

FHWA/KYTC/MPO MINUTES

WEDNESDAY, APRIL 18, 2018

12:30 PM

KYTC Central Office, Room C109

The following were in attendance:

Name	Email Address	Organization
In Attendance at KYTC Central Office:		
Terri Sicking	tsicking@kyovaip.org	KYOVA
Bernadette Dupont	Bernadette.dupont@dot.gov	FHWA
Barry House	Barry.house@ky.gov	KYTC Planning
Scott Thomson	Scott.thomson@ky.gov	KYTC Planning
Daniel Hulker	Daniel.hulker@ky.gov	KYTC Planning
Lynn Soporowski	Lynn.soporowski@ky.gov	KYTC Planning
Larry Chaney	Larry.chaney@kipda.org	KIPDA
Amanda Deatherage	Amanda.Deatherage@kipda.org	KIPDA
Nick Vail	Nick.Vail@kipda.org	KIPDA
Andy Reser	areser@oki.org	OKI
Bob Koehler	Rkoehler@oki.org	OKI
Justin Harrod	Justin.harrod@ky.gov	KYTC Planning
Tonya Higdon	Tonya.higdon@ky.gov	KYTC Planning
Thomas Witt	Thomas.witt@ky.gov	KYTC Planning
Karissa Lemon	Karissa.lemon@bgky.org	Bowling Green MPO
Seyed Shokouhzadeh	seyed@evansvillempo.org	Evansville MPO
Jimmy Emmons	jimmye@lexingtonky.org	Lexington MPO
Max Conyers	Maxc2@lexingtonky.gov	Lexington MPO
Kenzie Glenson	kgleason@lexingtonky.gov	Lexington MPO
Carol Brent	Carol.brent@ky.gov	KYTC Planning
Maridely Loyselle	Maridely.loyselle@ky.gov	KYTC Planning
Steve Ross	Steve.ross@ky.gov	KYTC Planning
Eric Rothermel	Eric.rothermel@dot.gov	FHWA

- I. Welcome and Introductions with a few announcements: The meeting began with introductions by all participants. The following conferences and webinars were mentioned:
 - A. Indiana MPO Conference – September 25-27, 2018 (Bernadette)
 - B. Ohio Conference on Freight – August 16-17, 2018 (Bob)
 - C. Earth Day Webinar – April 19, 2018 from 10am-12pm (Lynn)

- II. Air Quality Update: Justin Harrod, KYTC, shared the most recent updates for 2018:
 - A. The Earth Day Webinar was mentioned again as an Air Quality initiative and all are invited to participate.
 - B. Justin noted EPA should be publishing the 2015 ozone final designations for KY in the near future. The new standard will affect the Northern Kentucky (Boone, Kenton and Campbell Counties) and Louisville (Oldham, Jefferson and Bullitt Counties) areas.
 - C. Air Quality Conformity Ruling:
 - i. A court ruling which occurred at the end of February has brought back the need to show an Air Quality Conformity Determination for any areas that were nonattainment or maintenance for the 1997 ozone standard. This will affect the Northern Kentucky (Boone, Kenton and Campbell Counties), Ashland, Clarksville and Louisville (Oldham, Jefferson and Bullitt Counties) areas. Justin noted that EPA/FHWA are still in the process of legal issues with this ruling.
 - ii. FHWA will be releasing guidance related to the issue in the near future.
 - iii. EPA and FHWA have been told “not to sign” for projects requiring a conformity determination.
 - iv. Bernadette noted that only “Exempt” projects can move forward. She suggested separating out Exempt projects from Non-exempt projects in order to keep the Exempt project moving forward in the meantime.
 - v. Bernadette noted that she will double check but we should be able to move forward with projects already in the TIP and STIP that have already met conformity requirements. Any changes to those projects, however, will cause those projects to be held.
 - D. MOVES 2010B:
 - i. New model is due out this summer.
 - ii. There will be a one year grace period to transition to this new model.

- III. Travel Demand Models: Scott Thomson, KYTC, shared the following update:
 - A. Thomas asked the following questions of Bowling Green, Owensboro and Elizabethtown MPOs:
 - i. Are we getting a good value for what we are doing with the Models?
 - ii. Are we doing more than we need to be doing given current financial constraints?
 - iii. Given the cost and effort involved to maintain these models, are there requirements to maintain them for this scale of MPO that is in attainment?
 - B. Thomas noted that the consensus was that we can get reasonable data without models for these smaller MPOs. If areas are in attainment using a dedicated Travel Demand Model, there does not appear to be any reason to maintain.

- C. Bernadette stated that FHWA had already told KYTC that you must continue to use the models. The following are FHWA questions asked:
- i. What is the cost for updating the model?
 - ii. How often do you update the model?
 - iii. When will the Statewide Model be ready to be used by the small MPOs?
- D. Thomas stated that KYTC still has not been provided with a regulatory basis for requiring that dedicated models be maintained for MPOs that are in attainment and has not been given the name of a person at FHWA headquarters to whom this decision might be appealed. Bernadette mentioned 40 CFR 93.122(d) as the regulatory basis. However, Thomas noted that this requirement has to do with estimating regional emissions and therefore wouldn't apply to areas that are not subject to conformity. Bernadette said that she would provide the name of someone at FHWA headquarters.
- E. Scott discussed the last three models cost \$200,000 each to develop was attributed to upgrading the models for Time-of-Day and to be more sensitive to Freight. These models need to be updated every 5 years. He also noted the good news that updating employment, household information for the models can be done with MPOs involvement at a very low cost.
- F. Lynn noted that transitioning from TransCAD5 to TransCAD6 will require consultant assistance to complete this task.
- G. Scott suggested to provide 18-months to update the small MPO models before the MTP Expires:
- i. Elizabethtown MPO -Hardin-Meade County Model's first updated is required by January 2020 (18 months away)
 - ii. Bowling Green MPO – Warren County is 10 months behind the Hardin-Meade Co. Model.
 - iii. Owensboro MPO – Daviess County Model is due by September 2020. This is the least used of all models and may only need to be refreshed to include number of houses and business locations.
- H. Scott also noted that the good news about the MPO collecting the base demographic information is that the effort is not wasted. If this information is not used in the Regional Model, then it can be used in the Statewide Model.
- I. Bob stated that the MPOs should be able to provide demographic data set by TAZ for Highway/Transit Networks.
- J. Larry added that it would benefit the MPOs to use a model. How does KYTC help?
- K. Scott shared that he works with the Bowling Green Model and the Bowling Green's UPWP includes a clear understanding of tasks the MPO can do in ESRI. We would be glad to start working with Bowling Green MPO, even if it's 2-1/2 years before their MTP Expires.
- L. Lynn suggested a possible Peer Exchange on how other MPOs use the Model.
- M. Bob noted that the hard part of this is forecasting. OKI has documents, Kentucky State Data Center (KSDC), Census data, Population and Housing Forecast and Employment as a function of households and other data sets.
- N. Seyed stated to the small MPOs that you have a good tool with the model. You need someone who knows how to use the Model.
- O. Barry shared that small MPOs typically have one person per MPO. Planning drives the discussion. Do they use the model to update plans? The answer is no. They use SHIFT and

prioritization. All three (3) MPOs have activities in their work program to help them develop. Does this data go into the Regional Model or Statewide Model?

- P. Bernadette stated that sometimes they are using the ADD staff/Local or City staff to collect the data.
- Q. Lynn repeated her suggestion of a Peer Exchange. Do we need an introduction: Project Scoring, Scenario testing, etc.
- R. Scott stated that regardless of the model used, collecting the demographic information is needed.
- S. Thomas shared that the proposed FY19 Annual Work Program budget includes funds for updating the Radcliff-Elizabethtown MPO model.
- T. Scott then asked if everyone uses ArcGIS? It may be the media we use as it transitions well.

IV. Performance Measures: Scott Thomson, KYTC provided the following:

- A. This discussion began with Thomas noting Subpart "G" Performance Measures – Peak Hour Excessive Delay (PHED) and Percent Non-Single Occupancy Vehicles (% Non-SOV) currently only apply to OKI MPO, while Subpart "E" and "F" applies to all MPOs.
- B. Scott noted that the State is also required to provide measures for PM3 and they are on schedule for May 20, 2018 deadline. Ohio Department of Transportation (ODOT) is taking a proactive (lead) approach for OKI. KYTC has provided them with information. In January, KYTC provided numbers that represented MPO. They got new numbers from FHWA to re-process.
- C. Amanda stated that the State deadline was May 20, 2018, then noted that the MPO deadline was November 16, 2018 to set targets. How do we set these targets?
- D. When asked how KYTC proposed to set targets, a 3 year or 5 year rolling average was mentioned, though a 5 year rolling average provides just one value (i.e. limited data.)
- E. Thomas suggested that draft targets and supporting data be sent out to the MPOs.
- F. Lynn noted that they will send out after we have the Secretary of Transportation's blessing.
- G. Kenzie asked, what is the methodology?
- H. Thomas noted that the MPOs might want to provide input on whether the methodology and targets are reasonable.
- I. Scott shared that INREX's January 2017 data is out. Basically, interstate reliability (Subpart E) is 100% reliable in the small MPO areas.
- J. Thomas noted that the PHED and % Non-SOV applies to MPOs with greater than one Million Population, which only includes OKI at this time. KYTC Office of Local Program will be involved as well under Jackie Jones.
- K. Thomas asked Bernadette if targets specific to the urbanized areas within the state for each state or if each state gets to set one target for the entire state?
- L. Bernadette shared that the MPO will have a unified target that they each set, but that the state can have multiple targets with a different target for each MPO. State(s) to first provide information to the MPOs before the MPOs set their targets.

- V. MPO Tracking Sheets: Bernadette DuPont, FHWA, provided an update:
 - A. Bernadette shared MPO Tracking Sheets with all the MPOs and KYTC MPO Liaisons present.
 - B. Seyed shared that they are working on their MTP with a base year of 2014 and horizon of 2045. Interim analysis years – note at this point.
 - C. Larry shared that they are in the process of developing a new TIP and MTP.
 - D. Bernadette offered to check into the possibility of a 101 Class for guidance on rules regarding Travel Demand Forecasting (TDF).

- VI. MPO Report: Max Conyers, Lexington MPO provided the following updates:
 - A. MPO Council Meeting:
 - i. Max stated that their council met.

 - B. MPO Concerns:
 - i. Max then noted that the projects identified in the Lexington MPO area in the new Enacted Highway Plan were not even close to those identified in SHIFT.
 - ii. Bob noted that someday he hoped that the Kentucky Office of Local Programs (OLP) would sub-allocate CMAQ to the MPOs like ODOT. Bob also shared that ODOT also sub-allocates Highway Safety Improvement Program (HSIP) funds.
 - iii. Barry shared a thought for consideration about flexing one half of the Transportation Alternatives Program (TAP) and one half of the CMAQ Funds.

- VII. Other Business:
 - a. Bernadette asked if anyone had an inactive list of CMAQ and TAP projects. With no reply, Bernadette shared that she would send this to the MPOs via email through Steve Ross.
 - b. Bernadette noted upon her review of the UPWP documents that FHWA decided to check the training afterwards versus beforehand.
 - c. Next meeting will be held on July 18, 2018.