

**Operations and Maintenance Costs
MPO Areas**

**Bowling Green FY 2016-2020 TIP;
Financial Plan**

**Cincinnati-Northern KY FY 2018-2021 TIP;
Financial Plan**

**Clarksville-Oak Grove FY 2014-2017 TIP;
Financial Plan**

**Evansville-Henderson FY 2016-2019 TIP;
Financial Plan**

**Huntington-Ashland-Ironton FY 2018-2021 TIP
Financial Plan**

**Lexington FY 2017-2020 TIP;
Financial Plan**

**Louisville FY 2018-2021 TIP;
Financial Plan**

**Owensboro FY 2014-2019 TIP;
Financial Plan**

**Radcliff/Elizabethtown FY 2018-2022 TIP;
Financial Plan**

Operations and Maintenance Costs

MPO Areas

OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS

MPO	Ashland	Bowling Green	Cincinnati-Northern Kentucky	Clarksville	Elizabethtown	Henderson	Lexington	Louisville	Owensboro	
COUNTIES INCLUDED	Boyd, Greenup	Warren	Boone, Kenton, Campbell	Christian*	Hardin, Meade	Henderson	Fayette, Jessamine, Scott*	Bullitt, Jefferson, Oldham, Shelby*	Daviess	
STATEWIDE MAINTENANCE COST	1.30%	1.33%	3.22%	0.10%	1.98%	0.97%	1.70%	4.86%	1.09%	
PERCENT OF STATEWIDE MAINTENANCE COST ALLOCATED TO MPO AREA										
YEAR										MPO TOTALS
2019	\$12,248,648	\$12,486,202	\$30,312,470	\$942,204	\$18,653,526	\$9,139,376	\$16,031,957	\$45,788,391	\$10,271,767	\$155,874,541
2020	\$12,799,837	\$13,048,081	\$31,676,531	\$984,603	\$19,492,935	\$9,550,648	\$16,753,396	\$47,848,869	\$10,733,996	\$162,888,895
2021	\$13,375,830	\$13,635,244	\$33,101,975	\$1,028,910	\$20,370,117	\$9,980,427	\$17,507,298	\$50,002,068	\$11,217,026	\$170,218,895
2022	\$13,977,742	\$14,248,830	\$34,591,563	\$1,075,211	\$21,286,773	\$10,429,546	\$18,295,127	\$52,252,161	\$11,721,792	\$177,878,746

*Partial County

**Bowling Green FY 2016-2020 TIP
Financial Plan**

TABLE 1												
SUMMARY OF HIGHWAY FUNDING TYPES												
Bowling Green-Warren County MPO												
Transportation Improvement Program FY 2016-2020												
Funding Type	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		TIP Total	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BR*					\$ 437,500	\$ 437,500	\$ 1,522,500	\$ 1,522,500	\$ 1,960,000	\$ 1,960,000	\$ 1,960,000	\$ 1,960,000
BRO												\$ 5,850,000
BRZ	\$635,000	\$635,000				\$5,850,000					\$635,000	\$635,000
FTA	\$1,384,000	\$1,384,000	\$1,987,000	\$1,987,000	\$1,550,000	\$1,550,000	\$1,613,000	\$1,613,000	\$1,688,000	\$1,688,000	\$8,222,000	\$8,222,000
IM	\$18,000,000	\$18,000,000									\$18,000,000	\$18,000,000
NH	\$800,000	\$800,000	\$14,150,000	\$14,150,000	\$2,700,000	\$2,700,000	\$26,920,000	\$26,920,000			\$44,570,000	\$44,570,000
PM*							\$9,770,000	\$9,770,000	\$13,083,000	\$13,083,000	\$22,853,000	\$22,853,000
SAF	\$555,000	\$555,000			\$410,000	\$410,000					\$965,000	\$965,000
SP	\$17,390,000	\$17,390,000	\$889,000	\$889,000	\$2,758,000	\$2,758,000	\$5,423,000	\$5,423,000	\$5,500,000	\$5,500,000	\$31,960,000	\$31,960,000
SPP	\$2,540,000	\$2,540,000	\$1,000,000	\$1,000,000	\$3,800,000	\$3,800,000	\$19,900,000	\$19,900,000	\$14,435,000	\$14,435,000	\$41,675,000	\$41,675,000
STP			\$200,000	\$200,000	\$800,000	\$800,000	\$500,000	\$500,000	\$15,350,000	\$15,350,000	\$16,850,000	\$16,850,000
TAP	\$177,474	\$177,474	\$132,000	\$132,000	\$566,000	\$566,000					\$875,474	\$875,474
TOTAL	\$41,481,474	\$41,481,474	\$18,358,000	\$18,358,000	\$18,434,000	\$18,434,000	\$64,563,500	\$64,563,500	\$51,578,500	\$51,578,500	\$192,265,474	\$192,265,474

Quality Standards (NAAQS) for wide-spread pollutants from numerous and diverse sources considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The Clean Air Act requires periodic review of the science upon which the standards are based and the standards themselves (<http://www.epa.gov/ttn/naaqs/>).

In November 2014, EPA recommended strengthening the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, based on extensive scientific evidence about ozone's effects. EPA proposes to lower the standard from the current value of 0.075 ppm to a value within the range of 0.060 ppm to 0.070 ppm.

Areas will have two years after official designations are made to show conformity. It is also proposed that the designations be based on data collected during the three-year period 2014 - 2016. Based on 2012 - 2014 data for the Bowling Green area (the most current three-year period for which data is available), if the standard is set at 0.070 ppm, the area would have no air quality conformity issues. If the standard is set at 0.065 ppm, then Warren and Edmonson Counties may be designated as nonattainment. If the standard is set at 0.060 ppm, then Warren, Edmonson, and Simpson Counties may be designated as nonattainment.

Financial Constraint

Transportation planning regulations require that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and State develop a deliverable program of projects.

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the KYTC and the State Legislature. The roadway projects included in this TIP have been coordinated with the projects included in the KYTC 2014 Highway Plan as approved by the 2014 Kentucky General Assembly. All projects included in the TIP are also a part of the MTP. Thus, the 2016-2020 TIP projects have undergone the same prioritization process used to rank projects in the MTP.

In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on **page 6**.

The specific projects shown in the Project Listing tables beginning on **page 13** have been identified by KYTC, along with associated programmed or planned revenue source and schedule

in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, KYTC, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The table on **page 7** provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values).

Project Types and Project Funds Classification

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the Moving Ahead for Progress in the 21st Century Act (*MAP-21*) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307 – Capital Projects and Operating Assistance for Transit Systems

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

BRO – Federal Bridge Replacement on Federal System

BRX – Federal Bridge Replacement off Federal System

BRZ – Federal Bridge Replacement Local System

HES – Hazard Elimination System

HPP – High Priority Projects

HSIP – Highway Safety Improvement Program

IM – Interstate Maintenance

KYD – Demonstration Funds to Kentucky

NH – Federal National Highway System

NHPP – National Highway Performance Program

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

SAF – Federal Safety Funds

STP – Surface Transportation Program

TAP – Transportation Alternatives Program

State Programs

SP – State Construction Funds

SPB – State Bonds

SPP – State Construction High Priority

**Cincinnati-Northern KY FY 2018-2021 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

Fiscal Constraint for Federal Funds Allocated to the OKI Region

An additional feature of the TIP is that the projects listed in the document are financially constrained. All highway and transit programs list associated funding sources and amounts that are needed to complete the projects. These sources include federal, state and local funds that have been committed to a project in a specific fiscal year. In some cases, matching funds may be available only in certain fiscal years and OKI works with sponsors to match the needed federal funds with local funds in a required fiscal year.

In Ohio, ODOT allocates Surface Transportation Program (STP) and Transportation Alternatives (TA) federal funds to OKI for the fiscal years covered by the current TIP. Table 3-1 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2018 through 2021 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2018 through 2021. Transfers between OKI STP and TA funds are completed during the period with all original amounts of funding returned to their respective funding levels. The Ohio CMAQ program is a statewide program for the MPO's and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

Table 3-2 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates Surface Transportation Program for Northern Kentucky (SNK) and TA federal funds; the Cabinet does not pass through CMAQ funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2018 – 2021 TIP.

Table 3-3 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ, HSIP and TA federal funds to the MPO's in Indiana. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2018 – 2021.

Table 3-2 Kentucky OKI Sub-allocated Funds
 FY 2018-FY 2021 TIP Fiscal Constraint (SNK)

FY	2017	2018	2019	2020	2021
Estimated Apportionment for Federal Fiscal Year	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000
Carry Over from previous year	\$26,914,507	\$5,140,151	\$942,972	-\$6,586,928	-\$4,208,819
Available Budget	\$33,514,507	\$11,740,151	\$7,542,972	\$13,072	\$2,391,181
Estimated Obligated/Outstanding Project Costs for Fiscal Year	\$28,374,356	\$10,797,179	\$14,129,900	\$4,221,891	\$1,510,691
Projected Carry Over	\$5,140,151	\$942,972	-\$6,586,928	-\$4,208,819	\$880,490

Table 3-3 Indiana OKI Sub-allocated Funds: FY 2018-FY2021 TIP Fiscal Constraint

Fiscal Year 2018					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (RW)	\$ 80,321		\$ 48,172		
1601916 Orthophoto	\$ 14,733				
CMAQ1 Lawrenceburg Trail	\$ 86,963	\$ 47,987		\$ 16,680	
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
Expected End of Year CA Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 590,593	\$ 41,467	\$ 25,168	\$ 880,550
<u>PYB Commitments</u>					
1400675 State Line Rd Realign (RW)			\$ 41,467		
CMAQ1 Lawrenceburg Trail		\$ 212,950		\$ 25,168	
Total PYB Commitments	\$ -	\$ 212,950	\$ 41,467	\$ 25,168	\$ 279,585
Expected End of Year Balance	\$ 223,322	\$ 377,643	\$ 0	\$ 0	\$ 600,965
Fiscal Year 2019					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (UT)	\$ 182,017		\$ 48,172		
CMAQ2 SR1 Intersections	\$ -	\$ 47,987	\$ -	\$ -	
UPWP Supplemental Planning	\$ 25,000	\$ -		\$ -	
CA Commitments Total	\$ 207,017	\$ 47,987	\$ 48,172	\$ -	\$ 303,176
Expected End of Year CA Remaining	\$ -	\$ -	\$ -	\$ 16,680	\$ 16,680
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 377,643	\$ 0	\$ 0	\$ 600,965
<u>PYB Commitments</u>					
CMAQ2 SR1 Intersections	\$ -	\$ 202,013			
Total PYB Commitments	\$ -	\$ 202,013	\$ -	\$ -	\$ 202,013
Expected End of Year Balance	\$ 223,322	\$ 175,630	\$ 0	\$ 0	\$ 398,952
Fiscal Year 2020					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (CON)	\$ 182,017		\$ 48,172		
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 207,017	\$ -	\$ 48,172	\$ -	\$ 255,189
Expected End of Year CA Remaining	\$ -	\$ 47,987	\$ -	\$ 16,680	\$ 64,667
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 175,630	\$ 0	\$ 0	\$ 398,952
<u>PYB Commitments</u>					
1400675 State Line Rd Realign (CON)	\$ 223,322		\$ -		
Total PYB Commitments	\$ 223,322	\$ -	\$ -	\$ -	\$ 223,322
Expected End of Year Balance	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630
Fiscal Year 2021					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1600706 Market Street (PE)	\$ 103,320			\$ 16,680	
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 128,320	\$ -	\$ -	\$ 16,680	\$ 145,000
Expected End of Year CA Remaining	\$ 78,697	\$ 47,987	\$ 48,172	\$ -	\$ 174,856
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630
<u>PYB Commitments</u>					
Total PYB Commitments	\$ -	\$ -	\$ -	\$ -	\$ -
Expected End of Year Balance	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630

Fiscal Constraint for Federal Funds Allocated to the States

The majority of projects shown in the highway section of the TIP are financed through ODOT, KYTC and INDOT managed funding sources. The fiscal constraint analyses for these projects are recorded in the State Transportation Improvement Program (STIP) for each of these states.

Tables 3-4 through 3-6 provide a summary programmed highway funds by funding category for all the highway projects in the Ohio, Kentucky and Indiana portions of the region using federal funds for any phase of the development during the four year period 2018 - 2021.

Table 3-4: Ohio Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
Bonds	\$3,119,968	\$7,614,750	\$0	\$0	\$10,734,718
BR	\$1,973,692	\$0	\$0	\$0	\$1,973,692
Fed Bonds	\$30,144,000	\$0	\$0	\$0	\$30,144,000
Federal	\$64,412,897	\$55,179,867	\$28,741,276	\$44,795,245	\$193,129,285
Federal-Discr	\$2,399,952	\$0	\$0	\$0	\$2,399,952
GARVEE	\$62,169,032	\$0	\$0	\$0	\$62,169,032
IM	\$1,518,300	\$14,976,020	\$0	\$0	\$16,494,320
Local	\$25,978,585	\$19,835,522	\$15,207,527	\$38,110,287	\$99,131,921
Local Match	\$9,124,300	\$4,370,573	\$1,827,294	\$2,930,986	\$18,253,153
Major New	\$142,683,860	\$3,360,000	\$0	\$0	\$146,043,860
NHPP	\$9,000,000	\$0	\$0	\$0	\$9,000,000
NHS	\$8,938,640	\$0	\$0	\$0	\$8,938,640
OKI-CMAQ	\$11,591,096	\$2,960,000	\$12,921,140	\$10,906,250	\$38,378,486
OKI-CMAQ Planning	\$364,730	\$364,730	\$510,233	\$510,233	\$1,749,926
OKI-STP	\$25,526,812	\$24,826,339	\$15,147,343	\$22,276,475	\$87,776,969
OKI-STP Planning	\$428,774	\$428,774	\$406,630	\$406,630	\$1,670,808
OKI-TA	\$2,394,976	\$2,240,440	\$2,751,475	\$1,618,901	\$9,005,792
Preservation	\$0	\$4,252,352	\$0	\$0	\$4,252,352
SAF	\$14,681,983	\$11,097,152	\$600,188	\$10,060,848	\$36,440,171
State	\$75,431,766	\$35,621,692	\$30,705,695	\$13,917,060	\$155,676,213
State Bonds	\$39,000,000	\$0	\$0	\$0	\$39,000,000
STP	\$14,899,180	\$6,388,264	\$77,336,000	\$0	\$98,623,444
TRAC	\$0	\$2,400,000	\$5,000,000	\$2,080,000	\$9,480,000
Ohio Total:	\$545,782,543	\$195,916,475	\$191,154,801	\$147,612,915	\$1,080,466,734

Table 3-) : Kentucky Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
BR	\$4,610,000	\$7,412,500	\$12,898,500	\$3,150,000	\$28,071,000
BRX	\$1,320,000	\$0	\$0	\$0	\$1,320,000
CMAQ	\$581,987	\$1,100,000	\$0	\$0	\$1,681,987
Contrib Svcs	\$19,325	\$19,325	\$19,325	\$19,325	\$77,300
Fed Disc	\$0	\$133,150,000	\$10,000,000	\$0	\$143,150,000
Federal	\$11,921	\$0	\$0	\$0	\$11,921
HPP	\$2,939,840	\$0	\$0	\$0	\$2,939,840
HSIP	\$1,868,000	\$0	\$0	\$0	\$1,868,000
IM	\$7,000,000	\$0	\$0	\$13,700,000	\$20,700,000
Local	\$8,392,645	\$3,099,720	\$1,314,359	\$3,300,875	\$16,107,599
NH	\$1,535,000	\$5,000,000	\$12,500,000	\$4,000,000	\$23,035,000
OKI-TA	\$1,970,580	\$0	\$0	\$0	\$1,970,580
RTP	\$84,286	\$0	\$0	\$0	\$84,286
SAF	\$1,925,000	\$0	\$0	\$0	\$1,925,000
SB2	\$0	\$30,000,000	\$0	\$0	\$30,000,000
SNK	\$28,163,258	\$11,940,452	\$4,586,400	\$8,752,800	\$53,442,910
SPP	\$1,600,000	\$8,010,000	\$5,000,000	\$0	\$14,610,000
SRTS	\$385,200	\$0	\$0	\$0	\$385,200
State Forces	\$325,245	\$21,000	\$202,000	\$0	\$548,245
STP	\$25,680,000	\$17,000,000	\$12,510,000	\$19,770,000	\$74,960,000
TA	\$4,602,505	\$0	\$0	\$0	\$4,602,505
TAP	\$1,950,000	\$0	\$0	\$0	\$1,950,000
Kentucky Total:	\$94,964,792	\$216,752,997	\$59,030,584	\$52,693,000	\$423,441,373

Table 3-* : Indiana Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
BR	\$961,160	\$932,256	\$12,480	\$2,252,256	\$4,158,152
HSIP	\$0	\$112,500	\$540,000	\$1,300,500	\$1,953,000
IM	\$404,500	\$1,451,700	\$0	\$0	\$1,856,200
Local	\$335,369	\$1,654,235	\$618,307	\$1,037,364	\$3,645,275
NHPP	\$4,773,091	\$12,426,409	\$0	\$1,292,940	\$18,492,440
NHS	\$16,000,000	\$0	\$292,160	\$0	\$16,292,160
OKI-CMAQ	\$0	\$389,748	\$250,000	\$0	\$639,748
OKI-HSIP	\$89,639	\$51,306	\$48,172	\$0	\$189,117
OKI-STP	\$217,503	\$328,883	\$550,339	\$145,000	\$1,241,725
PL	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
SAF	\$2,855,000	\$320,000	\$0	\$0	\$3,175,000
State	\$8,083,371	\$2,717,675	\$3,932,272	\$698,909	\$15,432,227
STP	\$14,119,643	\$5,015,805	\$10,740,225	\$3,370,196	\$33,245,869
Indiana Total:	\$47,864,276	\$25,425,517	\$17,008,955	\$10,122,165	\$100,420,913

Fiscal Constraint for Funds Allocated to Transit Agencies

There are five transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, SORTA, TANK and Warren County Transit System. In addition, OKI acts as the designated recipient for the Section 5310 program. These funds have been awarded to various private non-profit agencies in the region. Administration of these projects, in conjunction with SORTA, will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2018-2021.

Table 3-7 demonstrates fiscal conformity for FTA Section 5307 funds for all five transit agencies in the OKI region. Table 3-8 shows the Cincinnati Urbanized Area apportionment to the five transit providers in the region.

**Table 3-7
FY2018-FY2021 OKI STIP Fiscal Analysis Template**

Transit Funding by Line Item															
5307 - Urban Formula Program															
5307 - Urban Formula Program	\$18,942,758	\$0	\$18,942,758	\$20,617,962	\$0	\$20,617,962	\$18,866,610	\$0	\$18,866,610	\$18,551,610	\$0	\$18,551,610	\$76,078,940	\$0	\$76,078,940
5309 Bus & Bus Facil															
5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility															
5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Rural Transit Program															
5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5312 - Natl Res & Techlgy Prgm															
5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5329 - "State Safety Security Oversight"															
5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "Fixed Guideway Modernization"															
5337 / 0001 - Fixed Guidewy Mbd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 / 0003-High Int Ltr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 - "Bus & Bus Facilities"															
5339 / 0002 - Bus & Bus Facil	\$1,366,032	\$0	\$1,366,032	\$1,512,749	\$0	\$1,512,749	\$2,075,504	\$0	\$2,075,504	\$1,334,960	\$0	\$1,334,960	\$6,289,245	\$0	\$6,289,245
5339 - Bus & Bus Fac Sim Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals	\$1,366,032	\$0	\$1,366,032	\$1,512,749	\$0	\$1,512,749	\$2,075,504	\$0	\$2,075,504	\$1,334,960	\$0	\$1,334,960	\$6,289,245	\$0	\$6,289,245
Transit State/Local Match															
Local Match-0001-Fairbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match-0002-Local Ded-Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match - 0003 - Local Oth	\$2,996,920	\$0	\$2,996,920	\$3,489,461	\$0	\$3,489,461	\$8,812,528	\$0	\$8,812,528	\$86,880,601	\$0	\$86,880,601	\$340,618,997	\$0	\$340,618,997
Local Match	\$82,823,594	\$0	\$82,823,594	\$84,102,274	\$0	\$84,102,274	\$86,812,528	\$0	\$86,812,528	\$470,644	\$0	\$470,644	\$1,482,576	\$0	\$1,482,576
GRF	\$270,644	\$0	\$270,644	\$270,644	\$0	\$270,644	\$470,644	\$0	\$470,644	\$470,644	\$0	\$470,644	\$1,482,576	\$0	\$1,482,576
Transit Local Match	\$86,091,158	\$0	\$86,091,158	\$87,862,378	\$0	\$87,862,378	\$87,283,172	\$0	\$87,283,172	\$87,351,245	\$0	\$87,351,245	\$346,587,953	\$0	\$346,587,953
Sub-Totals	\$106,399,948	\$0	\$106,399,948	\$109,993,089	\$0	\$109,993,089	\$108,225,286	\$0	\$108,225,286	\$107,237,815	\$0	\$107,237,815	\$431,856,139	\$0	\$431,856,139

Table 3-8
Cincinnati Urbanized Area Apportionment to Transit Providers

FEDERAL TRANSIT ADMINISTRATION						
FY 2017 Apportionments¹						
SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS						
FY 2017 Section 5307/ 5340 Allocations Disaggregated into Component Programs						
URBANIZED AREA/STATE	UZA Name	Section 5307	STIC	Growing States	High Density	Total
<i>Amounts Apportioned to Urbanized Areas over 1 million in Population</i>						
Indiana ²	Cincinnati, OH-KY- IN	62,293	0	4,912	0	67,205
Kentucky	Cincinnati, OH-KY- IN	1,998,614	0	157,407	0	2,156,021
Ohio	Cincinnati, OH-KY- IN	7,837,899	0	594,294	0	8,432,193
TOTALS		9,898,806	0	756,613	0	10,655,419

Apportionment by Formula³

Provider	Section 5307	Section 5339	Section 5337	Total
BCRTA	\$1,084,769	\$101,277	\$0	\$1,186,046
CTC	\$718,547	\$68,702	\$0	\$787,249
SORTA	\$6,219,866	\$674,881	\$6,343	\$6,901,090
TANK	\$2,195,279	\$219,885	\$0	\$2,415,164
WCTS	\$436,958	\$0	\$0	\$436,958

¹Reflects partial year (7/12th) apportionment only

²No transit provider in Indiana. Allocated to remainder of UZA.

³Apportionment by formula, as agreed by the five transit providers

**Clarksville-Oak Grove FY 2014-2017 TIP
Financial Plan**

SECTION 2. FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, local jurisdictions and transit operators and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Detailed financial breakdowns are included in Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 2.0% for TN and 2.0% for KY projects was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

FY2017-FY2020 Transportation Improvement Program

2.1 REASONABLY AVAILABLE L-STBG FUNDS: (Allocated through TDOT)

Table 1 Summary of L-STBG Funds Federal Share Only	New as of 10/1/2016
--	------------------------

L-STBG Funding Table (TDOT)		
Balance 10-1-16		\$12,446,907
FY2017 Allocation	+	\$1,789,000
Available to Spend	=	\$14,235,907
Projects Programmed	-	\$9,260,000
Remaining 2017	=	\$4,975,907
2018		
FY2018 Allocation	+	\$1,825,000
Available to Spend	=	\$6,800,907
Projects Programmed	-	\$0
Remaining 2018	=	\$6,800,907
2019		
FY2019 Allocation	+	\$1,861,500
Available to Spend	=	\$8,662,407
Projects Programmed	-	\$0
Remaining 2019	=	\$8,662,407
2020		
FY2020 Allocation	+	\$1,898,000
Available to Spend	=	\$10,560,407
Projects Programmed	-	\$0
Remaining 2020	=	\$10,560,407

FY2017-FY2020 Transportation Improvement Program

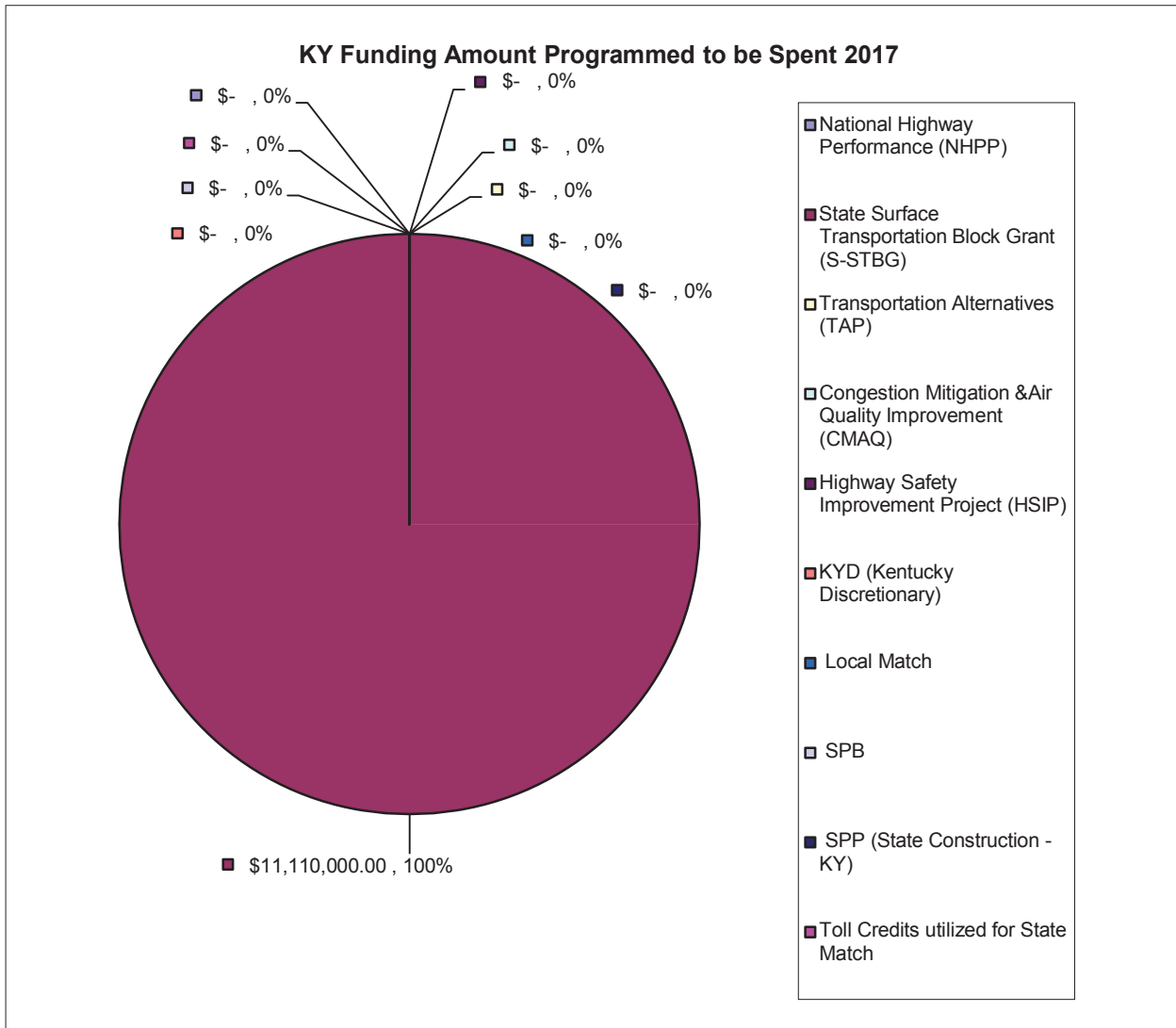
2.2 FISCALLY CONSTRAINED PROGRAMMED REVENUE AND COSTS:

**Kentucky Funding Table 2
As of 10/1/2016 (By Year of Expenditure)**

Funding Source	FY2017	FY2018	FY2019	FY2020
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Programmed to be Spent				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Programmed	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Remaining				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$ -	\$ -	\$ -	\$ -

FY2017-FY2020 Transportation Improvement Program

Figure 7. Kentucky Funding Amount Programmed For FY2017 - Pie Chart



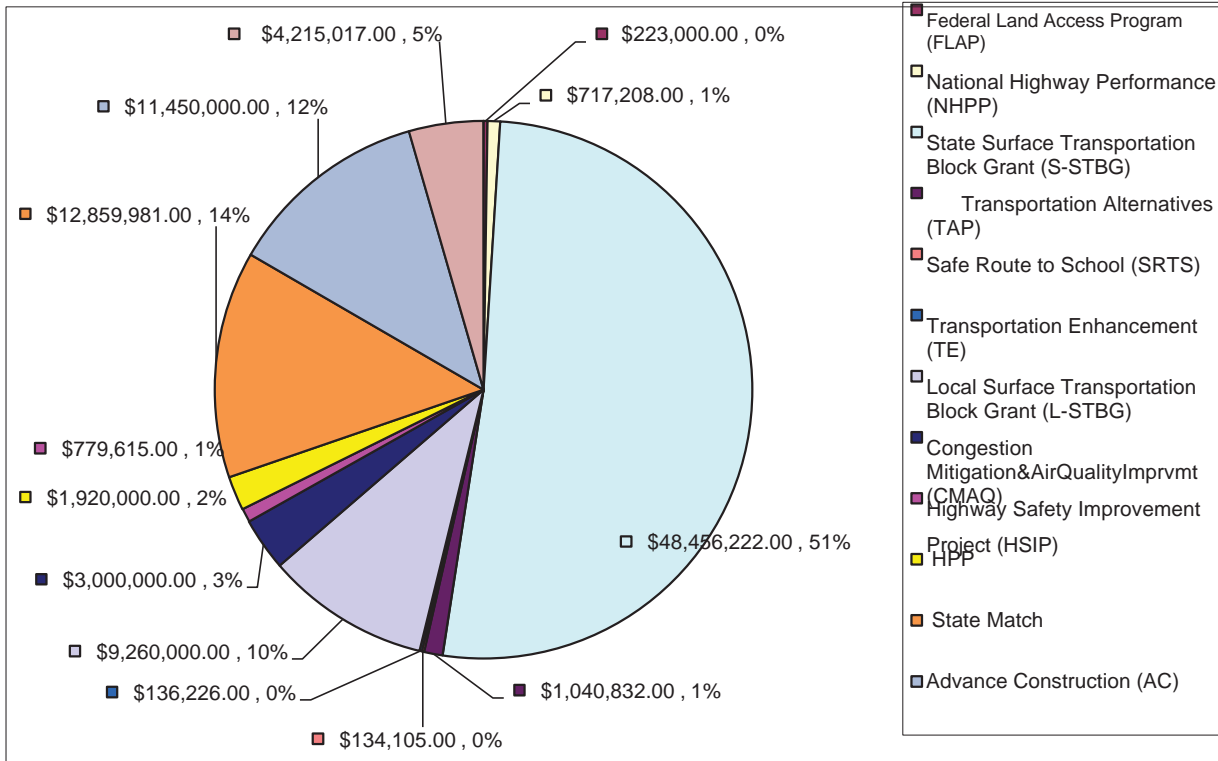
FY2017-FY2020 Transportation Improvement Program

Tennessee Funding Table 3

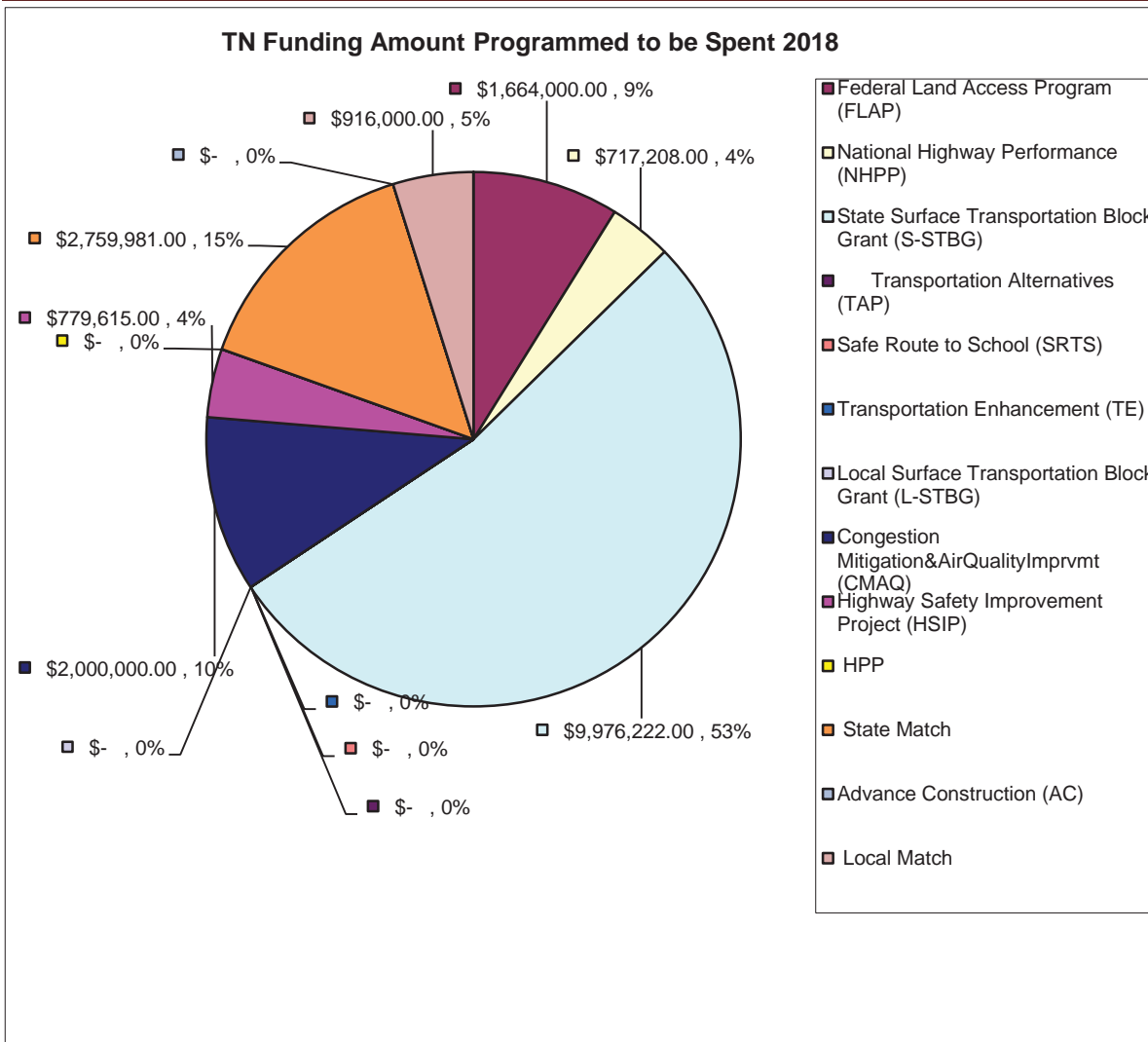
(By Year of Expenditure)	As of 10/1/2016			
	FY2017	FY2018	FY2019	FY2020
Funding Source	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 14,235,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 5,458,994.00	\$ 2,846,227.00	\$ 2,645,602.00	\$ 2,870,102.00
Total	\$ 100,412,090.00	\$ 27,544,160.00	\$ 50,541,035.00	\$ 16,663,535.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 9,260,000.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 4,215,017.00	\$ 916,000.00	\$ 250,000.00	\$ -
Total	\$ 94,192,206.00	\$ 18,813,026.00	\$ 39,483,026.00	\$ 3,233,026.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 4,975,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 1,243,977.00	\$ 1,930,227.00	\$ 2,395,602.00	\$ 2,870,102.00
Total	\$ 6,219,884.00	\$ 8,731,134.00	\$ 11,058,009.00	\$ 13,430,509.00

FY2017-FY2020 Transportation Improvement Program

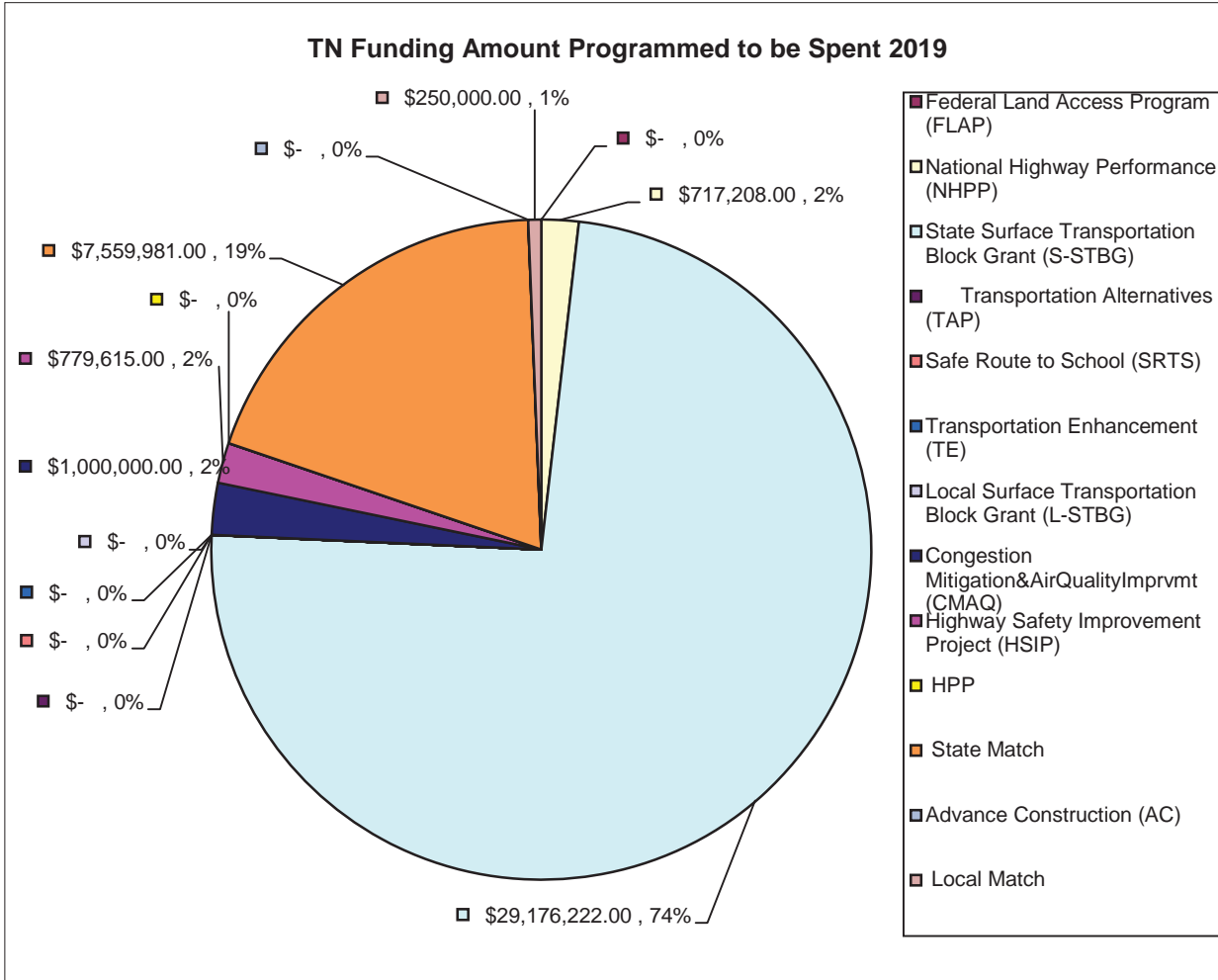
TN Funding Amount Programmed to be Spent FY2017



FY2017-FY2020 Transportation Improvement Program

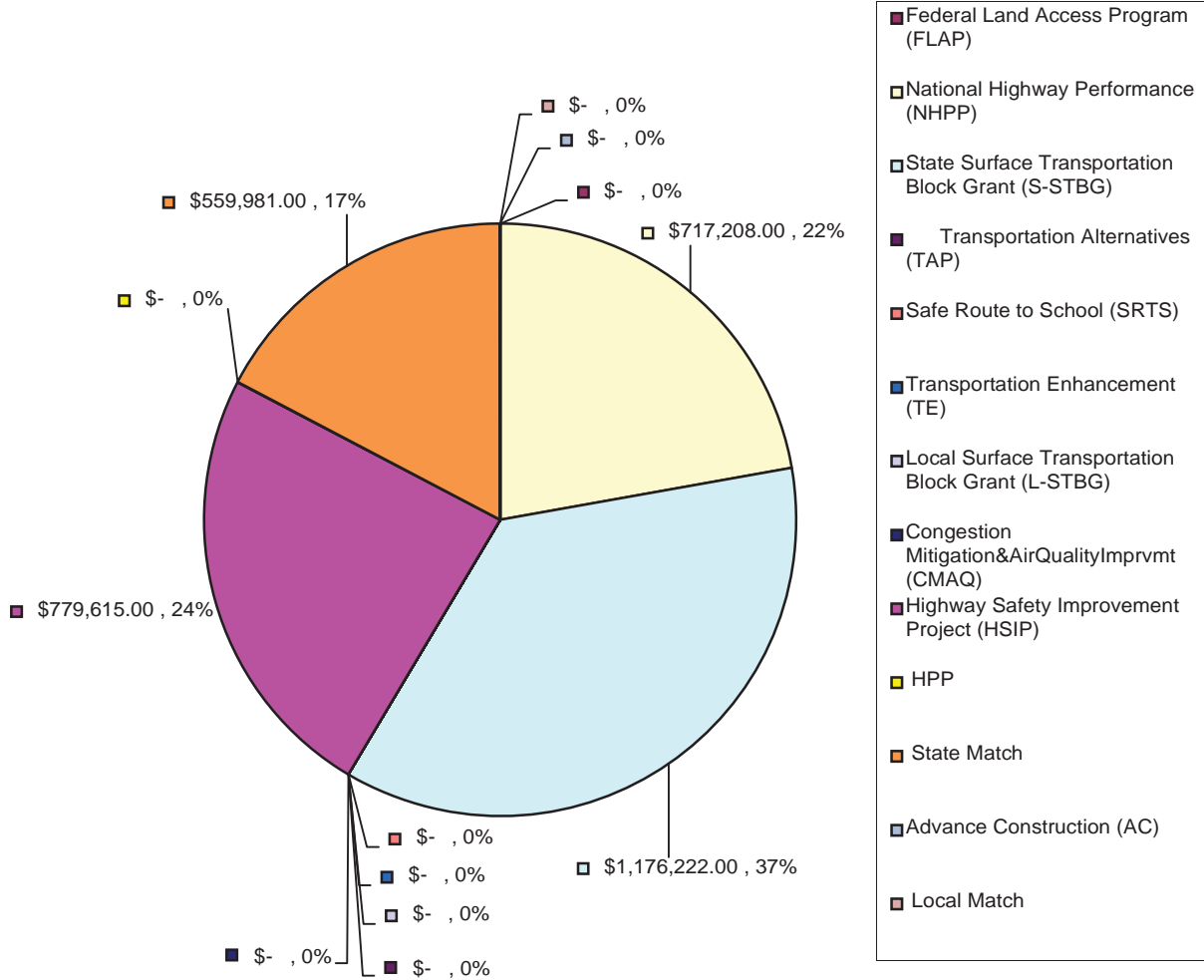


FY2017-FY2020 Transportation Improvement Program



FY2017-FY2020 Transportation Improvement Program

TN Funding Amount Programmed to be Spent 2020



- Federal Land Access Program (FLAP)
- National Highway Performance (NHPP)
- State Surface Transportation Block Grant (S-STBG)
- Transportation Alternatives (TAP)
- Safe Route to School (SRTS)
- Transportation Enhancement (TE)
- Local Surface Transportation Block Grant (L-STBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- HPP
- State Match
- Advance Construction (AC)
- Local Match

FY2017-FY2020 Transportation Improvement Program

Clarksville Transit System

Table 4

New - 10/1/2016

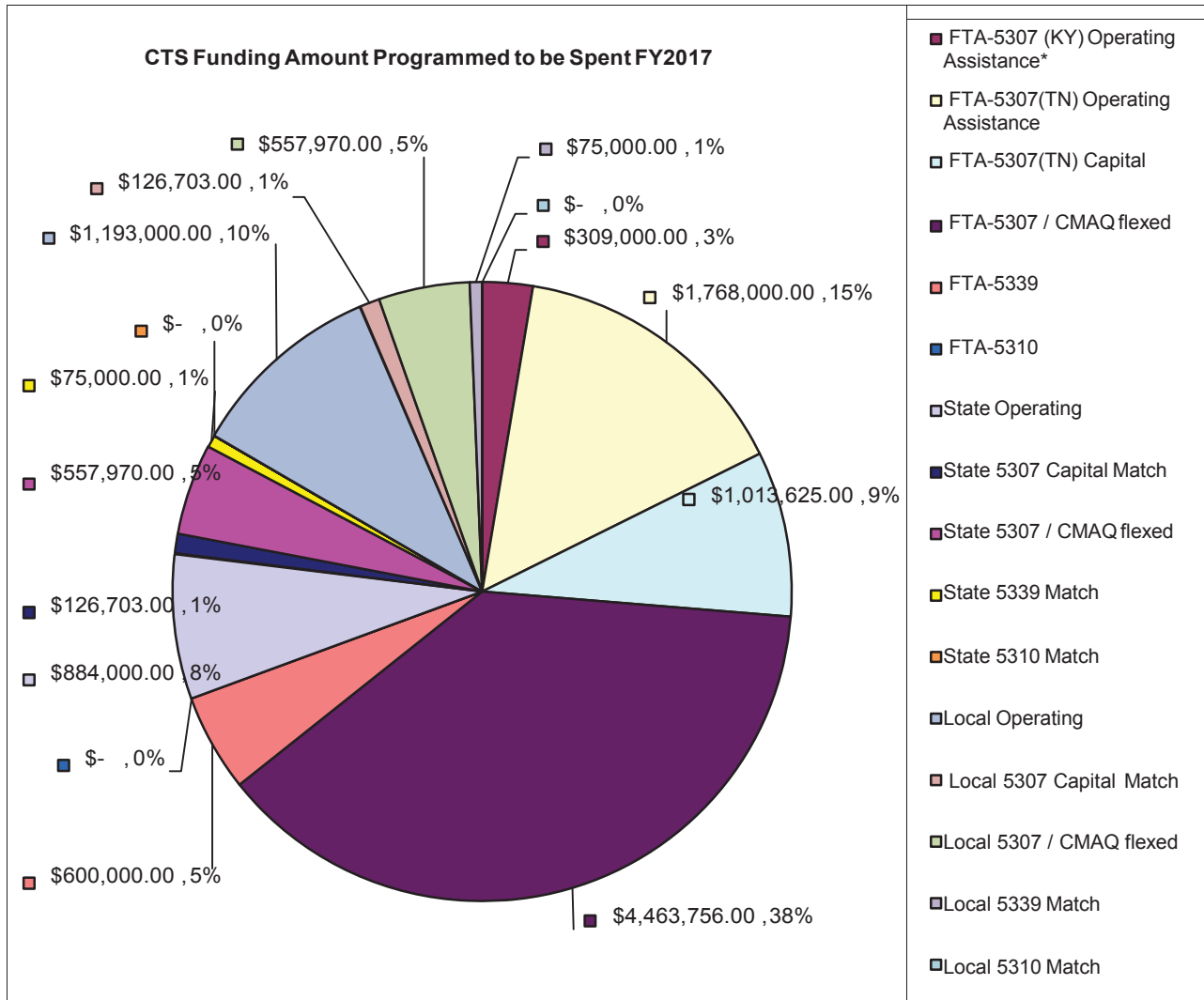
Funding Source	FY2017 Available	FY2018 Available	FY2019 Available	FY2020 Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -

FY2017-FY2020 Transportation Improvement Program

Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -

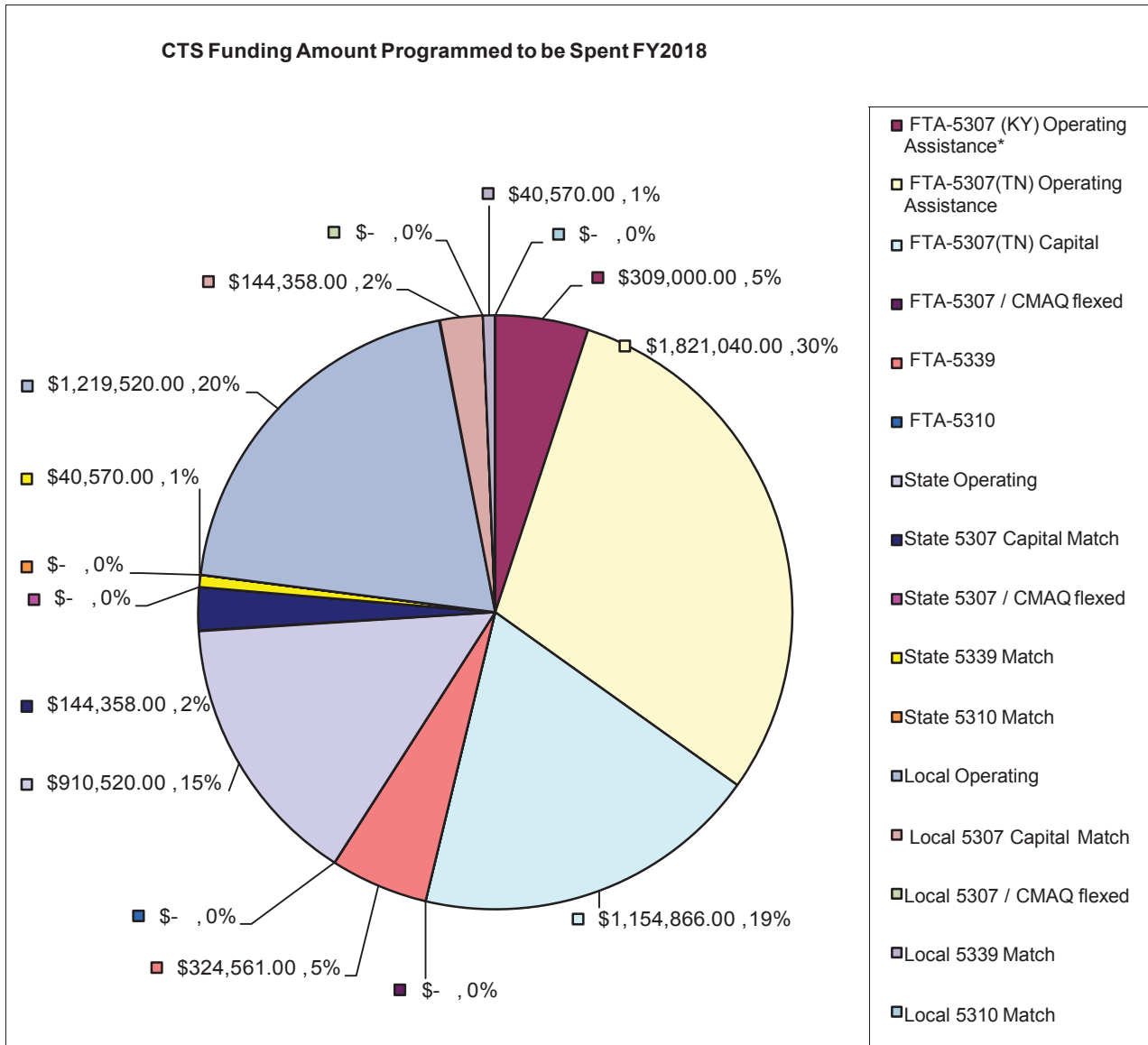
* 5307 for Kentucky is Operating Assistance Only

Figure 12: CTS Funding Amount Programmed for FY2017



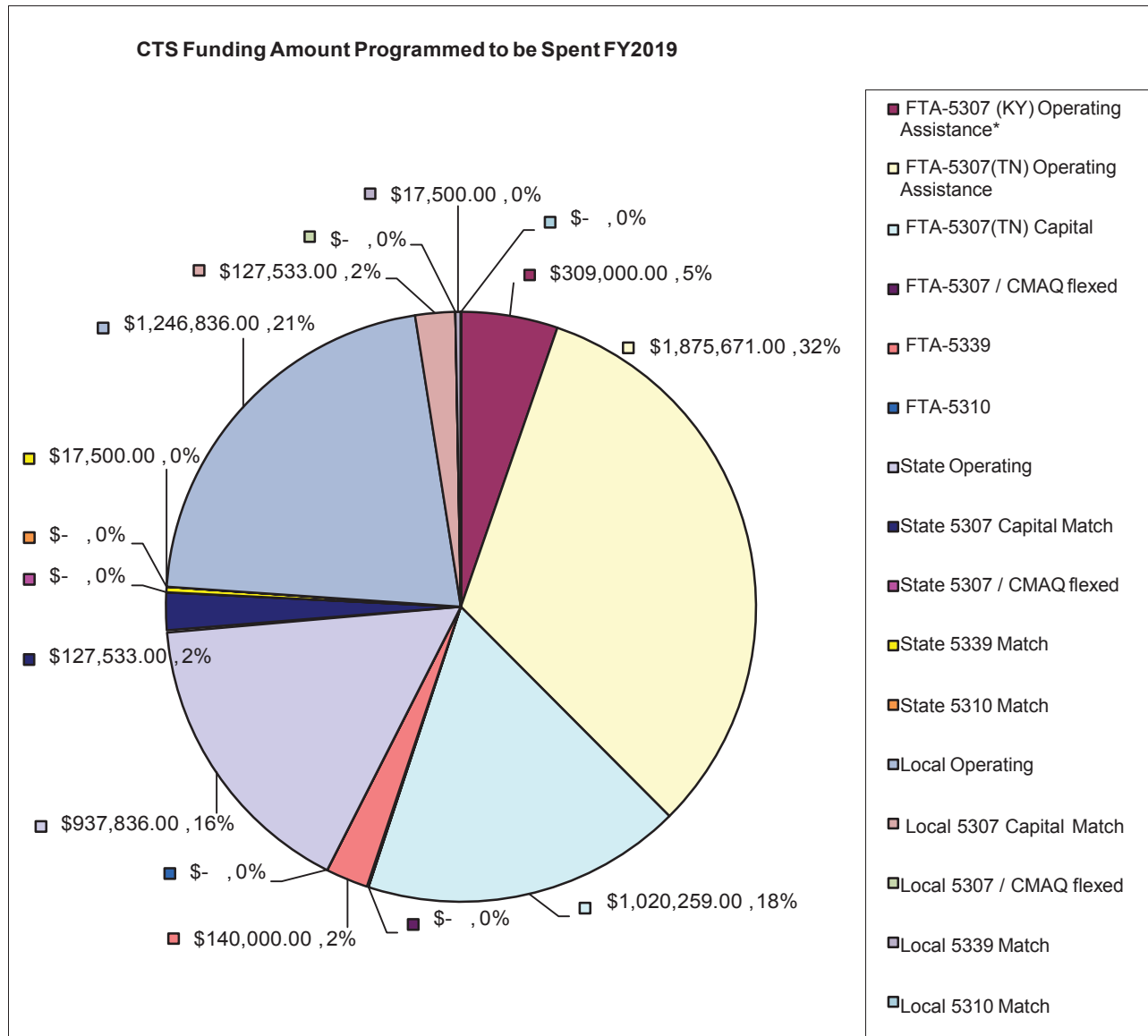
FY2017-FY2020 Transportation Improvement Program

Figure 13: CTS Funding Amount Programmed for FY2018



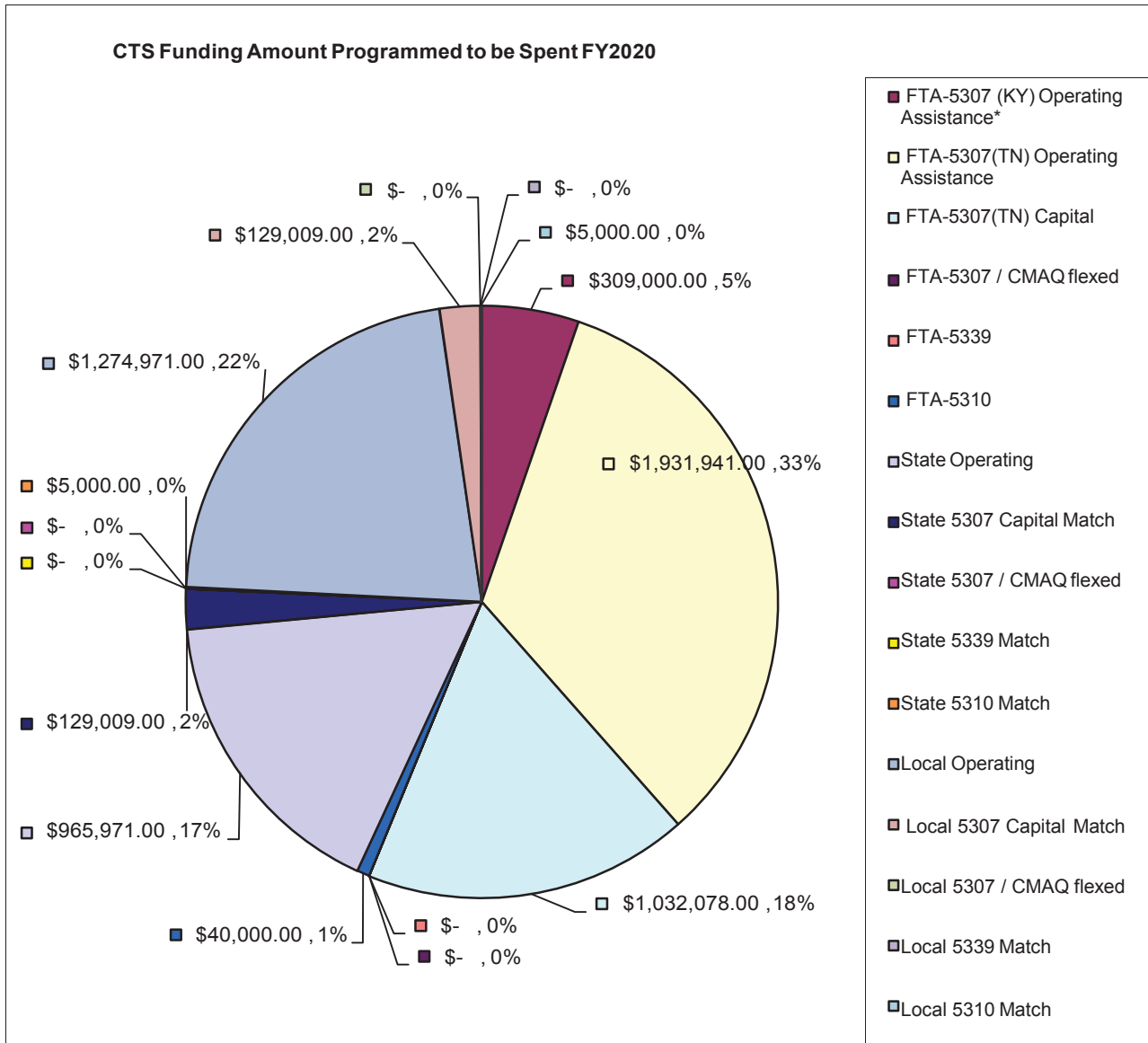
FY2017-FY2020 Transportation Improvement Program

Figure 14: CTS Funding Amount Programmed for FY2019



FY2017-FY2020 Transportation Improvement Program

Figure 15: CTS Funding Amount Programmed for FY2020



FY2017-FY2020 Transportation Improvement Program

2.3 MAINTENANCE AND OPERATIONS:

Figure 16 represents the estimated costs for FY2017 to be incurred by each MPO jurisdictions for the operations and maintenance of transportation infrastructure on an annual basis.

Montgomery County, Tennessee expends approximately \$1.6 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$13.3 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$191,650 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$99,900 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds for operating assistance through TDOT and local funds are contributed by the City of Clarksville. The commuter service is funded through CMAQ until June 2017, moving forward from then it is planned to be funded by the City, County, State and RTA.

Figure 16. Operations and Maintenance Cost Estimates

Maintenance and Operations	\$ Annual Cost
City of Clarksville, TN	\$ 13,300,000.00
Montgomery County, TN	\$ 1,634,900.00
City of Oak Grove, KY	\$ 190,650.00
Christian County, KY*	\$ 99,934.00
Clarksville Transit System (CTS)	\$ 1,790,175.00
Total Maintenance and Operations	\$ 17,015,659.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$499,668.00 in Transportation maintenance funds for the MPO area.

**Evansville-Henderson FY 2016-2019 TIP
Financial Plan**



Federal regulations require the programming of state & local transportation programs & projects into a Transportation Improvement Program (TIP). This section will provide descriptions and sources of the varied federal, state, & local transportation funds supporting the TIP program of projects. Current and projected funding & revenue levels in the Evansville MPO Planning Area is also reviewed.

FUND TYPES

There are a variety of funding options available for programmed improvements in the TIP. The majority of transportation projects programmed in the TIP involve a combination of federal, state, and local funding sources.

CHAPTER 3: FUNDING THE TIP

FEDERAL FUNDS

Federal transportation funding is authorized through the federal transportation funding bill (FAST Act), as described in Section 1. The first long-term surface transportation authorization in a decade, the FAST Act builds on the changes instituted with its predecessor MAP-21, which restructured the core highway formula programs. FAST Act core programs are: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) (including Railway-Highway Crossings), Metropolitan Planning and a new National Highway Freight Program (NHFP). Activities carried out under some earlier formula programs – the National Highway System Program, the Interstate Maintenance Program, Highway Bridge Program, Transportation Alternatives (TA), and Recreational Trails (RTP) are preserved through eligibility or set-asides within the remaining core programs.

Federal fiscal constraint for the FY 2018-2021 TIP is demonstrated in Table 4. Federal funds are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects. The various federal surface transportation funds available to the Evansville-Henderson Urbanized Area include:

1. National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects.

2. Surface Transportation Block Grant Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities. The STBG program under the FAST Act continues all prior STP eligibilities and adds several new ones. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STP funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. For public understanding purposes, various bridge programming codes (BR, BRO, BRX) are used to refer to STBG eligible bridge projects both on and off the federal-aid system.

Funding priority within the urbanized area is determined by the MPO, while projects in rural areas must compete for statewide STBG funds. STBG funds can qualify to be used for interstate construction & maintenance, which receive 90% federal obligation, while all other STBG funds receive 80% obligation.

3. Congestion Mitigation and Air Quality (CMAQ)

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that

Table 4: Local Program Federal Fiscal Constraint

Funding Source	All amounts in thousands				TIP Total
	2018	2019	2020	2021	
Indiana LPA Program of Projects					
MPO Attributable					
STBG	\$ 3,618	\$ 3,618	\$ 3,618	\$ 3,618	\$ 14,472
HSIP	\$ 945	\$ 945	\$ 945	\$ 945	\$ 3,780
CMAQ	\$ 1,390	\$ 1,390	\$ 1,390	\$ 1,390	\$ 5,560
TAP	\$ 328	\$ 328	\$ 328	\$ 328	\$ 1,312
Prior Year Balance	\$ 263	\$ 6,550	\$ 9,375	\$ 1,377	\$ 17,565
Subtotal	\$ 6,544	\$ 12,831	\$ 15,656	\$ 7,658	\$ 42,689
State Attributable					
SIP-R	\$ 923	\$ 152	\$ 158	\$ 118	\$ 1,352
INDOT TAP	\$ 1,129	\$ 502	\$ -	\$ -	\$ 1,631
Subtotal	\$ 2,052	\$ 654	\$ 158	\$ 118	\$ 2,983
Note: Indiana HSIP includes \$200,000 annual STP penalty funding.					
METS Transit					
Sec 5307	\$ 1,921	\$ 1,952	\$ 1,982	\$ 2,013	\$ 7,868
Sec 5339	\$ -	\$ /6	\$ -	\$ -	\$ /6
Sec 5310	\$ 88	\$ 88	\$ 88	\$ 88	\$ 352
Subtotal	\$ 2,009	\$ 2,116	\$ 2,070	\$ 2,101	\$ 8,296
Private Non-profit Transit Providers (includes MPO program administration)					
Sec 5310	\$ 135	\$ 98	\$ 98	\$ 98	\$ 429
Subtotal	\$ 135	\$ 98	\$ 98	\$ 98	\$ 429
Kentucky LPA program of projects					
MPO Attributable					
STBG	\$ 629	\$ 629	\$ 629	\$ 629	\$ 2,516
TAP	\$ 39	\$ 39	\$ 39	\$ 39	\$ 156
Prior Year Balance	\$ 1,763	\$ 471	\$ 999	\$ -	\$ 3,233
Subtotal	\$ 2,431	\$ 1,139	\$ 668	\$ 668	\$ 5,905
State Attributable					
RTP	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
HART Transit					
Sec 5307	\$ 709	\$ 721	\$ 732	\$ 744	\$ 2,906
Sec 5339	\$ -	\$ 200	\$ -	\$ 100	\$ 300
Sec 5310	\$ -	\$ -	\$ 109	\$ -	\$ 109
Subtotal	\$ 709	\$ 921	\$ 732	\$ 844	\$ 3,206
Local Project Federal Funding (Indiana & Kentucky)					
Source	2018	2019	2020	2021	total
Available Federal	\$ 13,880	\$ 17,769	\$ 10,382	\$ 11,487	\$ 63,508
Programmed Federal	\$ 13,481	\$ 17,991	\$ 16,547	\$ 10,464	\$ 58,483

transportation improvement program 2018-2021

are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. Projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is 80% reimbursement.

4. Highway Safety Improvement Program

FAST Act continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway-Highway Crossings Program continues as a set-aside from HSIP funding. The federal participation for HSIP projects is 90-100% reimbursement.

5. National Highway Freight Program (NHFP)

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is 90% for projects on the Interstate system and 80% for any other project.

STATE FUNDS

State funds can be used as the sole funding instrument for a project or as matching funds to the federal assistance for state-initiated highway projects or programs.

LOCAL FUNDS

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. Table 5 summarizes local revenues and federal fund matching costs for the first four years of the TIP. Revenue sources differ by state. For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

1. Local Road and Street funds

Local Road and Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.

Table 5: Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2018-2021	Programmed Local Matching Costs 2018-2021	Revenues Available for Operations/Maintenance
<i>Indiana</i>			
Vanderburgh County	\$ 34,090,266	\$ 2,362,200	\$ 31,728,066
City of Evansville	\$ 28,420,797	\$ 4,335,100	\$ 24,085,697
METS	\$ 21,110,421	\$ 20,740,501	N/A - Operations and Maintenance included in programmed costs
Warrick County	\$ 17,601,628	\$ 2,986,600	\$ 14,615,028
Town of Newburgh	\$ 753,637	\$ 200,000	\$ 553,637
City of Boonville	\$ 1,399,011	\$ 139,200	\$ 1,259,811
<i>Kentucky</i>			
Henderson County	\$ 8,454,798	\$ -	\$ 8,454,798
City of Henderson	\$ 2,777,492	\$ 190,500	\$ 2,586,992
HART	\$ 2,984,652	\$ 2,792,000	N/A - Operations and Maintenance included in programmed costs

2. Motor Vehicle Highway Account

This is the principal source of revenue for operation of the county highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of county transportation facilities.

3. Cumulative Bridge Fund

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide bridges and grade separations.

4. Local Option Auto Excise and Wheel Tax

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

5. Municipal Road Aid and County Road Aid

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

6. Local Government Economic Assistance Fund

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. 30% must be spend on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

7. Rural Secondary Program

The Kentucky Rural Secondary Program allocates funds to the counties for the construction, reconstruction and maintenance of secondary and rural roads.

TRANSIT FUNDS

During the four year period of this TIP, both METS and HART will continue to rely mainly on federal, state and local funds for operations, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and Henderson, requiring the need for multiple revenue sources.

The FTA has several funding sources for operating, maintenance and capital expenses. Section 5307 funds can cover up to 50% of annual operating costs and 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service. Section 5339 funds can cover up to 80% of capital costs to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5310 funds are used for the transportation needs of seniors and persons with disabilities and can cover up to 80% of capital costs to replace, rehabilitate, and purchase paratransit buses and related equipment. Congestion Mitigation & Air Quality Funds (CMAQ) can also be transferred from FHWA to FTA for use in transit projects that will help improve air quality. Do note that CMAQ funds are only available to the Indiana portion of the MPO planning area.

METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds assist in the financing of operating costs. All other METS funding is from the City of Evansville. Table 6 shows total METS expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

Table 6: METS Expenses and Revenues

Table 7: HART Expenses and Revenues

transportation improvement program 2018-2021

HART receives 10% matching funds from KYTC for capital projects. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson. Table 7 shows total HART expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2018 through 2021.

FTA funding programs employed to fund local public transit include:

1. Section 5303 Metropolitan Planning

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

2. Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Evansville-Henderson Urbanized Area's population and population density, and the revenue miles and passenger miles of METS and HART. The program covers up to 80% of capital project costs and 50% of operating assistance (up to a predetermined operating cap). The City of Evansville or City of Henderson must provide the local match.

3. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS and HART) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for vehicle purchases. The remaining funds, up to 45% of the Urbanized Area's total, may be used for other projects that provide access to transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A 20% local match is required from the City of Evansville, City of Henderson or non-profit organization.

4. Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match.

5. State Transit Funding

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Act. Capital and operating funds are allocated through a performance based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5339, leaving just a 10% local match for the City of Henderson. Toll Credits, or excess toll revenues, may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

Huntington-Ashland-Ironton FY 2018-2021 TIP Financial Plan

TRANSIT-ALLOCATED FUNDS

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter, a copy of which is then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

MATCHING FUNDS FOR TIP PROJECTS

Some Projects included in the TIP are funded up to 95% federal funds. However, other TIP projects are not federally funded at this level. This fact requires that matching state or local funds be committed to these other projects. The typical local match is 20% but varies from 5% to 50% of the total project cost for certain fund types.

FINANCIAL ASSESSMENT

This section summarizes highway and transit revenues anticipated to be available and compares them to the project costs identified as needed to implement the FY 2018-2021 TIP. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are using updated WVDOT, KYTC, and ODOT cost inflation factors that account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

FISCALLY CONSTRAINED TIP

As mandated by federal and state agencies the TIP must be fiscally constrained. It must be developed with the recognition of anticipated local and state revenue and authorized federal funding levels.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation limitations, all projects appearing in the TIP have been programmed by WVDOT, KYTC, and ODOT and can be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future section 5307 funding at current levels and section 5339 funding which can be

reasonably anticipated. Tables 1-3 display the Financial Plan for West Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2018-2021

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible.

TABLE 1: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018 - 2021)					
Type of Federal Funds	Federal Fund Usage FY 2018	Federal Fund Usage FY 2019	Federal Fund Usage FY 2020	Federal Fund Usage FY 2021	TOTAL
STP URBAN	\$805,000	\$1,220,000	\$0	\$0	\$2,025,000
STP NON-URBAN	\$840,628	\$840,628	\$840,628	\$960,628	\$3,482,512
NHPP	\$8,190,000	\$4,500,000	\$0	\$22,500,000	\$35,190,000
TAP	\$795,015	\$0	\$0	\$0	\$795,015
TOTAL	\$10,630,643	\$6,560,628	\$840,628	\$23,460,628	\$41,492,527
Section 5310 Specialized Transportation Program Total FTA Allocation to the Huntington Urbanized Area = \$243,469					\$243,469
Section 5307 & SECTION 5340	\$1,291,892	\$1,330,649	\$1,370,568	\$1,411,685	\$5,404,794
Section 5339	\$160,894	\$165,721	\$170,692	\$175,813	\$673,120
TOTAL	\$1,452,786	\$1,496,370	\$1,541,260	\$1,587,498	\$6,321,383

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 14 AND 15 PROVIDED BY WVDOH

TABLE 2: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
BRX	\$14,110,000	\$0	\$0	\$0	\$14,110,000
BRZ	\$0	\$350,000	\$0	\$850,000	\$1,200,000
STP (Dedicated by MPO)	\$0	\$0	\$0	\$0	\$0
STP (State)	\$6,750,000	\$0	\$26,000,000	\$0	\$32,750,000
HSIP	\$0	\$0	\$0	\$0	\$0
SRTS	\$70,400	\$0	\$0	\$0	\$70,400
TOTAL	\$20,930,400	\$350,000	\$26,000,000	\$850,000	\$48,130,400
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$654,719	\$674,360	\$694,591	\$715,429	\$2,739,099
Section 5339	\$36,050	\$37,132	\$38,246	\$39,393	\$150,821
TOTAL	\$690,769	\$711,492	\$732,837	\$754,822	\$2,889,920

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 16 PROVIDED BY KYTC

TABLE 3: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
CSTP	\$1,833,955	\$918,400	\$428,000	\$0	\$3,180,355
OSTP	\$0	\$0	\$0	\$1,041,560	\$1,041,560
MSTP	\$846,999	\$291,200	\$0	\$348,000	\$1,486,199
TAP	\$110,000	\$0	\$0	\$0	\$110,000
HSIP	\$48,000	\$0	\$0	\$0	\$48,000
CMAQ	\$189,619	\$0	\$428,000	\$0	\$617,619
TOTAL	\$3,028,573	\$1,209,600	\$856,000	\$1,389,560	\$6,483,733
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$389,625	\$401,314	\$413,353	\$425,754	\$1,630,046
Section 5339	\$31,700	\$32,651	\$33,630	\$34,639	\$132,620
TOTAL	\$421,325	\$433,965	\$446,983	\$460,393	\$1,762,666

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 13 PROVIDED BY ODOT

**Lexington FY 2017-2020 TIP
Financial Plan**

Chapter 3 FINANCIAL PLAN

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) a listing of the financial resources that are available to carry out TIP programs and projects which demonstrates financial constraint by balancing the estimated cost of projects and the expected revenue (an important aspect of financial constraint is to ensure costs are listed in an estimate of "year of expenditure dollars"); and (2) the inclusion of highway and transit operations and maintenance costs and revenues. All funding estimates have been developed together with the MPO, KYTC and public transit providers.

3.1 Financial Resources

The FAST Act identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspect of the FAST Act is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and fiscal constraint.

Most all federal transportation funding programs require a local match commitment for projects. This local match may come from a variety of state or local fund sources; however, the match cannot come from any federally allocated source.

Major FAST Act programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Surface Transportation Block Grant (STBG) – formerly Transportation Alternatives Program (TAP)
- FTA Section 5307 transit urbanized area formula funds.
- FTA Section 5309 transit capital investment funds
- FTA Section 5310 elderly and disabled transportation funds
- FTA Section 5311 formula grants for rural areas
- FTA Section 5337 state of good repair
- FTA Section 5339 busses and bus facilities

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on [page 23](#) with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2017" cost column; the required FY 2017 through FY 2020 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However,

cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$8.0 million in SLX funds (\$6.4 million federal funds matched with \$1.6 million local funds) each fiscal year.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for SLX projects), it should be understood that the MPO does not have direct control over many sources of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address the full range of transportation needs on a statewide level and within the Lexington urbanized area, the Cabinet and Legislature make use of a variety of available revenue sources (or funding types).

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in [Figure 3.2](#) which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with Lextran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data, financial trends and projections. Local share funding for Lextran comes from property tax revenue and is used as the source for local match of federal funds and operating expenditures.

The transit financial element is estimated to average \$34 million per year in funding over the TIP's four fiscal year period, totaling \$137 million from FY 2017 through 2020 as shown in [Figure 3.2](#).

3.1.3 Financial Constraint

Federal law requires that TIPs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2017-2020 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table ([Table 7](#)).

HIGHWAY ELEMENT	FY 2017 – FY 2020 TOTALS
Total Programmed Expenditures	\$297,314,000
Total Anticipated Revenues	\$297,314,000
Ratio of Expenditures to Revenue	1.0

Figure 3.1 Anticipated Highway Revenue and Expenditures

TRANSIT ELEMENT	FY 2017 – FY 2020 TOTALS
Expenditures	
Total Operating Expenditures	\$ 109,692,000
Total Capital Outlays	\$ 27,446,000
Total	\$ 137,138,000
Revenue	
FTA 5307	\$ 23,230,000
FTA 5310	\$ 836,000
FTA 5311	\$ 699,000
FTA 5337	\$0
FTA 5339	\$ 2,540,000
State Funding	\$ 840,000
Local Tax Levy	\$ 66,000,000
Passenger Fares & Other Operating Revenue	\$ 42,993,000
Total	\$ 137,138,000
Ratio of Expenditures to Revenue	1.0
Note: These totals are for Lextran and Bluegrass Community Action BUS. Lextran receives and expends a majority of transit funding.	

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the program or planned revenue source and schedule shown in Project Tables 1-7 (beginning on [page 23](#)) have been identified by the KYTC in the [Statewide Transportation Improvement Program](#) and/or the Kentucky State Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules or planned revenue source due to adjustments that must be made to balance costs and revenues at the statewide level, and also due to various project-related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

To show fiscal balance, the MPO has made the distinction in our project tables (see [Chapter 4](#)) to separate the region's federally funded projects ([Tables 1 and 2](#)) and state funded projects ([Tables 3 and 4](#)). Federally funded projects are identified in the fiscally constrained STIP. State-funded projects are included in the KY State Highway Plan. The Highway Plan is approved by the State Legislature every two years and outlines the state's construction program over the next six years for both state and federal funding programs; however, the Highway Plan is not always fiscally balanced. In recent years, the Highway Plan has been fiscally balanced for federal funds but state-funded projects have been over-programmed. Thus, the programming for state-funded projects for the Lexington Area includes some level of uncertainty.

[Table 7](#) of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2017-2020. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Future Year programming information is also included in project tables (outside of the fiscally constrained 4-yr period) to provide an early glimpse of anticipated TIP program/project allocations needed to complete the project.

3.1.4 Year of Expenditure

The FAST Act requires inflationary cost factors to be used to provide a better assessment of future transportation project costs. The KYTC provided the MPO with the following Year of Expenditures (YOE) factors and adjustments to the cost of project phases:

- DESIGN PHASE (four-percent per year)
- RIGHT-OF-WAY PHASE (five-percent per year)
- UTILITIES PHASE (four-percent per year)
- CONSTRUCTION PHASE (four-percent per year)

Project cost estimate adjustments should be expected due to variation in economic conditions. YOE financial planning ensures that inflation has been accounted for when demonstrating fiscal constraint so that adequate funding will be available to construct, operate and maintain the transportation improvements and existing transportation system.

3.2 Operations, Maintenance and Preservation

One of the key goals of the TIP is to operate and maintain a high quality transportation network, and to preserve the significant investment that has been made in transportation facilities throughout the Lexington MPO area.

3.2.1 State Role

Kentucky's current [Statewide Transportation Improvement Program \(STIP\)](#) continues its emphasis on operating and maintaining existing transportation facilities. The KYTC is primary agency tasked with ensuring the National Highway System and the State Road System is operated and maintained

to greatest degree possible for safety and system reliability. The goal of local funding is to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

The KYTC is organized to provide services in four key areas to ensure routine maintenance and operation of the regional freeway/highway network including: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

- maintenance of pavement,
- guard rails and median cable barriers,
- drainage channels, tunnels, retention basins, and sound walls,
- maintenance and restoration of landscaping,
- roadway lighting,
- traffic signals,
- signing and striping,
- freeway management system support,
- utility locating services,
- encroachment permits,
- crash clearing,
- repair of damaged safety features,
- litter pickup,
- snow and ice removal.

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities similar to those listed above.

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, Lextran has estimated they will spend over \$109 million to operate and maintain transit service over the four year period of the TIP.

3.2.3 Funding

The TIP and 2040 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain an evolving transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2016-2020 are just over \$204 million, split nearly even between roadways and transit (see [Figure 3.3](#)).

Maintenance/Operations Funding 2017 – 2020	
Major O/M Funding Sources	O/M Funding Estimate
State Funding (KYTC)	\$32,800,000
Local Funding	\$61,600,000
Lextran	\$109,692,000
Total	\$204,092,000
Source: KYTC (audited expenditures), LFUCG (Traffic Engineering + Streets & Roads + audited expenditures), Lextran (operations)	

Figure 3.3 Maintenance/Operations Funding Estimates

APPENDIX B - Resolutions

RESOLUTION OF THE POLICY COMMITTEE OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Section 134, Title 23, USC requires a continuing comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

WHEREAS, Section 134, Title 23, USC further requires that the urban transportation planning process shall include development of a Transportation Improvement Program (TIP) which shall be a staged multi-year program of transportation improvement projects consistent with the Metropolitan Transportation Plan (MTP) plan; and

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area and is responsible for developing the TIP; and

WHEREAS, the fiscally-constrained FY 2017–FY 2020 TIP is the short-range element and a subset of the Year 2040 Metropolitan Transportation Plan;

THEREFORE BE IT RESOLVED, that the MPO Policy Committee at its regular public meeting of August 24, 2016, adopts the FY 2017–FY 2020 TIP for the Lexington Urbanized Area.



Judge David West, Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet - Governor's Designee

August 24, 2016
DATE

RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE
OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING
PROCESS

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet (KYTC) to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C 5303;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the "FAST-ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in June, 2015, and issued a subsequent finding that the Lexington Area MPO was fully certified as meeting all pertinent requirements; and

THEREFORE BE IT RESOLVED, that the Lexington Area MPO Policy Committee at its regular public meeting of August 24, 2016 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.




Judge David West, TPC Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet

August 24, 2016
DATE

I hereby certify that the foregoing legal requirements have been met as certified by the U.S. Department of Transportation in June of 2015. Max D. Conyers, Lexington Area MPO Director  August 24, 2016

**Louisville FY 2018-2021 TIP
Financial Plan**

Funding

The FAST Act continues the commitment to funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. The Fast Act, along with MAP-21, creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

Highway

These acts are focused on the transportation investment in highways. They focus on strengthening America's highways, establish a performance-based program, create jobs and support economic growth, support the Department of Transportation's safety agenda, streamline transportation programs, and accelerate project delivery and promote innovation. Funding for highways is provided for projects through several core highway formula programs.

National Highway Performance Program (NHPP)

The National Highway Performance Program provides funding for projects on the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

States must set aside the following amounts from their NHPP apportionment:

- A proportionate share of funds for the Transportation Alternatives (TA) program.
- 2% for State Planning and Research

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and

construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.

- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Additional eligible uses of NHPP funds are workforce development, training, and education activities.

The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established timeframe.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STP, a proportionate share of funds is set aside for the State's Transportation Alternatives program, as well as 2% for state planning and research, and not less than 15% of the State's FY 2009 Highway Bridge Program apportionment for off-system bridges.

Fifty percent of the apportionment is suballocated and obligated as follows:

- Urbanized areas with a population greater than 200,000 will receive a portion based on their relative share of population.
- Areas with population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization.
- Areas with population of 5,000 or less.

The remaining 50% may be used in any area of the state.

STP money, allocated to the Louisville urbanized area, is to be obligated on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Department of Transportation. Under MAP-21, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation.

All STP monies other than those used for interstate completion or interstate maintenance projects receive an 80% federal obligation toward the cost of each project. STP monies used for interstate completion and interstate maintenance receive a 90% federal match.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Projects and programs that assist in the attainment or maintenance of standards for air quality outlined in the Clean Air Act Amendments of 1990 are eligible to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible projects must:

- contribute to the attainment or maintenance of a national ambient air quality standard; or
- be an element of a strategy that will contribute to the attainment or maintenance of a national ambient air quality standard.

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds sub-allocated to the non-attainment/maintenance areas rests with the MPO. CMAQ monies typically receive an 80% federal obligation toward the cost of each project.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for setting priority for Highway Safety Improvement Program projects in Kentucky rests with the state, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is typically 90%.

Railway-Highway Crossings

The Rail-Highway Crossing Program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%.

Transportation Alternatives (TA)

The Transportation Alternatives Program has been established by MAP-21 to fund alternative transportation projects. Fifty percent of the state's TA apportionment is suballocated to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using Transportation Alternatives funds:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transit

MAP-21 enhances safety in public transportation and emphasizes restoring and replacing our country's aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with

fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5309: Fixed Guideway Capital Investment Grants ("New Starts")

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Eligible activities include the following criteria:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

The federal share for capital projects (including acquisition of public transportation services) is 80% and the federal share for operating assistance is 50%.

Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000,

where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share is 80% for capital projects, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5337: State of Good Repair Grants

The FTA Section 5337 program is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. Eligible activities include the following:

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

The maximum federal share is 80%.

Section 5339: Bus and Bus Facilities

The FTA Section 5339 program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities Program. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. The maximum federal share is 80% with a 20% local match.

Other Funds

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet to begin matching public transportation capital grants. Since that time, KYTC has been able to provide up to half of the nonfederal share of capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to annually review their capital equipment needs for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of .76 percent of the state's 5 percent general sales and use taxes. The state helps provide up to two-thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the

allocation amount. State funds are allocated each calendar year by a performance-based formula. Awards are limited to an amount equal to 100 percent of the projects' locally derived income or the system's formula allocation, whichever is less.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

Federal Funds for Fiscal Years 2018 Through 2021

Federal funds are available for programming in the TIP in two basic formats. The first are those funds that are sub-allocated to the Louisville urbanized area; and the second are those funds that are utilized on a statewide level and are competitive between projects and jurisdictions throughout the state. Both Kentucky and Indiana receive federal funds for their respective states, some of which are sub-allocated to the Louisville urbanized area and others are available statewide.

The transportation act requires that all plan documents, including the Transportation Improvement Program be fiscally constrained. There should not be more dollars scheduled for programming in the Transportation Improvement Program than there are dollars available. KIPDA is responsible for programming all federal projects in the TIP. For those federal funds that are not sub-allocated to the Louisville urbanized area, a reasonable estimate of funds that may be obligated is to be made by the states.

Most of the federal funding categories used for funding projects operate at the state's discretion. The projects requesting these funding sources originate from the states, but still require final approval for use through the Transportation Policy Committee's TIP approval process.

Surface Transportation Program-Urban

In the project listings of the TIP, Surface Transportation Program-Urban funds for Kentucky and Indiana are identified as "STP-Urban". In accordance with SAFETEA-LU, MAP-21, and the FAST Act each urbanized area with a population greater than 200,000 is classified as a Transportation Management Area (TMA). TMAs are allocated a portion of the state's allocation of Surface Transportation Program dollars. Each area's portion is determined by a formula based on a population factor. The MPO designates how these funds will be used. KIPDA is a bi-state MPO and each state's portion of the urbanized area provides STP-Urban dollars for their respective state.

Indiana

The Indiana Department of Transportation has estimated that \$2,492,293 will be allocated to the urbanized area for each of FY 2018, FY 2019, FY 2020, and FY 2021. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

Table 2 Financial Plan of Indiana STP-Urban Funds				
Surface Transportation Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$2,492,293	\$2,492,293	\$2,492,293	\$2,492,293
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$2,492,293	\$2,492,293	\$2,492,293	\$2,492,293
Dollars Programmed	\$2,447,105	\$2,440,752	\$2,345,596	\$1,770,520
Balance Remaining	\$45,188	\$51,541	\$146,697	\$721,773

Kentucky

The Kentucky Transportation Cabinet has estimated that \$17,700,000 will be allocated to the urbanized area for each of FY 2018, FY 2019, FY 2020, and FY 2021. Table 3 shows the financial plan for the Kentucky STP-Urban dollars in the TIP.

Table 3 Financial Plan of Kentucky STP-Urban Funds				
Surface Transportation Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$17,700,000	\$17,700,000	\$17,700,000	\$17,700,000
Carryover From Previous Year	\$49,838,510	\$31,581,410	\$3,171,935	\$220,876
Cost Increase Reserve - set-aside for programming project cost increases in FY 2019, FY 2020, and FY 2021	\$0	-\$3,540,000	-\$3,540,000	-\$3,540,000
Balance of Funds Available	\$67,538,510	\$45,741,410	\$17,331,935	\$14,380,876
Dollars Programmed	\$35,957,100	\$42,569,475	\$17,111,059	\$11,084,861
Balance Remaining	\$31,581,410	\$3,171,935	\$220,876	\$3,296,015

Congestion Mitigation and Air Quality

In the project listing of the TIP, Congestion Mitigation and Air Quality (CMAQ) funds are identified as "CMAQ". The CMAQ dollars are intended solely for projects and programs that will improve air quality in those areas designated as non-attainment or as maintenance areas for air pollutants. These dollars are intended to work closely with the Clean Air Act Amendments of 1990, and can be used only on projects that are able to demonstrate positive air quality benefits and do not add capacity for single-occupant-vehicles.

Indiana

The state of Indiana sub-allocates the CMAQ dollars it receives to each non-attainment or maintenance area. The southern Indiana area is sub-allocated approximately \$1,042,187 each year. The financial plan of Indiana CMAQ funds is shown in Table 4.

Table 4 Financial Plan of Indiana CMAQ Funds				
Congestion Mitigation and Air Quality				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$1,042,187	\$1,042,187	\$1,042,187	\$1,042,187
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$1,042,187	\$1,042,187	\$1,042,187	\$1,042,187
Dollars Programmed	\$1,008,461	\$1,000,000	\$1,000,000	\$1,000,000
Balance Remaining	\$33,726	\$42,187	\$42,187	\$42,187

Kentucky

The state of Kentucky does not sub-allocate CMAQ dollars to non-attainment or maintenance areas. Projects from all of these areas in the state compete with each other to receive funds. KIPDA submits applications to the Kentucky Transportation Cabinet for review. Once projects are selected for funding by the Kentucky Transportation Cabinet, those projects will be added to the Transportation Improvement Program.

Transportation Alternatives Program

Transportation Alternatives Program (TAP) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. The FAST Act has identified many categories of uses ranging from on-road and off-road trail facilities for pedestrians and bicyclists, projects and systems that provide safe routes for non-drivers, conversion of abandoned rail corridors for trails, and environmental mitigation activities. TAP funds are sub-allocated to KIPDA by KYTC and INDOT and the MPO ranks and selects projects for funding.

Indiana

The state of Indiana sub-allocates the TAP dollars it receives to each MPO over 200,000. KIPDA is sub-allocated approximately \$231,194 each year for use in Clark and Floyd counties. The financial plan of Indiana TAP funds is shown in Table 5.

Table 5 Financial Plan of Indiana TAP Funds				
Transportation Alternatives Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$231,194	\$231,194	\$231,194	\$231,194
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$231,194	\$231,194	\$231,194	\$231,194
Dollars Programmed	\$226,805	\$0	\$0	\$0
Balance Remaining	\$4,389	\$231,194	\$231,194	\$231,194

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately \$1,138,984 each year for use in Bullitt, Jefferson, and Oldham counties. KIPDA issues a call for applications annually. Applications for the FY 2018 TAP funds were still under review at the time of this publication. New projects chosen to be funded will be added to the TIP. The financial plan of Kentucky TAP funds is shown in Table 6.

Table 6 Financial Plan of Kentucky TAP Funds				
Transportation Alternatives Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$1,138,984	\$1,138,984	\$1,138,984	\$1,138,984
Carryover From Previous Year	\$708,195	\$0	\$0	\$0
Balance of Funds Available	\$1,847,179	\$1,138,984	\$1,138,984	\$1,138,984
Dollars Programmed	\$0	\$0	\$0	\$0
Balance Remaining	\$1,847,179	\$1,138,984	\$1,138,984	\$1,138,984

Highway Safety Improvement Program – Indiana

Beginning in FY 2010, the Indiana Department of Transportation sub-allocates Highway Safety Improvement Program (HSIP) funds to the Clark and Floyd counties. These are federal funds to be used for safety improvements on local public roads maintained by counties, cities, and towns. The program is designed to fund projects that reduce the number and severity of highway related crashes and to decrease the potential for crashes on all highways. KIPDA receives approximately \$667,698 annually for this program.

KIPDA issues an annual call for applications for this funding. Applications from Clark and Floyd counties are submitted to KIPDA and then forwarded to the Indiana Department of Transportation for an eligibility finding. After projects are determined to be eligible for the funds, they are prioritized and reviewed for inclusion in the Transportation Improvement Program. Table 7 shows the financial plan for the Indiana HSIP funds dollars in the TIP.

Table 7 Financial Plan of Indiana HSIP Funds				
Highway Safety Improvement Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$667,698	\$667,698	\$667,698	\$667,698
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$667,698	\$667,698	\$667,698	\$667,698
Dollars Programmed	\$649,011	\$0	\$0	\$0
Balance Remaining	\$18,687	\$667,698	\$667,698	\$667,698

Financial Plan of Funds

The Transportation Improvement Program is required to be fiscally constrained. The Indiana Department of Transportation and the Kentucky Transportation Cabinet submit projects to KIPDA for inclusion in the TIP based on their fiscally constrained Statewide Transportation Improvement Programs (STIP).

A financial plan of federal funds that are programmed in the TIP for FY 2018 through FY 2021 is shown in Table 8. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of MAP-21 is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the *FY 2018 – FY 2021 Transportation Improvement Program* have been adjusted for Year of Expenditure by project sponsors or by using adjustment factors developed in consultation with the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

Table 8
FY 2018 - FY 2021 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,019,163	\$815,330	\$203,833	\$1,019,163
CMAQ-State	\$1,000,000	\$900,000	\$100,000	\$1,000,000
CMAQ-Urban	\$1,677,476	\$1,315,000	\$328,750	\$1,643,750
HSIP-Urban	\$928,618	\$818,938	\$90,993	\$909,931
IM	\$4,968,600	\$4,480,740	\$487,860	\$4,968,600
NHPP	\$43,784,627	\$39,333,859	\$4,450,768	\$43,784,627
NHS	\$15,000	\$13,500	\$1,500	\$15,000
Safety	\$1,970,000	\$1,698,000	\$272,000	\$1,970,000
SMFR	\$2,150,000	\$1,720,000	\$430,000	\$2,150,000
STP-State	\$18,793,204	\$15,034,563	\$3,758,641	\$18,793,204
STP-Urban	\$8,341,251	\$6,636,850	\$1,659,213	\$8,296,063
TAP-Urban	\$287,895	\$226,805	\$56,701	\$283,506
TIGER	\$12,248,331	\$9,013,325	\$3,235,006	\$12,248,331
Total	\$97,184,165	\$82,006,910	\$15,075,265	\$97,082,175

FY 2019				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$760,011	\$608,008	\$152,003	\$760,011
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
HSIP-State	\$300,000	\$270,000	\$30,000	\$300,000
IM	\$3,011,504	\$2,701,354	\$310,150	\$3,011,504
NHPP	\$48,933,505	\$43,965,154	\$4,968,351	\$48,933,505
NHS	\$2,139,000	\$1,711,200	\$427,800	\$2,139,000
Safety	\$1,230,000	\$1,032,000	\$198,000	\$1,230,000
STP-State	\$6,455,500	\$5,164,400	\$1,291,100	\$6,455,500
STP-Urban	\$2,987,443	\$1,980,600	\$495,150	\$2,475,750
TAP-Urban *	\$231,194	\$0	\$0	\$0
TIGER	\$2,550,099	\$1,618,312	\$931,787	\$2,550,099
Total	\$68,008,042	\$58,432,716	\$8,122,554	\$66,555,270

FY 2020				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$147,964	\$118,371	\$29,593	\$147,964
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
IM	\$44,279,100	\$39,851,190	\$4,427,910	\$44,279,100
NHPP	\$42,952,985	\$38,582,686	\$4,370,299	\$42,952,985
NHS	\$1,392,501	\$1,191,151	\$201,350	\$1,392,501
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$4,217,000	\$3,373,600	\$843,400	\$4,217,000
STP-Urban	\$3,078,692	\$2,345,596	\$586,399	\$2,931,995
TAP-Urban *	\$231,194	\$0	\$0	\$0
TIGER	\$2,550,000	\$1,618,213	\$931,787	\$2,550,000
Total	\$101,559,321	\$88,680,807	\$11,790,738	\$100,471,545

FY 2021				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$773,163	\$618,530	\$154,633	\$773,163
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
IM	\$1,902,905	\$1,712,614	\$190,291	\$1,902,905
NHPP	\$40,933,060	\$36,764,754	\$4,168,306	\$40,933,060
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$3,279,812	\$2,623,850	\$655,962	\$3,279,812
STP-Urban	\$2,934,923	\$1,770,520	\$442,630	\$2,213,150
TAP *	\$231,194	\$0	\$0	\$0
Total	\$52,533,748	\$45,090,268	\$6,011,822	\$51,102,090

* These funds are programmed annually, therefore, projected revenue and project costs are not known at this time. Additional projects could be programmed

Table 8 (cont'd)				
FY 2018 - FY 2021 Transportation Improvement Program				
Financial Plan of Federal Funds				
Kentucky				
FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	\$2,331,047	\$1,874,838	\$456,209	\$2,331,047
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$48,580,000	\$48,580,000	\$0	\$48,580,000
Recreational Trails	\$66,000	\$33,000	\$33,000	\$66,000
Safe Routes to Schools	\$203,000	\$203,000	\$0	\$203,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$17,352,703	\$13,882,162	\$3,470,541	\$17,352,703
Section 5310	\$1,207,213	\$965,770	\$241,443	\$1,207,213
Section 5339	\$1,874,089	\$1,499,271	\$374,818	\$1,874,089
STP-State	\$9,180,000	\$9,180,000	\$0	\$9,180,000
STP-Urban	\$67,538,510	\$35,957,100	\$3,718,311	\$39,675,411
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,847,179	\$0	\$0	\$0
Total	\$155,829,741	\$117,825,141	\$8,294,322	\$126,119,463
FY 2019				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$670,000	\$670,000	\$0	\$670,000
CMAQ	\$898,000	\$898,000	\$0	\$898,000
IM	\$24,000,000	\$24,000,000	\$0	\$24,000,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$9,020,000	\$9,020,000	\$0	\$9,020,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$17,699,758	\$14,159,805	\$3,539,953	\$17,699,758
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,911,572	\$1,529,256	\$382,316	\$1,911,572
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$49,520,303	\$42,589,475	\$3,778,893	\$46,368,368
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$114,264,601	\$102,021,323	\$7,952,359	\$109,973,682
FY 2020				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$850,000	\$850,000	\$0	\$850,000
CMAQ	\$1,110,000	\$898,000	\$212,000	\$1,110,000
IM	\$10,000,000	\$10,000,000	\$0	\$10,000,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$74,970,000	\$74,970,000	\$0	\$74,970,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$18,053,752	\$14,443,001	\$3,610,751	\$18,053,752
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,949,803	\$1,559,842	\$389,961	\$1,949,803
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$23,446,102	\$17,111,059	\$2,574,167	\$19,685,226
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$140,924,625	\$128,986,689	\$7,038,076	\$136,024,765
FY 2021				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	\$50,000	\$50,000	\$0	\$50,000
IM	\$23,760,000	\$23,760,000	\$0	\$23,760,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$63,000,000	\$63,000,000	\$0	\$63,000,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$18,414,828	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,988,798	\$1,591,038	\$397,760	\$1,988,798
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$20,354,397	\$11,084,861	\$2,654,397	\$13,739,258
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$136,974,007	\$123,372,548	\$6,986,320	\$130,358,868

* These funds are programmed annually, therefore projected revenue and project costs are not known at this time. Additional projects could be programmed

** Some projects in Kentucky are using Kentucky Toll Credits for state/local match.

Endorsed Transportation Improvements

As required by the FAST Act, all projects requesting the use of federal transportation funds and all regionally significant projects must be included in the TIP and be endorsed by the Transportation Policy Committee. The list of Endorsed Transportation Improvements includes those projects. A complete listing of endorsed projects and projects requesting other funds, including funding from the past TIP, can be found in the Comprehensive List of Projects.

Transit Improvements/Program of Projects

Transit projects requesting federal funds must be included in the TIP and endorsed by KIPDA. The Transit Authority of River City (TARC) is the public transit agency in the region. TARC receives the majority of Federal Transit Administration (FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) and Transportation Alternatives Set-Aside Program funds.

TARC's proposed Fiscal Year 2017 – 2021 Program of Projects for FTA Sections 5307 and 5339 can be found in Table 9. FTA Section 5310 projects are usually added to the TIP by amendment because the funds are awarded competitively on an annual basis. For now, only those projects awarded funding for FY 2017 and 2018 are currently included in Table 10. As additional FTA Section 5310 funds are awarded, the TIP will be amended to add the newly awarded transit projects. Any FHWA funds that a transit agency receives will be listed in the Surface Transportation Improvements section of the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Tables 11 and 12. TARC's five-year Capital Improvement Program is shown in Table 13. These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

Table 9							
Urbanized Area Formula Grants (5307) and Bus and Bus Facilities Program (5339)							
Fiscal Year 2017 – 2021 TARC's Proposed Program of Projects							
Funding Program	KIPDA ID	Project Name	Description	Project Sponsor	Federal Funds	Local Funds	Total Cost
Fiscal Year 2017							
Sect 5307	2359	Oldham Public Bus - Operating Assistance	Operating funds for transit service in Oldham County.	TARC	\$34,285.00	\$34,285.00	\$68,570.00
Sect 5307	2360	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$77,577.00	\$19,394.00	\$96,971.00
Sect 5307	2361	TARC Capital Cost of Contracting	Contracting for paratransit operations and maintenance.	TARC	\$3,392,964.00	\$848,241.00	\$4,241,205.00
Sect 5307	2363	TARC Management Information System - Hardware	Purchase new and replacement computer hardware to support operations and administration.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2362	TARC Management Information System - Software	Purchase new and replacement computer software to support operations and administration.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2364	TARC Preventive Maintenance Program	Maintenance of transit vehicles, support vehicles, and transit facilities.	TARC	\$9,799,173.00	\$2,449,794.00	\$12,248,967.00
Sect 5307	2365	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance to vehicles.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2366	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$136,100.00	\$34,025.00	\$170,125.00
Sect 5307	585	TARC Capital Improvement Program	Annual formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles.	TARC	\$13,958,022.00	\$3,489,506.00	\$17,447,528.00
Sect 5339	2461	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing energy consumption and operating costs.	TARC	\$1,438,252.00	\$359,564.00	\$1,797,816.00
Sect 5339	585	TARC Capital Improvement Program	Annual formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles.	TARC	\$1,559,842.00	\$389,961.00	\$1,949,803.00
Fiscal Year 2018							
Sect 5307	2432	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$79,128.00	\$19,782.00	\$98,910.00
Sect 5307	2420	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial	TARC	\$19,584.00	\$4,896.00	\$24,480.00
Sect 5307	2440	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2444	TARC Management Information System	Purchase computer software to support operations and administration.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2424	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,391,412.00	\$847,853.00	\$4,239,265.00
Sect 5307	2428	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,044,983.00	\$2,511,246.00	\$12,556,229.00
Sect 5307	2448	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2436	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$138,822.00	\$34,705.00	\$173,527.00
Sect 5339	2460	TARC Purchase Five (5) Electric Bus Shop Chargers	Purchase five (5) shop chargers for extended range electric buses.	TARC	\$160,000.00	\$40,000.00	\$200,000.00
Sect 5339	2459	TARC Purchase Five (5) Extended Range Electric Buses	Purchase five (5) extended range fully electric transit buses.	TARC	\$1,339,271.00	\$334,818.00	\$1,674,089.00

Table 9 (continued)							
Urbanized Area Formula Grants (5307) and Bus and Bus Facilities Program (5339)							
Fiscal Year 2017 – 2021 TARC's Proposed Program of Projects							
Funding Program	KIPDA ID	Project Name	Description	Project Sponsor	Federal Funds	Local Funds	Total Cost
Fiscal Year 2019							
Sect 5307	2433	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$80,711.00	\$20,178.00	\$100,889.00
Sect 5307	2421	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$19,976.00	\$4,994.00	\$24,970.00
Sect 5307	2441	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2445	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2425	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,459,240.00	\$864,810.00	\$4,324,050.00
Sect 5307	2429	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,245,883.00	\$2,561,471.00	\$12,807,354.00
Sect 5307	2449	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance to vehicles.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2437	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$141,598.00	\$35,400.00	\$176,998.00
Sect 5339	2452	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$764,628.00	\$191,158.00	\$955,786.00
Sect 5339	2456	TARC Rehab Maintenance Facility	Rehabilitate a maintenance facility with the goals of improving safety and efficiency and reducing operating costs.	TARC	\$764,628.00	\$191,158.00	\$955,786.00
Fiscal Year 2020							
Sect 5307	2434	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$82,325.00	\$20,581.00	\$102,906.00
Sect 5307	2422	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$20,375.00	\$5,094.00	\$25,469.00
Sect 5307	2446	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$72,215.00	\$18,054.00	\$90,269.00
Sect 5307	2426	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,528,425.00	\$882,106.00	\$4,410,531.00
Sect 5307	2430	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,450,801.00	\$2,612,700.00	\$13,063,501.00
Sect 5307	2450	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$72,215.00	\$18,054.00	\$90,269.00
Sect 5307	2438	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$144,430.00	\$36,108.00	\$180,538.00
Sect 5339	2457	TARC Purchase Support Vehicles	Purchase replacement support vehicles.	TARC	\$219,920.00	\$54,981.00	\$274,901.00
Sect 5339	2453	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$779,920.00	\$194,981.00	\$974,901.00
Sect 5339	2455	TARC Rehab Administrative Facility	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC	\$560,000.00	\$140,000.00	\$700,000.00
Fiscal Year 2021							
Sect 5307	2435	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$83,972.00	\$20,993.00	\$104,965.00
Sect 5307	2423	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$20,783.00	\$5,196.00	\$25,979.00
Sect 5307	2443	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2447	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2427	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,598,994.00	\$899,748.00	\$4,498,742.00
Sect 5307	2431	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,659,817.00	\$2,664,954.00	\$13,324,771.00
Sect 5307	2451	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2439	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$147,319.00	\$36,830.00	\$184,149.00
Sect 5339	2458	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC	\$395,519.00	\$98,880.00	\$494,399.00
Sect 5339	2454	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$795,519.00	\$198,880.00	\$994,399.00
Sect 5339	2462	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC	\$400,000.00	\$100,000.00	\$500,000.00

TIP Approval Process

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who in turn submits it to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

Although the Owensboro – Daviess County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet and the Kentucky State Legislature. In order to address the full range of transportation needs, on a statewide level and within the Owensboro – Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Owensboro – Daviess County area are identified on page 8.

The specific projects shown in the Project Listing tables beginning on Appendix A have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made

to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 10 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of Expenditure dollar values). A balance between costs and revenues is indicated; financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Moving Ahead in the 21st Century Act (MAP-21) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration
Section 5307
Section 5310
Section 5339

Federal Highway Programs

BR2 – JP2 BRAC Bond Projects Second Program
BRO – Federal Bridge Replacement – On-System
BRX – Federal Bridge Replacement – On/Off System
BRZ – Federal Bridge Replacement – Off System
HES – Hazard Elimination System
HPP – High Priority Projects
HSIP – Safety – Highway Safety Improvement Program
IF – Innovative Financing
IM – Interstate Maintenance
KYD – Demonstration funds Allocated to Kentucky
NH – National Highway System
NHPP – National Highway Performance Program
HUD – Housing and Urban Development
SRTS – Safe Routes to School
STP – Surface Transportation Program
TAP – Federal Transportation Alternatives Program

CMAQ – Congestion Mitigation Air Quality
TCSP – Transportation & Community System Preservation Funds

State Programs

SB2 – State Bonds

SP – State Construction Projects

SPB – State Bonds

SPP – State Construction High Priority

Table 1
 Summary of Funding
 Owensboro - Daviess County MPO
 Transportation Improvement Program FY 2014 - 2019

Funding Type	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA - OTS	\$0	\$0	\$2,372,250	\$2,372,250	\$2,490,250	\$2,490,250	\$2,598,500	\$2,598,500	\$2,710,750	\$2,710,750	\$2,830,500	\$2,830,500	\$13,002,250	\$13,002,250
FTA - GRITS	\$0	\$0	\$11,197,391	\$11,197,391	\$930,560	\$930,560	\$1,872,088	\$1,872,088	\$915,692	\$915,692	\$1,073,075	\$1,073,075	\$15,988,806	\$15,988,806
BRX							\$675,000	\$675,000					\$675,000	\$675,000
BRZ	\$0	\$0	\$485,000	\$485,000	\$870,000	\$870,000							\$1,355,000	\$1,355,000
HPP			\$3,404,040	\$3,404,040									\$3,404,040	\$3,404,040
STP	\$0	\$0	\$1,250,000	\$1,250,000	\$2,000,000	\$2,000,000							\$3,250,000	\$3,250,000
SB2													\$0	\$0
SPP			\$12,080,000	\$12,080,000	\$4,075,000	\$4,075,000	\$29,890,000	\$29,890,000	\$10,600,000	\$10,600,000			\$56,645,000	\$56,645,000
NH									\$1,200,000	\$1,200,000			\$1,200,000	\$1,200,000
TOTAL	\$0	\$0	\$30,788,681	\$30,788,681	\$10,365,810	\$10,365,810	\$35,035,588	\$35,035,588	\$14,226,442	\$14,226,442	\$3,903,575	\$3,903,575	\$95,520,096	\$95,520,096

**Radcliff/Elizabethtown FY 2018-2022 TIP
Financial Plan**

Table 11
 Summary of Funding
 Radcliff/Elizabethtown MPO
 Transportation Improvement Program FY 2018-2022*

Funding Type	Carryover from Previous TIP FY 2016-2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BR**					\$462,000	\$462,000	\$1,393,000	\$1,393,000					\$1,855,000	\$1,855,000
BR2			\$12,750,000	\$12,750,000	\$950,000	\$950,000			\$190,000	\$190,000	\$5,440,000	\$5,440,000	\$6,580,000	\$6,580,000
BRZ			\$2,722,612	\$2,722,612	\$1,505,000	\$1,505,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$10,659,957	\$10,659,957
FTA	\$1,698,345	\$1,698,345			\$2,110,000	\$2,110,000					\$15,690,000	\$15,690,000	\$17,800,000	\$17,800,000
IM														
NHPP/NH			\$14,350,000	\$14,350,000							\$32,760,000	\$32,760,000	\$47,110,000	\$47,110,000
PM**					\$13,690,000	\$13,690,000	\$275,000	\$275,000					\$13,965,000	\$13,965,000
SPP			\$19,000,000	\$19,000,000	\$4,500,000	\$4,500,000							\$23,500,000	\$23,500,000
STP					\$9,230,000	\$9,230,000							\$9,230,000	\$9,230,000
NRT	\$69,310	\$69,310	\$104,980	\$104,980									\$174,290	\$174,290
TAP	\$277,800	\$277,800											\$277,800	\$277,800
TOTAL	\$2,045,455	\$2,045,455	\$48,822,612	\$48,822,612	\$31,985,000	\$31,985,000	\$1,853,000	\$1,853,000	\$1,768,000	\$1,768,000	\$55,468,000	\$55,468,000	\$142,047,047	\$142,047,047

*The Kentucky Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2017-2020. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

**BR (Bridge Replacement) and PM (Pavement Management) are new funding types utilized by the Kentucky Transportation Cabinet and the Kentucky General Assembly for the 2018 Highway Plan. These funding types include a mix of federal and state funding, but for the purposes of this TIP Administrative Modification, it is assumed that TIP public notice procedures applicable to federally funded projects will apply.