tenth Floor Conference Room

- Present review team's preliminary findings
- Open discussion and schedule a presentation of final report to the TPC

APPENDIX B: PARTICIPANT LIST

Federal Team:

Henrika Buchanan, FTA Atlanta
Bill Wheeler, FTA Atlanta
Glenn Jilek, FHWA Kentucky Division
Brent Sweger, FHWA Kentucky Division
Bernadette Dupont, FHWA Kentucky Division

MPO Staff:

Max Conyers
Marc Guindon
David Schaars
Rob Hammons
Brenda Whittington
Andrea Schoninger

KYTC Staff:

Lynn Soporowski
Charles Schaub
John Carr
Mike Hill

Others:

Chris King, Director of Planning LFUCG
Gloria Martin, TPC member
Betty Bias, representing Isabel Yates, TPC
Marian Zeitlin, representing Jennifer Mossotti. TPC

Ron Herrington, Director of Traffic Engineering, LFUCG
Brian Dennis, Traffic Engineering, LFUCG
Joel Weber, Traffic Engineering, LFUCG
Chuck Saylor, Traffic Engineering, LFUCG
Craig Hoffman, Traffic Engineering, LFUCG
Anthony Goodman, FHWA, Kentucky Division
Olivia Michael, FHWA, Kentucky Division
Bob Kennedy, Palmer Engineering

APPENDIX C: TRANSPORTATION POLICY COMMITTEE MEMBERSHIP

Pam Miller, Mayor LFUGC (Chair)
Fred Brown, LFUCG Council
George Brown, LFUCG Council
Scott Crosbie, LFUCG Council
Dick DeCamp, LFUCG Council
Bill Farmer, Jr., LFUCG Council
Willy Fogel, LFUCG Council
Linda Gorton, LFUCG Council
Gloria Martin, LFUCG Council
Albert S. Mitchell, LFUCG Council
Richard Moloney, LFUCG Council
Jennifer Mossotti, LFUCG Council
Sandy Shafer, LFUCG Council
David Stevens, LFUCG Council
Jacques Wigginton, LFUCG Council
Isabel Yates, Vice Mayor LFUCG
Eugene Young, LexTran Board of Directors
Sandra Varellas, Fayette County Judge Executive
James Codell, Secretary KYTC
William Neal Cassidy, Jessamine County Judge Executive
Harold Rainwater, Mayor of Wilmore
Sam Corman, Mayor of Nicholasville

APPENDIX D: JESSAMINE COUNTY'S LETTER

Bluegrass Area Development District



699 PERIMETER DR. • LEXINGTON, KENTUCKY 40517-4120
PHONE: (859) 269-8021 • FAX: (859) 269-7917
WWW.BGADD.ORG

ANDERSON • BOURBON • BOYLE • CLARK • ESTILL • FAYETTE • FRANKLIN • GARRARD • HARRISON • JESSAMINE • LINCOLN • MADISON • MERCER • NICHOLAS • POWELL • SCOTT • WOODFORD

March 1, 2002

Mr. Glenn Jilek
Planning & Environment Group Leader
Federal Highway Administration
Kentucky Division Office
John C. Watts Federal Building
330 West Broadway
Frankfort, KY 40601

Re: Lexington Area MPO
Federal Certification Review

RECEIVED	
MAR 4 2002	
TO	
HDA	
ADA	
HFA	
HPD	
HPE	
HTS	

Dear Mr. Jilek:

I want to thank you for taking time out of your busy schedule to meet with the Jessamine County MPO members at our office on January 28, 2002 and also providing the ADD the opportunity to discuss our concerns with the MPO as it currently exists.

Several concerns were discussed regarding perceived inequities in the current organization and operation of the Lexington Area MPO consisting of Fayette County and Jessamine County. Below I have listed these concerns in a "problem/solution" format for your review.

PROBLEM NO. 1: Policy Committee membership consists of 22 persons—3 from Jessamine County, Secretary of the Kentucky Transportation Cabinet, LexTran Representative, Fayette County Judge-executive and the 16-member governing body of the Lexington-Fayette Urban County Government (LFUCG).

The 2000 Census lists the population of Fayette County as 260,512 and the population of Jessamine County as 39,041 for a total two-county MPO region of 299,553. The 39,041 Jessamine County population represents 13 percent of the MPO, consistent with the 13 percent Jessamine County representation on the Policy Committee.

Utilizing this system has, over time, encouraged LFUCG to view the MPO as their local road and traffic department and has never developed and accepted their role in a regional transportation planning organization.

SOLUTION: Reduce the number of Policy Committee members by eliminating the 15 LFUCG council members. In order to have a true inclusive process, several stakeholders such as Chambers of Commerce, Industrial Development groups, bicycle/pedestrian and preservation interests could constitute a committee with a more workable number and allow a true regional vision to develop.

PROBLEM NO. 2: The location and timing of Policy Committee meetings gives the impression that MPO meetings are actually the "First item of business on the Urban County Council Work Sessions" as the Policy Committee meeting leads directly into the work session.

In all honesty, it is intimidating and degrading for the Jessamine County Judge-Executive, Mayor of Nicholasville, and the Mayor of Wilmore to have to report to the LFUCG Council Work Session for a brief MPO meeting, sitting in "someone-else's seat with their nameplate" and then get up and leave when the Council can begin the portion of the meeting that they appear to be more interested in—the Work Session.

SOLUTION: Immediately recognize this problem by moving the Policy Committee meetings to a neutral location in Lexington such as UK, Bluegrass ADD, or the Department of Highways District 7.

An alternative suggestion could be rotating the above-mentioned sites, libraries in Nicholasville and Lexington, and Asbury College or other suitable locations in Lexington, Nicholasville, and Wilmore.

PROBLEM NO. 3: MPO staff is so ingrained into the LFUCG structure that LFUCG Council members frequently "request" staff to handle specific concerns. Staff reports to a Supervisor at LFUCG. Staff vacancies are filled through the procedures and auspices of LFUCG.

SOLUTION: Whether the staff vacancy is the Director, Planner, or Secretary—the Policy Committee should make the final decision. That decision may be based upon the recommendation of the LFUCG Human Resources system.

The MPO receives transportation administration funding for the operation of a two-county region and needs to establish their own operating procedures recognizing the fact that three other local units of government are involved besides Lexington/Fayette County.

PROBLEM NO. 4: With so little representation from Jessamine County and lack of cooperation from other Policy Committee members, Jessamine County has been unable to make progress on several time-critical projects. Some examples are:

- A study to examine a possible corridor from US 27 to I-75 was vetoed by the Policy Committee—even with an agreement that the primary study area would be Jessamine County and Fayette County and Madison County.
- The US 27 North Corridor Access Management Plan was adopted by the Planning Policy Committee consisting of Mayor Pam Miller, Judge Neal Cassity, and Mayor Sam Corman in December, 1998. The top recommendation of the plan was the time-critical realignment of Brannon Road and Ashgrove Pike at US 27. The MPO would not add this project to their TIP in 1999, even though it was amended for other projects. This action eliminated the project for inclusion in the current state Six-Year Highway Plan.

SOLUTION:

Refer to the solution in Problem No. 1. In addition, FHWA, KYTC, and/or KTC/UK could provide specific education and training on the role and responsibility of MPO Policy Committee membership. An outside facilitator would be a plus.

- As for the Brannon Road and Ashgrove Pike realignment at US 27, the KYTC needs to immediately commit to this project that would allow the Planning Commission to reserve a corridor. If this is not worked out within the next year, the opportunity will be lost forever. The Planning Commission can't put a moratorium on development in the area without a commitment that the realignment will occur.

PROBLEM NO. 5: While it was a nice surprise that \$500,000 for a segment of US 421 (Leestown Road) was included in the approved federal transportation bill, freeing up \$500,000 of SLX funds for other activities—the windfall apparently was divided up among Urban County Council members without consulting Judge Cassity, Mayor Corman, or Mayor Rainwater.

SOLUTION:

Refer to the solutions already discussed in Problem No. 1 and Problem No. 4.

PROBLEM NO. 6: The LFUCG Traffic Information is providing a valuable service for Lexington streets and roads. Apparently, no ITS/signalization monitoring is occurring in Jessamine County.

SOLUTION: As the MPO is receiving Congestion Management funds for various Traffic Signal Upgrades and ITS activities in the MPO (two counties), the local Traffic Information Network/Signalization should incorporate signals along US 27, US 68, and US 27 (downtown Nicholasville) into the system.

In conclusion, the ADD believes it is imperative to again examine the possibility of a true regional seven-county MPO. I believe now is the time to bring all parties together to seek an equitable regional structure.

If you have any questions or if additional information is needed, please contact me or Bruce Duncan at this office.

Sincerely,



Jas S. Sekhon
Executive Director

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