Ashland FY 2005-2008 TIP;
Financial Plan

Henderson / Evansville FY 2006-2008 TIP;
Financial Plan

Oak Grove / Clarksville FY 2006-2008 TIP;
Financial Plan

Lexington FY 2006-2009 TIP;
Financial Plan

Louisville FY 2006-2008 TIP;
Financial Plan

Northern KY FY 2006-2009 TIP;
Financial Plan

Owensboro FY 2006-2011 TIP;
Financial Plan

Bowling Green FY 2005-2010 TIP;
Financial Plan

Radcliff / Elizabethtown FY 2005-2008 TIP;
Financial Plan

Ashland FY 2005-2008 TIP;
Financial Plan

SECTION VI: FUNDING

Funding

TEA-21 requires the TIP to be financially constrained, meaning that the expected funding levels must meet or exceed project costs. The Kentucky Six-Year Highway Plan, which is a fiscally balanced plan, and passed by the Kentucky State Legislature, shows available funding and project commitments through 2008. All federal and state funded highway projects in this document come from the Kentucky Six-Year Highway Plan.

Table 5: Ashland Area Estimated Annual Funding Levels

FUNDING CATEGORIES	ABBREVIATION	ESTIMTED ASHLAND TOTALS ($ Millions)
Surface Transportation Program	STP	2.64
National Highway System	NH	1.68
State Construction	SP	3.36
Operations and Maintenance	IM and Others	1.58
Congestion Mitigation	CM	0.50
	Total	9.76

Note: The Plan is financially balanced as illustrated by the funding equation of: 21 years x $9.76 million = $204.96 million (total estimated cost of all long range transportation projects = $164,345,000 – refer to Table 9 in the LRTP).

TIP years are 2005, 2006, 2007, and 2008.

Projects are listed by year and phase in Table 1. The general annual estimated funding levels able are superceded by current transportation projects funding by phase as shown in Table 1.

As projects move through the planning process and into design, right of way, utilities, and then construction, the KYTC Six-Year Plan contains the latest information on project costs and estimates. The current costs by year are reflected below.

Year	Amount
2005	$15,161,861
2006	$29,434,200*
2007	$1,1125,000
2008	$3,950,000

* Includes large interstate interchange project

As illustrated, actual annual transportation investments vary with current need, and not by historical annual funding amount. For this particular area, only one large project is active in this four-year period.

Henderson / Evansville FY 2006-2008 TIP; Financial Plan

Section 3: Funding the Transportation Improvement Program

Federal regulations require the programming of state & local transportation programs & projects into a transportation improvement program (TIP). This section will provide explanations of the various types of funding options, list specific sources of federal, state, & local transportation funds, and update current funding & revenue levels in the EUTS Study Area.

Fund Types

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

Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill (TEA-21), as described in Section 1. Descriptions of the various federal surface transportation funds available to the Evansville-Henderson Urbanized Area:

1. National Highway System (NHS) funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities.

   This includes the interstate system and all federal and state highway facilities classified as principal arterial. In order for a project to qualify to receive NHS funding, it must be initiated by the state DOT. Therefore, priority for NHS projects is also set by the state. Interstate construction and maintenance projects are eligible to receive 90% federal obligation, while other NHS project types are eligible for 80%.

2. Surface Transportation Program (STP) funds may be used to finance any surface transportation project on any Federal-Aid road. Federal-Aid roads consist of all surface transportation facilities, with the exception of urban local facilities or rural minor collectors. Projects initiated by state, county, or city agencies can qualify to receive STP funding.

   Each state receives a limited amount of STP funds. Of the funds received, 20% is obligated to Transportation Enhancement and Safety activities. Transportation Enhancement activities consist of projects which enhance the transportation system. These may include bicycle/pedestrian facilities, historic preservation, or landscape activities. Safety activities include hazard elimination and railroad crossing improvement projects. Both categories are distributed on a discretionary basis through INDOT and KYTC.

   The remaining 80% of STP funds are distributed based upon population levels. This allocation is based upon the latest decennial census. Group I urbanized areas (with population of +200,000) receive 62.5% of the funds, while the other urbanized (with less than 200,000) and rural areas receive the remaining 37.5% of the funds. The Evansville-Henderson Urbanized Area is classified as a Group I Area (greater than 200,000 population) based upon the 2000 Census and shares in the 62.5% remaining funds. Funding priority within the urbanized area is determined by the MPO (EUTS), while projects in rural areas must compete for statewide STP funds. STP funds can qualify to be used for

interstate construction & maintenance. These projects receive 90% federal obligation, while all other STP funds receive 80% obligation.

3. Congestion Mitigation and Air Quality (CMAQ) funds are allocated to both states and localities that have not attained national ambient air quality standards, or NAAQS, mandated under the Clean Air Act Amendments of 1990. Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive these CMAQ funds. These 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%.

4. Hazard Elimination Safety (HES) funds are available for safety improvement projects to reduce the number and severity of crashes at hazardous highway locations, sections, and elements on any public road which may constitute a danger to motorists, pedestrians, and bicyclists. The federal participation for HES projects is 90-100%.

5. Bridge Replacement and Rehabilitation funds are available to be used to reconstruct, replace, or rehabilitate deficient bridge structures. Any bridge on a public road is eligible to receive funding, but funding discretion is the responsibility of the state. The federal share of Bridge Replacement and Rehabilitation funds is 80%.

5. Minimum Guarantee (MG) funds ensure that each state receives a guaranteed return on its contributions to the Highway Account of the Federal Highway Trust Fund.

6. Interstate Maintenance (IM) funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds.

7. Transportation Enhancement (TE) funds are intended to enhance the transportation system through the use of non-traditional projects, such as bicycle & pedestrian facilities, landscaping, and historical facilities. TE funding is based upon a 10% set aside of Surface Transportation funds.

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 Indiana 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. Tables 1 & 2 provide local financial resource amounts for 2004-2005.

1. Local Road & 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.

2. The Motor Vehicle Highway Account 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. The Cumulative Bridge Fund may be used to finance the construction or repair of county bridges and grade separations.

4. The State of Indiana also provides for a local option auto excise & 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. Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.

6. Local governments in Kentucky may receive State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance funds.

Transit Funds

1. Section 5303-Metropolitan Planning funds are available to both state and LPAs to fund transit related planning activities.

2. Section 5307-Block Grants are formula-based grants for urbanized areas over 50,000. Determining block grants apportionments is based upon a formula which takes into account population, population density, and operating characteristics. Federal obligation is 80% for capital projects and up to 50% for operating deficit.

3. Section 5309-Discretionary Grants and Loans are available on a competitive basis to fund capital improvements. These funds are administered through the state agency.

4. Section 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities provide capital assistance to public and non-profit entities that furnish transportation services to elderly or disabled individuals who are unable to utilize the traditional transit system. Federal obligation for Section 10 grants is 80%. These funds are administered through the state agency.

5. State Transit Funding-The State of Indiana Public Mass Transportation Fund (PMTF) is used to match federal assistance provided under Sections 5307 & 5309 of the Federal Transit Act. This fund

receives 0.65% of the state sales and use tax. Funds are allocated through a performance-based formula.

The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5309. 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.

Table 1: Local Financial Resource Update (Indiana)

Revenue Type	Year	Evansville	Vanderburgh	Chandler	Newburgh	Warrick	Total
Local Road & Street	2004	2,302,411	1,617,489	31,571	31,247	1,312,531	5,295,249
	2005	2,195,155	1,329,706	32,000	29,800	1,200,000	4,786,661
Motor Vehicle Highway	2004	3,915,550	3,251,094	134,419	132,982	3,248,628	10,682,673
	2005	3,924,762	3,238,880	135,000	161,172	2,700,000	10,159,814
Cumulative Bridge	2004	n/a	2,512,065	n/a	n/a	460,451	2,972,516
	2005	n/a	2,441,682	n/a	n/a	400,000	2,841,682
Total (2004)							18,950,438
Projected Total (2005)							17,788,157

Table 2: Local Financial Resource Update (Kentucky)

Revenue Type	Year	Henderson, Kentucky	Total
State-Municipal Road Aid Account	2004	399,341	399,341
	2005	400,000	400,000
State-County Road Aid Account	2004	844,456	844,456
	2005	918,294	918,294
Local Economic Assistance Account	2004	542,099	542,099
	2005	577,000	577,000
Total (2004)			1,785,896
Projected Total (2005)			1,895,294

Oak Grove / Clarksville FY 2006-2008 TIP; Financial Plan

FUNDING & FINANCIAL PLAN

FUNDING

TEA-21 legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. These funding programs are listed in Figure 4 and are described below:

Interstate Maintenance (IM) - Funds from this program can be used for the restoration, resurfacing and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles.

National Highway System (NHS) - This system comprises the Interstates, the Expressways and those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Surface Transportation Program (STP) - These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

State Funds (STA, SP & SPPR) – These are state funds which are used for transportation projects that are on routes designated as part of the Tennessee or Kentucky State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Congestion Mitigation and Air Quality (CMAQ) - This funding program is for projects that will contribute to the attainment of air quality standards by reducing miles traveled by motorists, reducing fuel consumption, or through other factors. The construction of a new highway lane is not eligible for CMAQ funding unless the new lane will be restricted to use by High Occupancy Vehicles (HOVs) during peak hours.

Bridge Replacement and Rehabilitation (BRR) - Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost.

Federal Transit Administration Section 5307 (FTA-5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime

prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5309 (FTA-5309) - The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Federal Transit Administration Section 5310 (FTA-5310) - This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

There are certain categories of projects which may not be listed in this TIP, since they are considered minor projects that do not alter the functional capacity of a facility and do not impact regional air quality emissions. This includes resurfacing, rehabilitation, or restoration (3R) and safety projects to be funded on the National Highway System (NHS) and/or with Surface Transportation Program (STP) funds; bridge projects using Bridge Replacement and Rehabilitation (BRR) funds that do not provide additional through lanes; and miscellaneous safety projects funded with STP funds.

Figure 4
Transportation Improvement Program Funding Sources

	System	Project Initiation	Funding Source	Match Ratio
A.	**Streets and Highways**			
	Interstate Maintenance (IM)	State DOT/Cabinet	Federal State	90% 10%
	National Highway System (NHS)	State DOT/Cabinet	Federal State	80% 20%
	Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
	State Funds (STA or SP and SPPR)	State DOT/Cabinet	State	100%
	Bridge Replacement Program (BRR)	State DOT/Cabinet	Federal Local	80% 20%

B.	**Public Transportation**			
	Section 5303 – Capital and Operations Assistance Grant program	Local Government	Federal State Local	80% 10% 10%
	Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
	Section 5309 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
	Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal Local*	80% 20%
	Notes: * Local share is to be provided by private non-profit entities			

FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, and local jurisdictions 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 Tables 1-5 in the Funding Tables section, located at the back of this document. 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. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP.

Lexington FY 2006-2009 TIP;
Financial Plan

expire. Fayette and Scott County are currently designated as attainment for the eight-hour ozone air quality standard, therefore the Fayette County-Scott County Air Quality District will no longer have any "non-attainment." The TIP projects have demonstrated air quality conformity and correlate to the Year 2030 Transportation Plan as required by federal and state requirements. The most recent conformity determinations were completed for the Year 2030 Transportation Plan and the FY 2005—FY 2008 TIP. The past conformity determinations were closely checked and have achieved conformity for the Fayette and Scott County Air Quality District. An updated analysis was performed in accordance with State Implementation Plan's (SIP) emission budgets to analyze current and future air quality conformity (please see the Air Quality Conformity Information Section on page 119 for the complete conformity analysis details and page 125 for the Transportation Policy Committee Resolutions Section for the TPC Resolution for Approval of the FY 2006—FY 2009 TIP).

The TIP program is based upon the input and recommendations of the Lexington Area MPO, the Lexington-Fayette Urban County Government Division of Planning, LFUCG Division of Engineering, LFUCG Division of Traffic Engineering, Jessamine County officials, planners and officials from the cities of Nicholasville and Wilmore, the Kentucky Transportation Cabinet, BGADD planners, the Lexington Transit Authority, and many other interested parties. The following public meetings were, and will be, conducted to gather citizen input for inclusion into the planning process and the programming document:

April 2005:	Provided Draft TIP to Technical Coordinating Committee and TPC for initial review.
April 2005:	Technical Coordinating Committee performed initial review of the proposed projects.
May 24, 2005:	A combined Fayette County and Jessamine County TIP public hearing will be held in Lexington at the Beaumont Centre Public Library at 6:30 pm to closure.
June 22, 2005:	Transportation Policy Committee tentative adoption date for the FY 2006—FY 2009 TIP.

Meeting minutes and records of public comment are on file at the Lexington Area MPO Office located on the 10th floor of the Lexington-Fayette Government Center, 200 East Main Street, Lexington, KY (see page 15 for the Public Involvement Section and the Public Comments Section for the recorded public and private comments).

SURFACE TRANSPORTATION PROGRAM (STP) FUNDS AND LEXINGTON (SLX) ALLOCATION

The TIP highway projects are funded through various FHWA Federal-Aid Highway programs and Federal Transit Administration (FTA) programs. The MPO has the greatest influence over the Surface Transportation Funds allocation for Lexington or SLX. The MPO is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see page 50 for the Table 26. STP Program Summary Totals and page 51 for Table 27. SLX Summary Totals for applicable federal, state, and local match funding totals by program). The MPO currently receives an allocation of approximately $5.8 million dollars in SLX funds each fiscal year; FY 2006—FY 2009 TIP SLX program total expenditures are $20,620,000 (see MPO Project Tables for specific program funding details).

FISCAL CONSIDERATIONS

A basic consideration in the transportation improvement process is the availability of funds. To ensure that the program is reasonably fiscally-constrained, it is necessary to examine the relationship between what we plan to spend on transportation improvements over the next four fiscal years (expenditures); balanced against the funds we anticipate receiving (revenues). To balance the equation, the ratio of our expenditures to revenues would always be 1.0. Meaning, we plan to spend exactly what we receive. Of course, given the constantly changing nature of the process, this is seldom the case. The best course of action, over time, is to attempt to stay as close to an average ratio of 1.0 as possible. As indicated in the table below, the estimated ratio over this entire four-year TIP is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in Table 46 on page 74.

	FY 2006—FY 2009 TOTAL
TOTAL ANTICIPATED REVENUES	$116,135,424
TOTAL PROGRAMMED EXPENDITURES	$116,135,424
RATIO OF EXPENDITURES TO REVENUES	1.0

Note – The following guidelines are used when calculating anticipated revenue:

- SLX projects receive anticipated revenue of $5,800,000 per year as allocated by the State.
- For non-SLX projects that do not require local match, the anticipated revenue equals the expenditures.
- For non-SLX projects that require local match, the anticipated revenue equals the expenditure multiplied by the percent of federal match (usually 80%).

TRANSIT FISCAL CONSIDERATIONS

For a complete transit financial analysis please see the Transit Financial Analysis on page 101.

Table 46. Summary By Program and Fiscal Year (FY 2006—FY 2009)

			TIP Fiscal Years — FY 2006—FY 2009									
Project / Program Description	***Authorized Funding – FY 2004 or Earlier Funding***	***Prior Fiscal Year Funding FY 2005***	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	***Future Fiscal Year Funding FY 2010***	**TIP Fiscal Years FY 2006--FY 2009 Totals**	****Estimated Total Project Costs***	**TIP Anticipated Non-Local Revenue**	**TIP Anticipated Local Match Revenue**	**TIP Ratio Exp./ Rev.**
STP — State	*$2,499,474*	*$26,850,000*	$6,726,000	$16,100,000	$0	$0	*$16,500,000*	$22,826,000	*$133,204,474*	$22,826,000	$0	1.0
STP — Local	*$500,000*	*$8,180,000*	$1,500,000	$0	$6,000,000	$10,000,000	*$0*	$17,500,000	*$26,180,000*	$14,000,000	$3,500,000	1.0
STP Lexington (SLX) — Continuing Programs	*$570,000*	*$570,000*	$570,000	$570,000	$600,000	$600,000	*$600,000*	$2,340,000	*$2,340,000*	$1,872,000	$468,000	1.0
STP Lexington (SLX) — State Match	*$1,032,947*	*$8,300,000*	$10,200,000	$7,700,000	$4,500,000	$0	*$0*	$22,400,000	*$39,232,974*	$22,400,000	$0	1.0
STP Lexington (SLX) — Local Match	*$1,437,450*	*$5,229,000*	$580,000	$0	$0	$0	*$0*	$580,000	*$21,246,450*	$464,000	$116,000	1.0
STP Lexington (SLX)- Bicycle Projects	*$517,359*	*$1,920,000*	$520,000	$617,000	$0	$0	$0	$1,137,000	*$3,296,109*	$909,600	$227,400	1.0
Congestion Mit./Air Quality Prog. (CMAQ)	** $3,110,200*	*$3,317,764*	$1,459,650	$0	$0	$0	*$0*	$1,459,650	* $1,459,650	$1,167,720	$291,930	1.0
Transportation Enhan. Program (TE)	*$0*	*$356,250*	$0	$0	$0	$0	*$0*	$0	*$356,250*	$0	$0	0
State Projects (SP)	*$1,221,756*	*$525,000*	$8,025,000	$18,307,000	$125,000	$125,000	*$125,000*	$26,582,000	*$28,816,260*	$26,582,000	$0	1.0
Various State Programs (VAR)	*$3,110,000*	*$3,110,000*	$3,110,000	$3,110,000	$3,110,000	$3,110,000	$3,110,000	$12,440,000	$12,400,000	$12,400,000	$0	1.0
National Highway System Projects (NH)	*$0*	*$0*	$0	$1,000,000	$0	$0	*$0*	$1,000,000	*$15,500,000*	$1,000,000	$0	1.0
Interstate Maintenance (IM)	*$0*	*$0*	$0	$0	$5,750,000	$0	*$0*	$5,750,000	$5,750,000	$5,750,000	$0	1.0
High Priority Projects (HPP)	*$10,411,749*	*$3,825,000*	$0	$0	$0	$0	*$0*	$0	*$14,236,749*	$0	$0	0
Hazard Elimination Safety Program (HES)	*$100,000*	*$325,000*	$80,000	$990,774	$0	$0	*$0*	$1,070,774	*$1,495,774*	$1,070,774	$0	1.0
Highway Bridge Replacement and Rehab. Prog. (HBRRP)	*$100,000*	*$0*	$350,000	$700,000	$0	$0	*$0*	$1,050,000	*$1,175,000*	$1,050,000	$0	1.0
Expenditures By FY	*$24,610,935*	*$62,508,014*	$33,120,650	$49,094,774	$20,085,000	$13,835,000	*$19,735,000*	**$116,135,424**	*$317,486,541*	$111,532,094	$4,603,330	1.0
Antic. Non-Local Revenue by FY	***$23,895,493*	*$59,104,971*	$32,194,720	$48,857,374	$18,765,000	$11,715,000	*$19,735,000*	$111, 532,094	**Total TIP Expenditures = $116,135,424** **TIP Anticipated Non-Local (NL) Revenue** = $111,532,094 **Anticipated Local Match Revenue Share** = $4,603,330			
Ratio: Expenditures/Revenues	*1.0*	*1.0*	1.0	1.0	1.0	1.0	1.0	1.0				

Additional Notes: * The $3,110,200 CMAQ figure used in the *Authorized Funding – FY 2004 or Earlier Funding* column is from the FY 2005—FY 2008 TIP and is for informational purposes only.
**$477,900 is other match funding from UK and LexTran. Annually-funded programs w/o specific project phasing used the FY 06-09 TIP FY totals as the **Estimated Total Project Costs* figures.

TRANSIT FINANCIAL ANALYSIS

The following Transit Financial Analysis information was provided by Wei Chen, MPO Senior Transit Planner. The transit financial information and analyses was directly extracted from the 2030 Transportation Plan supplement Draft **Lexington Area Long Range Transit Plan, May 26, 2005,** ***Title Chapter 4. Project Summary and Cost Projections and Chapter 5. Financial Forecast.*** The financial forecast covers fiscal years FY 2006 through FY 2030. All questions concerning the transit financial information and/or comments should be forwarded to the Lexington Area MPO at 859-258-3160 or wchen@lfucg.com. The financial forecast information that follows will explain the transit funding outlook for the transit provider, the Lexington Transit Authority—Lextran.

Financial Forecast

The following information documents the forecasting of transit funds expected to be available to implement the recommended programs and infrastructure improvements in the Lexington Area from now until the year 2030. The projections will be used as the control total in the Transit Model to design and compare the alternative transit system improvement plans. FY 2005 allocations are used as the basis of forecasting funding. All funding references are denoted in present-day, uninflated dollars.

In the following sections, each category of federal funding (FTA 5307, FTA 5309, FTA 5310, and CMAQ) and local funding (local tax levy, passenger fares, and LFUCG assistance) are described and analyzed, and a forecast for FY 2006 through FY 2030 are completed. Please reference the **Lexington Area Long Range Transit Plan, May 26, 2005,** ***Title Chapter 4. Project Summary and Cost Projections and Chapter 5. Financial Forecast*** for specific details of all transit funding programs.

Table TFA -1 LexTran operating and capital expenditures for FY 2006 - 2010

Operating Expenditures						
Current Service	**FY2005(May and June)**	**FY2006**	**FY2007**	**FY2008**	**FY2009**	**FY2010**
Oper Wages & Fringes	486,094	3,033,228	3,154,560	3,280,740	3,411,972	3,548,448
Oper Other	90,868	567,024	589,704	613,296	637,824	663,336
Maint Wages & Fringes	140,730	878,148	913,272	949,812	987,804	1,027,308
Maint Other	77,444	483,252	502,584	522,684	543,588	565,332
Admin Wages & Fringes	76,764	479,016	498,168	518,100	538,824	560,376
Admin Other	226,916	1,415,952	1,472,592	1,531,500	1,592,760	1,656,468
CMAQ Adv	51,666	0	0	0	0	0
Community Relations	0	360,000	360,000	360,000	360,000	360,000
Wheels	233,334	1,455,996	1,514,244	1,574,808	1,637,796	1,703,316
Subtotal	1,383,816	8,672,616	9,005,124	9,350,940	9,710,568	10,084,584
Added Service	**FY2005(May and June)**	**FY2006**	**FY2007**	**FY2008**	**FY2009**	**FY2010**
1 - Sundays	94,200	587,796	611,316	635,772	661,200	687,648
2 - 2/3/33 Restructure	64,104	400,008	416,004	432,648	449,952	467,952
3 - Elim. 31/32 Breaks	0	0	0	0	0	0
4 - Realign 34 & 35	0	0	0	0	0	0
5 - Evenings	51,266	319,896	332,688	345,996	359,844	374,232
6 - Weekday Peak	0	547,038	1,137,840	1,183,356	1,230,696	1,279,920
7 - Weekday Mid-day	0	89,672	559,548	581,940	605,208	629,424
8 - Saturday Mid-day	0	35,868	223,824	232,776	242,088	251,772
9 - Extend Route 4	0	80,114	499,908	519,912	540,708	562,332
10 - Community Circ.	0	0	327,943	372,072	386,952	402,432
11 - Airport/Keeneland	0	0	54,615	61,956	64,440	67,008
12 - Senior Citizen Spec.	0	0	557,018	631,968	657,240	683,532
13 - Employment Connector	0	0	208,879	236,988	246,468	256,320
Subtotal	209,570	2,060,392	4,929,583	5,235,384	5,444,796	5,662,572
Admin Costs	12,500	160,416	249,996	260,004	270,396	281,220
Total Operating Expenditures	1,605,886	10,893,424	14,184,703	14,846,328	15,425,760	16,028,376

Table TFA – 1A LexTran operating and capital expenditures for FY 2006 - 2010 (Cont'd)

Capital Outlays						
	FY2005(May and June)	FY2006	FY2007	FY2008	FY2009	FY2010
Facility Rehab		5,400,000	108,000	108,000	108,000	108,000
Revenue Vehicles						1,608,556
Equipment		143,000	751,200	412,920	350,000	350,000
Bus Shelters			70,000		70,000	70,000
Cont./Admin.		606,230	337,424	323,457	335,049	443,970
Total Capital Outlays		6,149,230	1,266,624	844,377	863,049	2,580,526
Total Operating and Captial Expenditures	1,605,886	17,042,654	15,451,327	15,690,705	16,288,809	18,608,902

A Life-Cycle model (refer to Chapter 5, 5.1 for details) is employed to project the operating and capital expenditures for FY 2011 through FY 2030 based on the amounts for FY 2006 – 2010, and the results are presented in Figure 4-1 and Table 4-4.

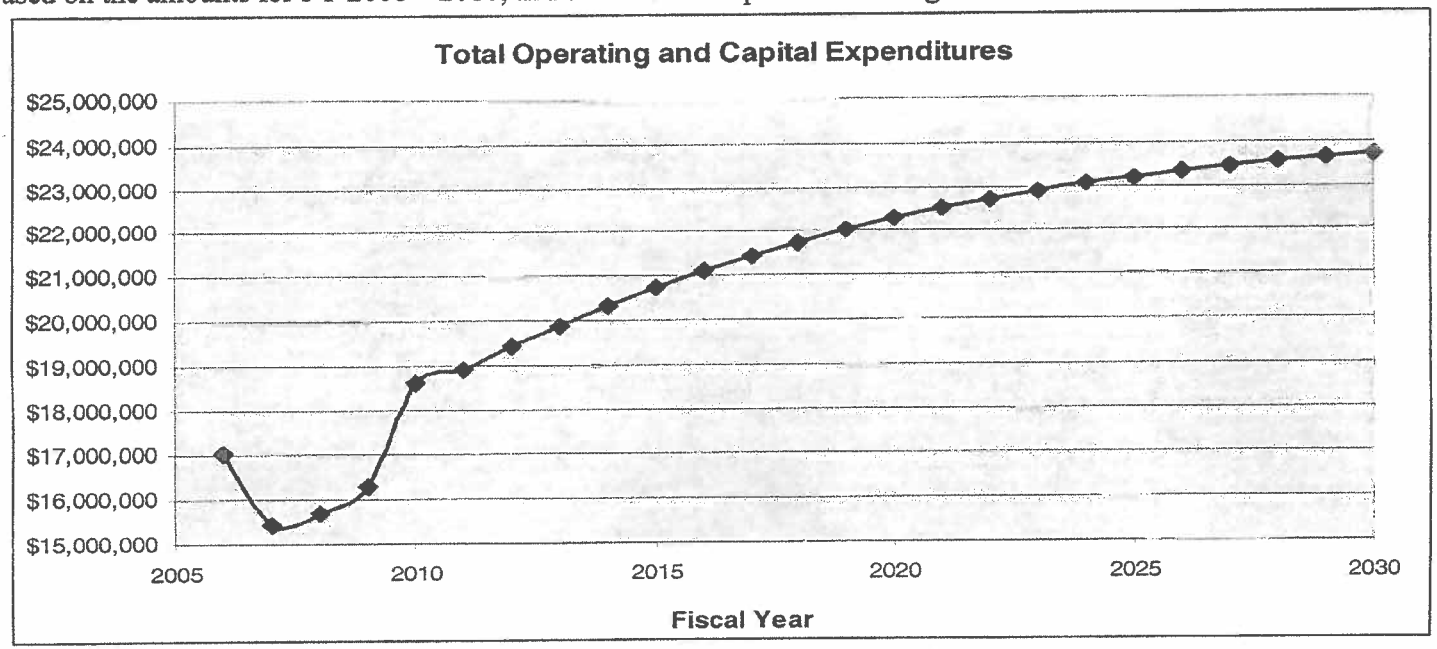


Figure TFA -1 LexTran total operating and capital expenditures for FY 2006 through FY 2030

Table TFA -2 LexTran operating and capital expenditures for FY 2006 through FY 2030

Fiscal Year	2006	2007	2008	2009	2010
Total Operating Expenditures	$10,893,424	$14,184,703	$14,846,328	$15,425,760	$16,028,376
Total Capital Outlays	$6,149,230	$1,266,624	$844,377	$863,049	$2,580,526
Total Expenditures	$17,042,654.00	$15,451,327.00	$15,690,705.00	$16,288,809.00	$18,608,902.00
Fiscal Year	**2011**	**2012**	**2013**	**2014**	**2015**
Total Operating Expenditures	$16,570,353	$17,083,036	$17,560,279	$18,002,042	$18,408,838
Total Capital Outlays	$2,340,761	$2,340,761	$2,340,761	$2,340,761	$2,340,761
Total Expenditures	$18,911,114.48	$19,423,796.83	$19,901,040.56	$20,342,803.38	$20,749,599.06
Fiscal Year	**2016**	**2017**	**2018**	**2019**	**2020**
Total Operating Expenditures	$18,781,642	$19,121,795	$19,430,915	$19,710,809	$19,963,407
Total Capital Outlays	$2,340,761	$2,340,761	$2,340,761	$2,340,761	$2,340,761
Total Expenditures	$21,122,402.84	$21,462,556.23	$21,771,675.95	$22,051,570.68	$22,304,167.77
Fiscal Year	**2021**	**2022**	**2023**	**2024**	**2025**
Total Operating Expenditures	$20,190,690	$20,394,648	$20,577,235	$20,740,337	$20,885,754
Total Capital Outlays	$2,340,761	$2,340,761	$2,340,761	$2,340,761	$2,340,761
Total Expenditures	$22,531,450.92	$22,735,409.04	$22,917,995.71	$23,081,098.31	$23,226,515.67
Fiscal Year	**2026**	**2027**	**2028**	**2029**	**2030**
Total Operating Expenditures	$21,015,182	$21,130,201	$21,232,278	$21,322,759	$21,402,877
Total Capital Outlays	$2,340,761	$2,340,761	$2,340,761	$2,340,761	$2,340,761
Total Expenditures	$23,355,942.94	$23,470,962.44	$23,573,039.26	$23,663,520.62	$23,743,638.02

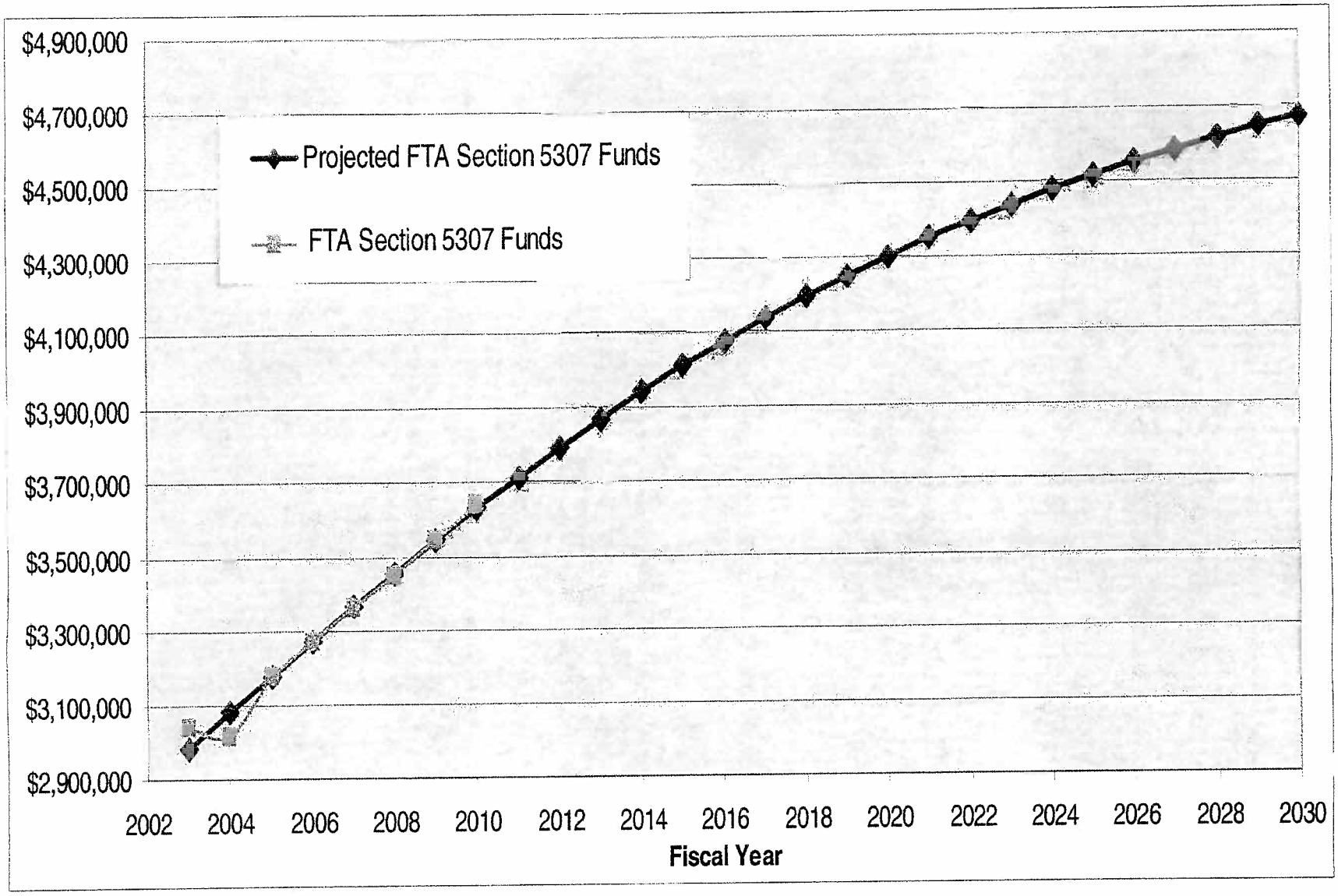


Figure TFA -2 FTA Section 5307 funding projection

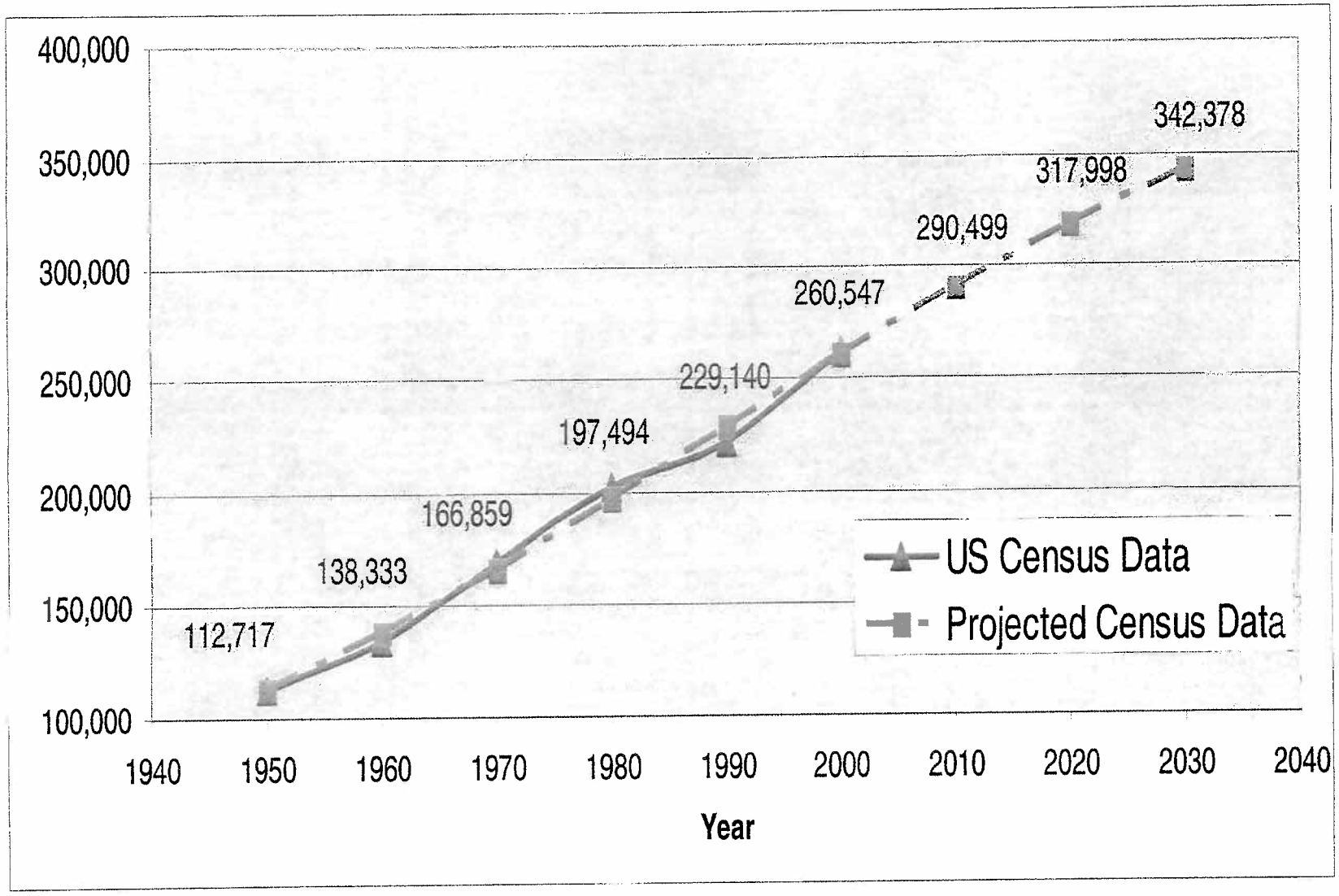


Figure TFA -3 Population projection

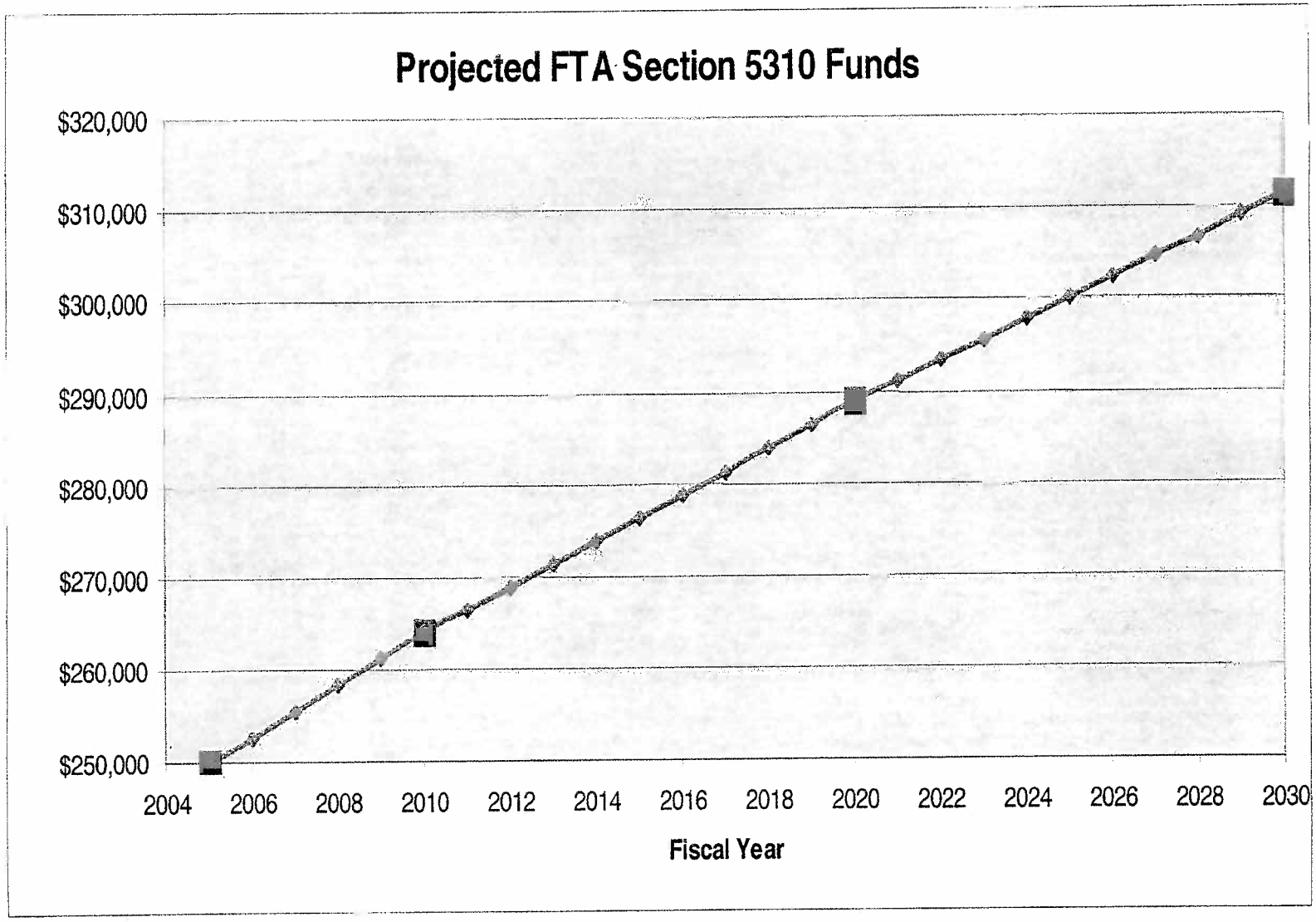


Figure TFA -4 FTA Section 5310 funding projection

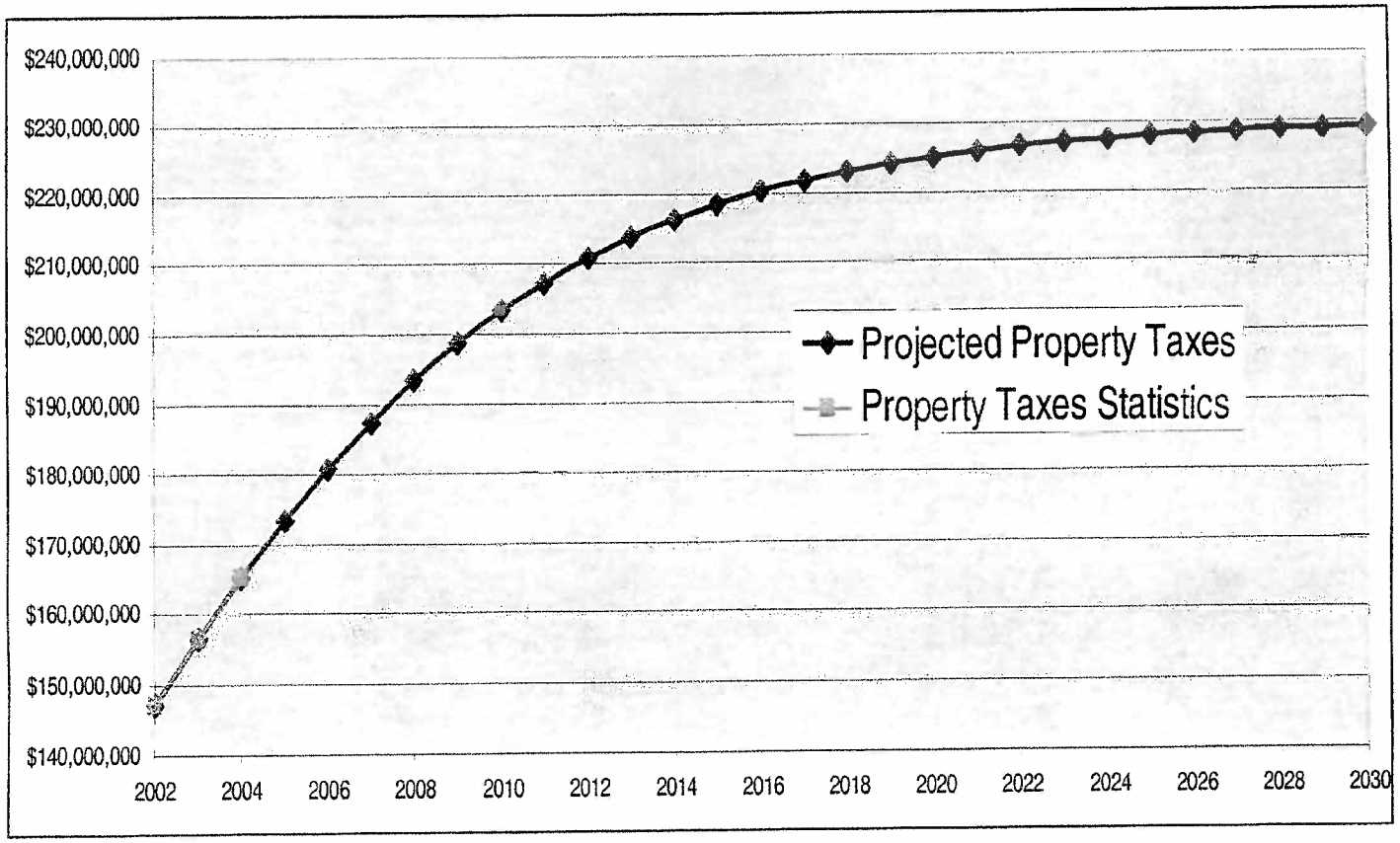


Figure TFA -5 Local property tax projection

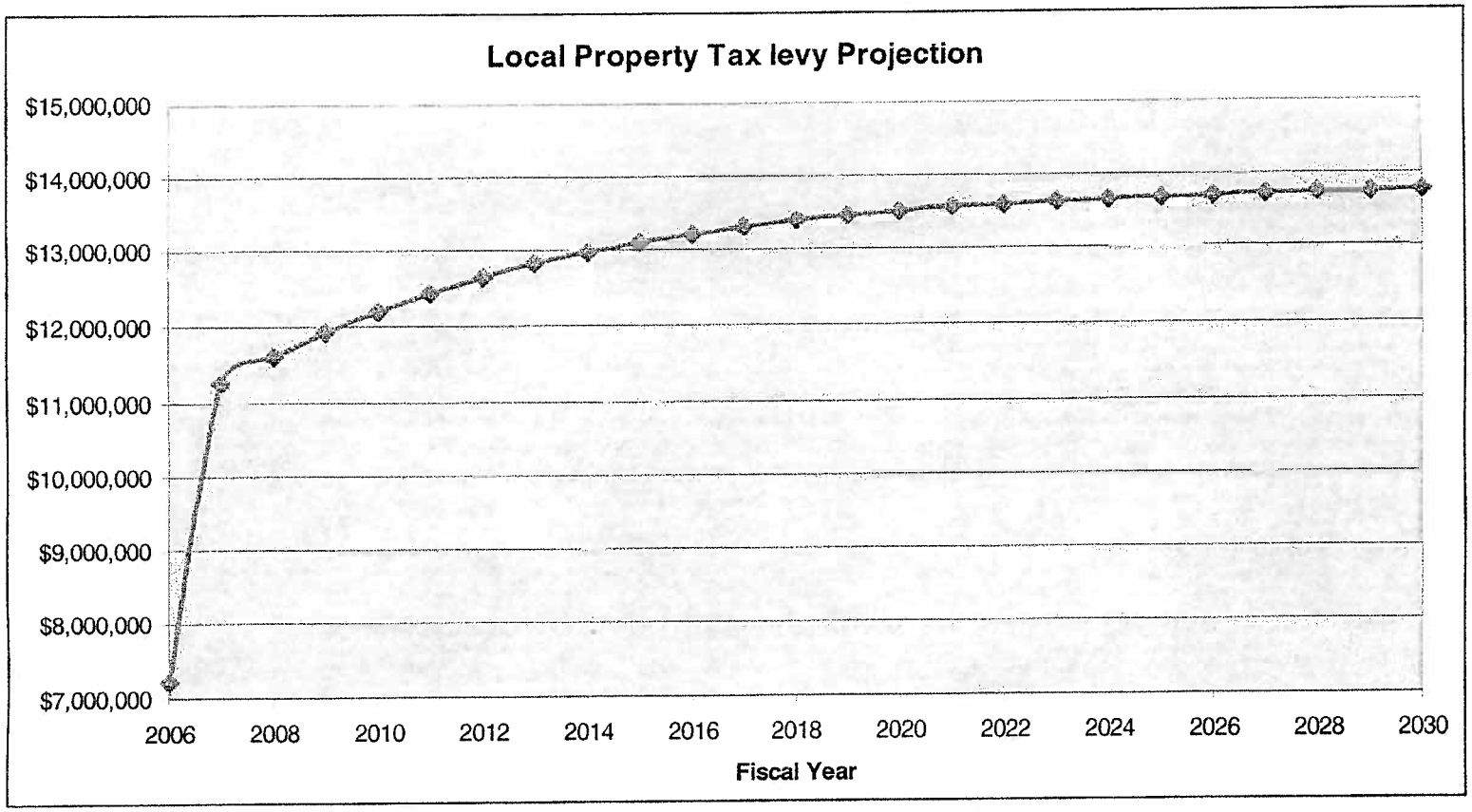


Figure TFA -6 Local property tax levy for LexTran projection

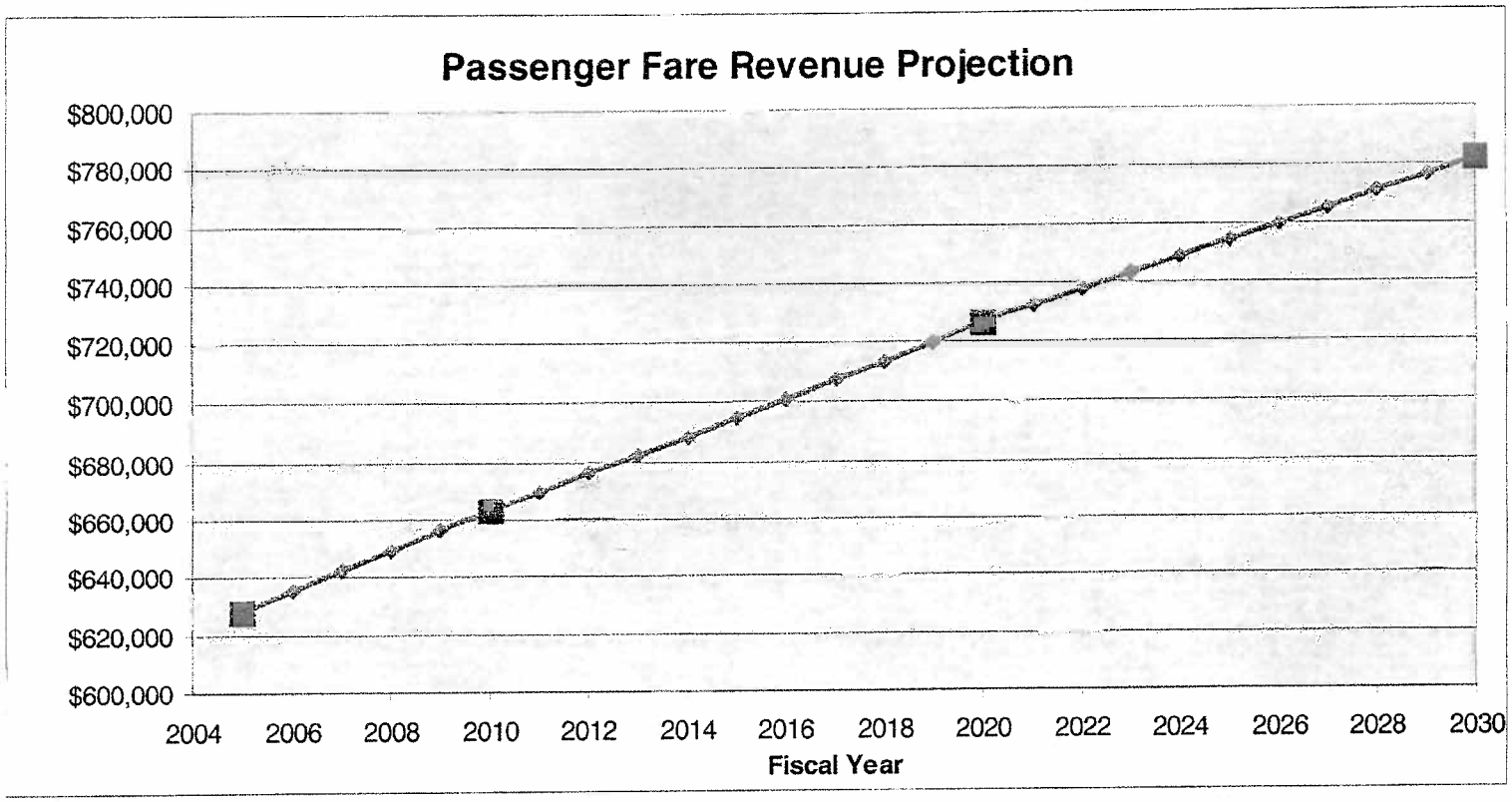


Figure TFA -7 Passenger fare revenue projection

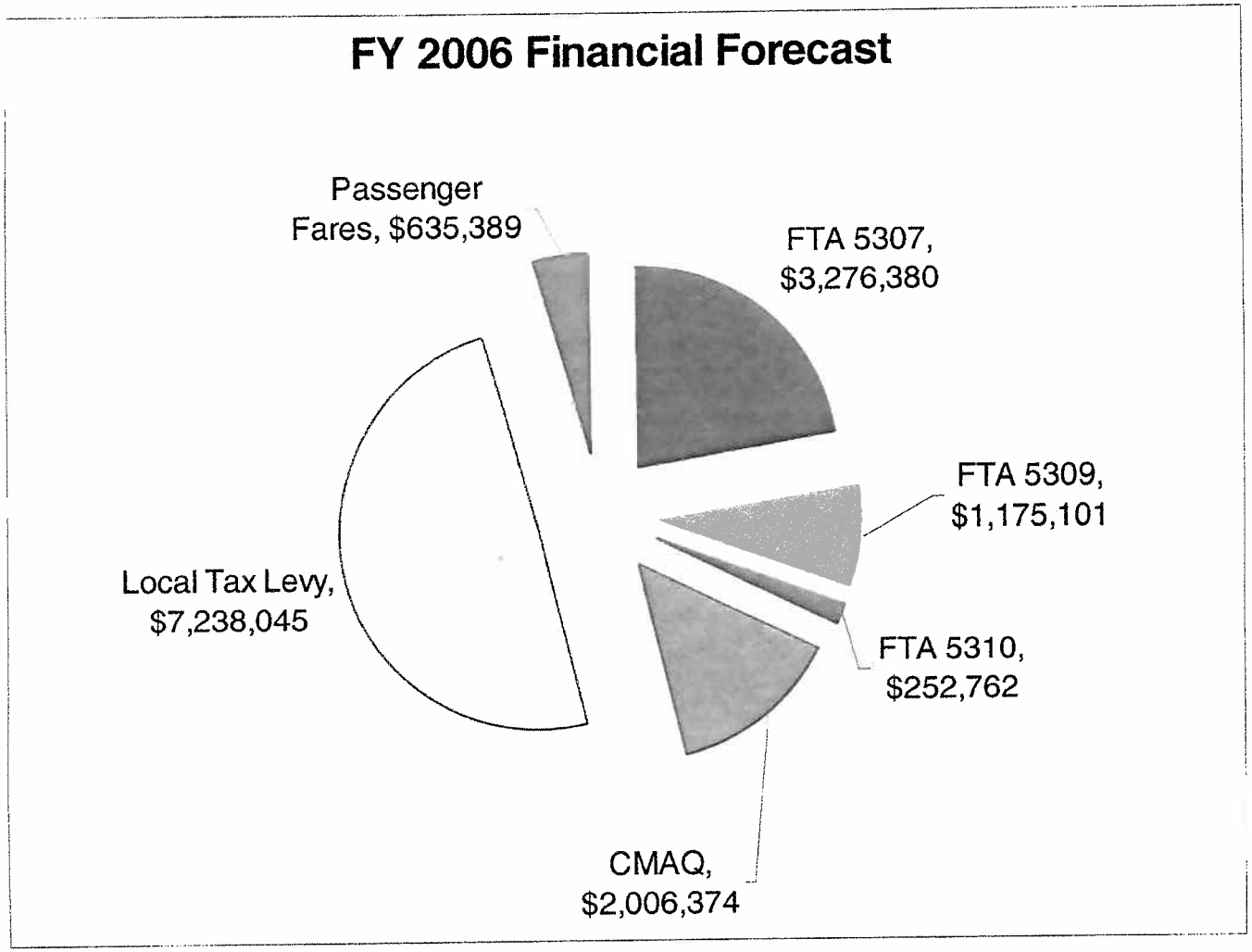


Figure TFA -8 FY 2006 financial forecast

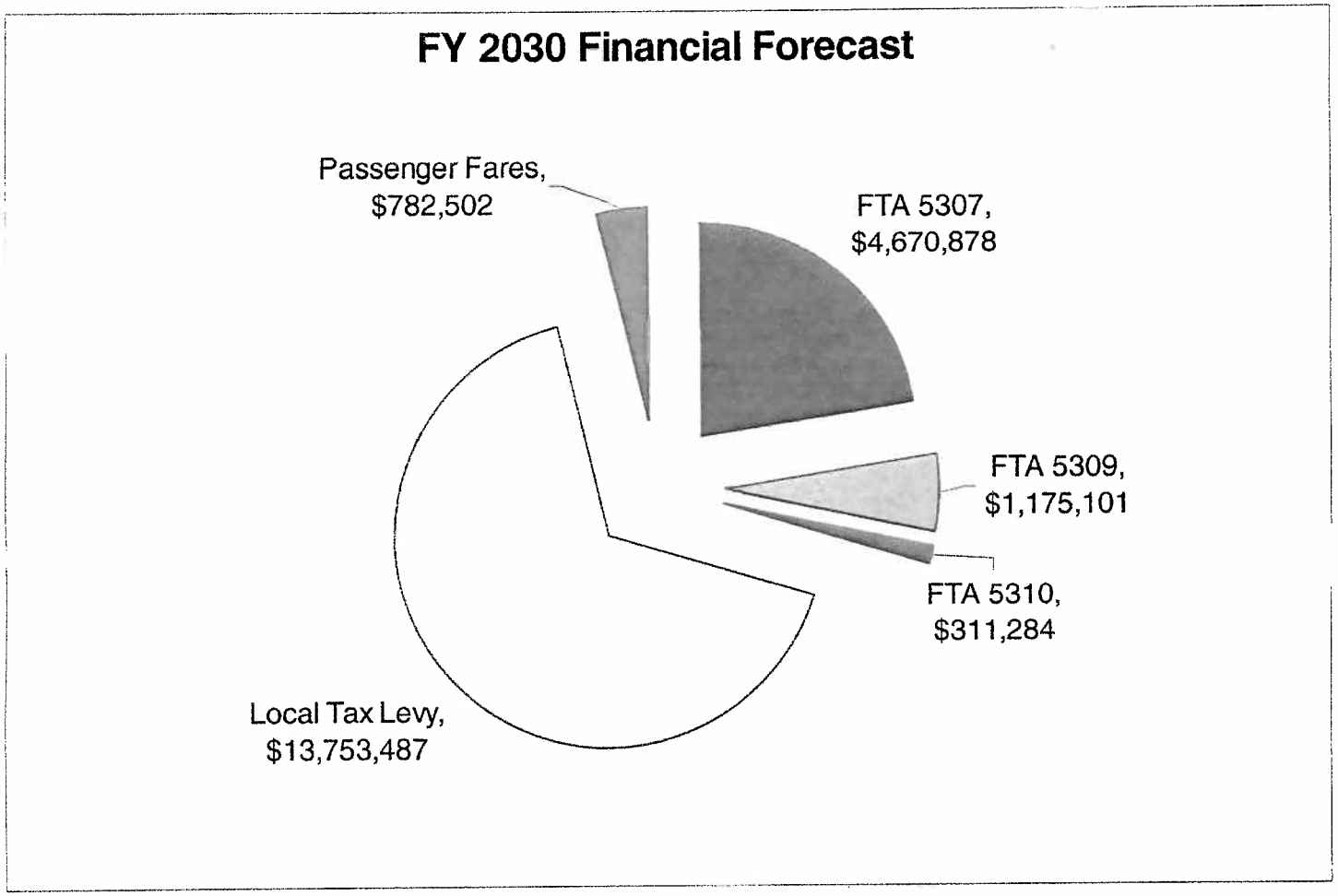


Figure TFA -9 FY 2030 financial forecast

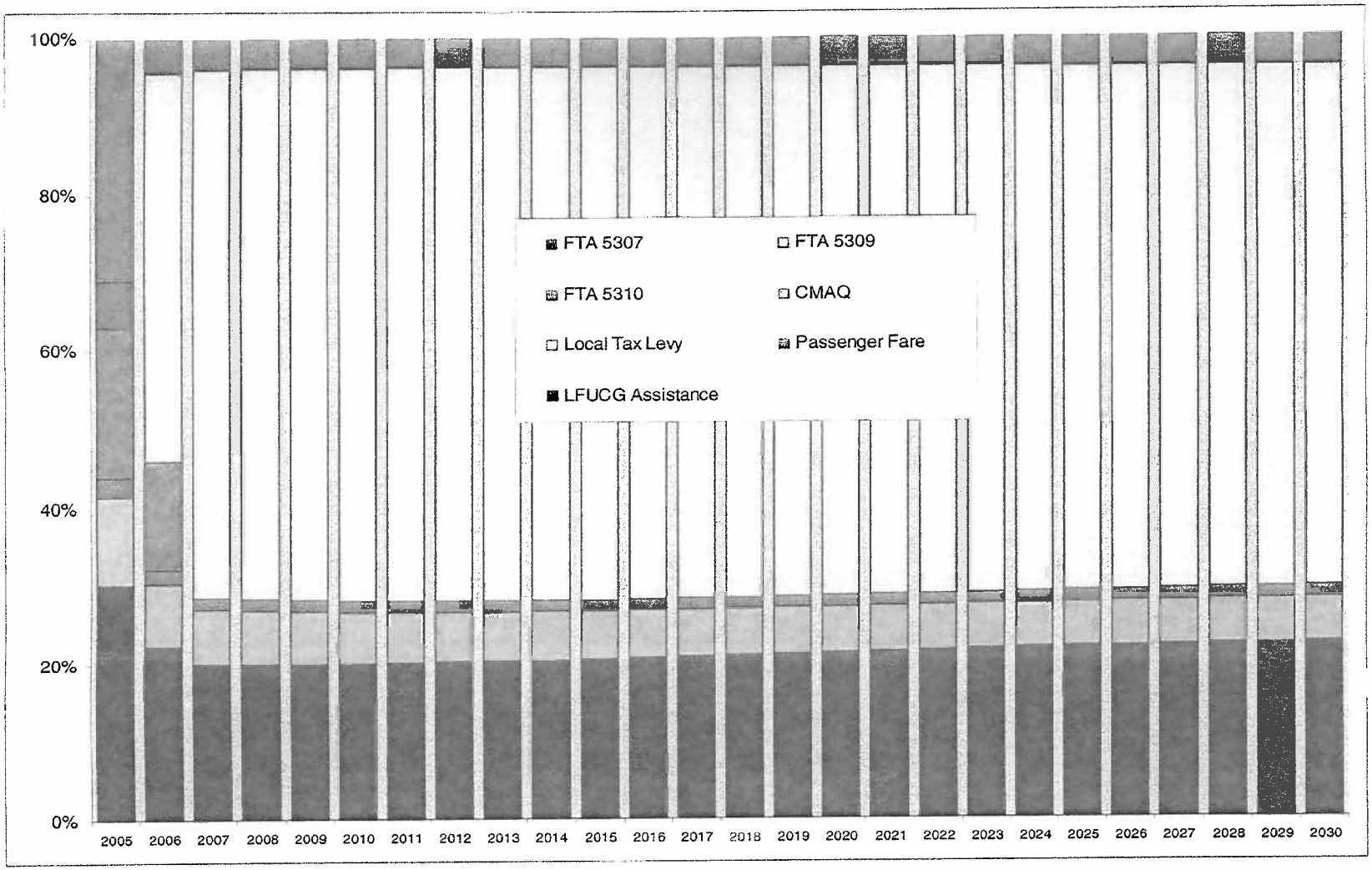


Figure TFA -10 Financial forecast for FY 2006 through FY 2030

Table TFA -3 Financial forecast for FY 2006 through FY 2030

Financial Resources	2005	2006	2007	2008	2009	2010	2011	2012
FTA 5307	$3,181,188	$3,276,380	$3,369,719	$3,460,380	$3,548,170	$3,632,933	$3,714,540	$3,792,893
FTA 5309	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101
FTA 5310	$250,000	$252,762	$255,554	$258,377	$261,231	$264,117	$266,516	$268,938
CMAQ	$2,006,374	$2,006,374	--	--	--	--	--	--
Local Tax Levy	--	$7,238,045	$11,257,886	$11,615,100	$11,930,455	$12,206,537	$12,446,475	$12,653,677
Passenger Fares	$628,447	$635,389	$642,408	$649,504	$656,679	$663,933	$669,965	$676,052
LFUCG Assistance	$3,254,020	--	--	--	--	--	--	--
Total	$10,495,130	$14,584,050	$16,700,668	$17,158,461	$17,571,636	$17,942,620	$18,272,597	$18,566,661

Financial Resources	2013	2014	2015	2016	2017	2018	2019	2020	2021
FTA 5307	$3,867,927	$3,939,600	$4,007,900	$4,072,835	$4,134,439	$4,192,760	$4,247,867	$4,299,840	$4,348,772
FTA 5309	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101
FTA 5310	$271,381	$273,847	$276,335	$278,845	$281,379	$283,935	$286,515	$289,118	$291,262
CMAQ	--	--	--	--	--	--	--	--	--
Local Tax Levy	$12,831,628	$12,983,736	$13,113,230	$13,223,094	$13,316,031	$13,394,456	$13,460,496	$13,516,011	$13,562,607
Passenger Fares	$682,194	$688,393	$694,647	$700,958	$707,327	$713,753	$720,238	$726,782	$732,170
LFUCG Assistance	--	--	--	--	--	--	--	--	--
Total	$18,828,231	$19,060,676	$19,267,212	$19,450,834	$19,614,276	$19,760,005	$19,890,217	$20,006,851	$20,109,912

Financial Resources	2022	2023	2024	2025	2026	2027	2028	2029	2030
FTA 5307	$4,394,766	$4,437,931	$4,478,383	$4,516,241	$4,551,627	$4,584,662	$4,615,469	$4,644,168	$4,670,878
FTA 5309	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101	$1,175,101
FTA 5310	$293,421	$295,597	$297,789	$299,996	$302,221	$304,462	$306,719	$308,993	$311,284
CMAQ	--	--	-	--	--	--	--	--	--
Local Tax Levy	$13,601,671	$13,634,385	$13,661,757	$13,684,644	$13,703,769	$13,719,741	$13,733,076	$13,744,203	$13,753,487
Passenger Fares	$737,599	$743,068	$748,577	$754,128	$759,719	$765,352	$771,026	$776,743	$782,502
LFUCG Assistance	--	--	--	--	--	--	--	--	--
Total	$20,202,558	$20,286,081	$20,361,607	$20,430,110	$20,492,436	$20,549,318	$20,601,391	$20,649,209	$20,693,253

Table TFA -4 Financial forecast summary FY 2006 - FY 2030

Financial Forecast Summary FY 2006 - FY 2030	
FTA 5307	$102,801,082
FTA 5309	$29,377,517
FTA 5310	$7,080,592
CMAQ	$2,006,374
Local Tax Levy	$321,986,199
Passenger Fares	$17,799,107
Total	$481,050,870

Table TFA -5 Property tax levy for LexTran projection

Fiscal Year	Property Tax Statistics	Projected Property Taxes $S(t) = K/[1+\exp(-b(t-t_0)]$	Property Tax Levy for LexTran = 0.06 *(Projected Property Taxes / Property Tax Rate)/100
2002	147,155,408	147,167,841	--
2003	156,605,935	156,582,487	--
2004	165,385,905	165,396,803	--
2005		173,534,503	--
2006		180,951,127	7,238,045 (eight months)
2007		187,631,435	11,257,886
2008		193,585,002	11,615,100
2009		198,840,912	11,930,455
2010		203,442,288	12,206,537
2011		207,441,253	12,446,475
2012		210,894,617	12,653,677
2013		213,860,459	12,831,628
2014		216,395,596	12,983,736
2015		218,553,836	13,113,230
2016		220,384,901	13,223,094
2017		221,933,857	13,316,031
2018		223,240,935	13,394,456
2019		224,341,608	13,460,496
2020		225,266,843	13,516,011
2021		226,043,456	13,562,607
2022		226,694,513	13,601,671
2023		227,239,745	13,634,385
2024		227,695,957	13,661,757
2025		228,077,404	13,684,644
2026		228,396,146	13,703,769
2027		228,662,354	13,719,741
2028		228,884,593	13,733,076
2029		229,070,058	13,744,203
2030		229,224,790	13,753,487

Louisville FY 2006-2008 TIP; Financial Plan

Funding

TEA-21 identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspects of ISTEA and TEA-21 are their flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and conformity to air quality standards and fiscal constraint.

Surface Transportation

Four basic categories of surface transportation funds are available through the Federal Highway Administration. These funds exist to meet specific purposes identified in TEA-21. This act authorizes federal assistance for both highway and transit programs and provides for motor fuels tax revenues. Appropriations from the general fund are provided by separate legislation. The United States Department of Transportation, the Economic Development Administration, the Department of the Interior, and the Department of Housing and Urban Development provide additional sources for transportation funding.

National Highway System-FHWA

The National Highway System (NHS) focuses on transportation facilities that are of national significance and have direct impact on the interstate system. The NHS includes all of the interstates and those portions of primary, secondary and urban facilities that provide access to interstates, major transportation centers, and national defense facilities. NHS funds may also be used for the construction of facilities and the maintenance of the interstate system. On a national scale, ISTEA has designated a maximum of 155,000 miles for the NHS system.

Responsibility for setting priority of projects requesting NHS funds that are submitted to the TIP rests with the state departments of transportation from Kentucky and Indiana. Federal funds may pay 80% - 90% of project costs depending on the type of improvements. Interstate construction and interstate maintenance are eligible to receive 90% federal obligation for a project. All other NHS projects are eligible for an 80% federal share.

Surface Transportation Program-FHWA

The Surface Transportation Program (STP) is a funding category whose intent is to give more funding discretion to the states and the Metropolitan Planning Organization (MPO), in this case KIPDA. STP funds may be used on any surface transportation project, including those on the NHS, and excluding local or rural minor collectors. Facilities meeting this criterion are referred to as Federal-aid

roads. Funds under STP, following the completion of certain criteria, may be transferred to specific transit funding programs. Those transferred funds will then follow the guidelines of the program to which they were transferred.

From the federal money allocated to a state for distribution through STP, 20% is earmarked for special programs. The Transportation Enhancement Program will encompass 10% of the earmarked dollars, and the remaining 10% is to go to the Safety Program.

Of the 80% of the remaining federal funds allocated to a state for the STP funding category, 62.5% is to be distributed to census defined urbanized areas having a population equal to or greater than 200,000. If an area meets this criterion, then it is referred to as a Transportation Management Area (TMA). Therefore, projects within the Louisville TMA may utilize these funds. Urbanized and rural areas with a population below 200,000 or areas that are not urbanized will receive 37.5% of the 80%.

Priority setting for STP monies differs from that of NHS monies. 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 TEA-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. Projects that request money from the Transportation Enhancement Program and the Safety Program are to be obligated according to the state's discretion in consultation with the MPO and their recommended priority.

The Transportation Enhancement Program provides for the implementation of non-traditional transportation projects that enhance the aesthetic quality of a project or area. Transportation Enhancement funds may be utilized to fund the following types of projects:

- provision of facilities for pedestrians and bicycles,
- provision of safety and educational activities for pedestrians and bicyclists,
- acquisition of scenic easements and scenic or historic sites,
- scenic or historic highway programs,
- landscaping and other scenic beautification,
- historic preservation,
- rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals,
- preservation of abandoned railway corridors,
- control and removal of outdoor advertising,
- archeological planning and research,

- mitigation of water pollution due to highway run-off or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- establishment of transportation museums.

Safety funds are to be used for safety construction activities such as hazard elimination, rail-highway crossings, etc.

All STP monies other than those used for interstate construction 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-FHWA

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.

Responsibility for recommending priorities within an urbanized area whose population is equal to or greater than 200,000 rests with the MPO. The state reserves final priority discretion. All CMAQ monies receive an 80% federal obligation toward the cost of each project.

Bridge Replacement and Rehabilitation-FHWA

Federal funds are available for the rehabilitation and replacement of bridges through the Bridge Replacement and Rehabilitation funding category. Responsibility for setting priority for Bridge Replacement and Rehabilitation projects rests with the state. The federal share of all Bridge Replacement and Rehabilitation projects is 80%.

Minimum Guarantee-FHWA

Minimum Guarantee funds are distributed to ensure that each state will have a guaranteed return on its contribution to the Highway Account of the Highway Trust Fund. Each state is guaranteed a certain share of the aggregate funding for the following programs: Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality Improvement, Surface

Transportation Program, Metropolitan Planning, High Priority Projects, Appalachian Development Highway System, Recreational Trails, and Minimum Guarantee.

Of the Minimum Guarantee Funds made available, $2.8 billion is administered as though it were STP funding except that the STP provisions requiring set-aside of funds for safety and transportation enhancements and sub-State allocation of funds do not apply. Within each state, the amount of funds above $2.8 billion is divided among the IM, NHS, Bridge, CMAQ, and STP programs based on the share the state received for each program under the program formula.

Interstate Maintenance - FHWA

Federal funds are available for the maintenance of the interstate and its bridges through the Interstate Maintenance funds. Responsibility for setting priority for Interstate Maintenance projects rests with the state. The federal share of all Interstate Maintenance projects is 90 percent.

Transit

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991.

Section 5309-FTA (formerly Section 3)

Section 5309 funds can be used for a variety of transit capital investments the primary use is for major one-time investments in mass transit systems and for the construction of completely new systems. Section 5309 funds are available to local transit programs on a nationally competitive basis. The federal share of Section 5309 projects is 80 percent.

Section 5307-FTA (formerly Section 9)

Section 5307 is a formula-apportioned aid program available for planning and capital assistance for urbanized areas with populations greater than 50,000. In urbanized areas with populations of 200,000 or more the definition of capital has been revised to include preventive maintenance. Responsibility for setting project priorities within a TMA rests with the MPO. In areas outside the TMA, project priority is the responsibility of the state.

Section 5310-FTA (formerly Section 16)

The Section 5310 program provides capital assistance to private nonprofit corporations and associations in the purchase of vehicles and related equipment to transport elderly and disabled persons. This program provides up to 80 percent of the costs of purchasing equipment. Project priority is approved by KIPDA within the transportation management area and funding is administered by the states. The funds are awarded on a competitive basis depending upon the severity of the needs of the persons to be served, the availability of existing transportation resources and other factors. In areas outside the TMA, project priority is the responsibility of the state.

Section 5311-FTA (formerly Section 18)

FTA Section 5311 funds are available for capital and operating assistance to public transportation projects in areas other than urbanized (small urban, rural, and inter-city). The federal share of costs is up to 80 percent for capital projects and 50 percent for operating expenses. Section 5311 funds are apportioned to states by a legislatively determined formula based on non-urban population. These funds remain available for two years after apportionment, after which they are reapportioned among the states under the Section 5311 program.

Outside the TMA, project priority is the responsibility of the state.

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 2006 Through 2008

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 and non-attainment 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.

SUB-ALLOCATED TO THE AREA	STATEWIDE-COMPETITIVE
Surface Transportation Program: Urbanized area	Surface Transportation Program: Statewide
Congestion Mitigation & Air Quality (IN only)	Surface Transportation Program: Transportation Enhancement
Section 5307 - formerly Section 9	Surface Transportation Program: Safety
	Congestion Mitigation & Air Quality (KY only)
	National Highway Systems
	Interstate Maintenance
	Bridge Replacement and Rehabilitation
	Section 5309 - formerly Section 3: Discretionary programmed on a national basis

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 suballocated 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 are identified as "STP-Urban". In accordance with ISTEA, 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 $2,372,235 will be allocated to the urbanized area for each of FY 2006, FY 2007, and FY 2008. The Indiana Department of Transportation allows the MPO's to total three years of funds and program those funds within the TIP three-year period. The financial plan in Figure 4 shows the amount of STP-Urban funds programmed for Southern Indiana.

Kentucky

The Kentucky Transportation Cabinet has estimated that $11,380,000 will be allocated to the urbanized area in FY 2006, FY 2007, 2008. Figure 5 shows the financial plan for the Kentucky STP-Urban dollars in the TIP.

Figure 4
Financial Plan of
Indiana STP-Urban and CMAQ Funds

FY 2006 - FY 2008 Transportation Improvement Program

Surface Transportation Program

	FY 2006	FY 2007	FY 2008
3 Year Allocation ($2,372,235 per year)	$7,116,705	-	-
Carryover From Previous Year	$827,310	$6,761,015	$2,034,015
Balance of Funds Available	$7,944,015	$6,761,015	$2,034,015
Dollars Programmed	$1,183,000	$4,727,000	$1,017,000
Balance Remaining	$6,761,015	$2,034,015	$1,017,015

Congestion Mitigation and Air Quality

	FY 2006	FY 2007	FY 2008
Annual Allocation	$499,298	$499,298	$499,298
Carryover From Previous Year	$418,830	$148,328	$647,626
Balance of Funds Available	$918,128	$647,626	$1,146,924
Dollars Programmed	$769,800	$0	$0
Balance Remaining	$148,328	$647,626	$1,146,924

Figure 5
Financial Plan of
Kentucky STP-Urban and CMAQ Funds

FY 2006 - FY 2008 Transportation Improvement Program

Surface Transportation Program

	FY 2006	FY 2007	FY 2008
Annual Allocation	$11,380,000	$11,380,000	$11,380,000
Carryover From Previous Year	-$3,405,634	-$524,586	$57,777
Balance of Funds Available	$7,974,366	$10,797,637	$11,437,777
Dollars Programmed	$8,498,952	$10,797,637	$11,626,206
Balance Remaining	-$524,586	$57,777	-$188,429
STP-Urban over programming of funds is covered with state funds.			

Congestion Mitigation and Air Quality

	FY 2006	FY 2007	FY 2008
Fiscal Year Estimate of CMAQ Funds	$4,000,000	$4,000,000	$4,000,000

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 solely for the purpose of improving 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. Clark and Floyd counties in Indiana and all of Jefferson and portions of Bullitt and Oldham counties in Kentucky are currently designated as a basic non-attainment area for the eight-hour standard for ozone and the PM 2.5 standard. Therefore these counties may use CMAQ dollars.

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 $506,000 each year. The financial plan is shown in Figure 4.

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. The state has indicated that each non-attainment or maintenance area should base their programming of projects requesting CMAQ funds on a reasonable estimate of dollars that can be expected to be obligated in their area. The Kentucky Transportation Cabinet has estimated that KIPDA will receive approximately $4,000,000 of CMAQ funds for each year of the TIP. Figure 5 depicts the financial plan for CMAQ dollars in the Louisville urbanized area.

Transportation Enhancement

Transportation Enhancement (TE) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. TEA-21 has identified many categories of uses ranging from bicycle and pedestrian facilities, to landscaping along roadways, to historic preservation of transportation related facilities, to archeological planning and research conducted in relation to a transportation project. Each state has formed a committee of agencies which reviews the projects submitted to the state and rank them against each other using state established criteria. Agencies on the state review committee generally include, at a minimum, state historic preservation organizations, tourism commissions, and state departments of transportation. KIPDA recommends a priority of how they would like to see the dollars spent in this area if dollars are going to be spent at all. The KIPDA priority is not binding, but only a recommendation to be taken into consideration.

Indiana's yearly allocation is approximately $9,200,000 and Kentucky's is approximately $6,000,000. All funds are available statewide.

Once received by KIPDA, Transportation Enhancement project applications are submitted to the Indiana Department of Transportation and the Kentucky Transportation Cabinet for review by their respective committees and governors. Due to the inability of the states to provide a forecast of how many TE dollars will be spent in our urbanized area, TE projects are not included in the TIP endorsed list of projects. Once projects are selected for funding by each governor, those projects will be added to the Transportation Improvement Program's list of endorsed projects.

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2006 through FY 2008 is shown in Figure 6. 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.

Figure 6
FY 2006 – FY 2008 Transportation Improvement Program
Financial Plan of Federal Funds

Indiana

FY 2006				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$1,290,000	$1,032,000	$258,000	$1,290,000
CMAQ	$962,250	$769,800	$192,450	$962,250
IM	$13,500,000	$10,800,000	$2,700,000	$13,500,000
Section 5310	$164,259	$131,407	$32,852	$164,259
STP-State	$2,425,000	$1,940,000	$485,000	$2,425,000
STP-Urban	$1,478,750	$1,183,000	$295,750	$1,478,750
TE	$811,300	$649,000	$162,300	$811,300
Total	$20,631,559	$16,505,207	$4,126,352	$20,631,559

FY 2007				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$1,583,000	$1,266,400	$316,600	$1,583,000
CMAQ *	$499,298	$0	$0	$0
IM	$14,072,000	$12,573,000	$1,499,000	$14,072,000
Section 5310 *	$0	$0	$0	$0
STP-State	$18,738,000	$14,990,400	$3,747,600	$18,738,000
STP-Urban	$5,908,750	$4,727,000	$1,181,750	$5,908,750
TE *	$813,700	$650,960	$162,740	$813,700
Total	$41,614,748	$34,207,760	$6,907,690	$41,115,450

FY 2008				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$540,000	$432,000	$108,000	$540,000
CMAQ *	$499,298	$0	$0	$0
IM	$900,000	$720,000	$180,000	$900,000
Section 5310 *	$0	$0	$0	$0
STP-State	$2,846,000	$2,277,000	$569,000	$2,846,000
STP-Urban	$1,271,250	$1,017,000	$254,250	$1,271,250
TE *	$2,865,000	$2,292,000	$573,000	$2,865,000
Total	$8,921,548	$6,738,000	$1,684,250	$8,422,250

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

Figure 6 *(cont'd)*
FY 2006 – FY 2008 Transportation Improvement Program
Financial Plan of Federal Funds

Kentucky

FY 2006				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	$4,050,000	$4,050,000	$0	$4,050,000
CMAQ	$6,199,375	$5,229,500	$969,875	$6,199,375
HES	$465,000	$465,000	$0	$465,000
HPP*	$0	$0	$0	$0
IM	$39,181,200	$35,944,200	$3,237,000	$39,181,200
KYD	$500,000	$500,000	$0	$500,000
NHS	$33,029,800	$28,166,000	$4,863,800	$33,029,800
Rail	$500,000	$500,000	$0	$500,000
Section 5307	$13,579,540	$10,863,632	$2,715,908	$13,579,540
Section 5309	$4,350,783	$3,480,626	$870,157	$4,350,783
STP-State	$33,700,000	$31,190,000	$2,510,000	$33,700,000
STP-Urban	$9,253,378	$8,498,952	$754,426	$9,253,378
TE*	$0	$0	$0	$0
Total	$144,809,076	$128,887,910	$15,921,166	$144,809,076

FY 2007				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	$1,882,000	$1,628,000	$254,000	$1,882,000
CMAQ *	$0	$0	$0	$0
HES	$40,000	$40,000	$0	$40,000
HPP *	$0	$0	$0	$0
IM	$19,965,600	$17,995,600	$1,970,000	$19,965,600
KYD*	$1,175,523	$940,418	$235,105	$1,175,523
NHS	$29,715,000	$25,505,000	$4,210,000	$29,715,000
Rail	$500,000	$400,000	$100,000	$500,000
Section 5307	$14,126,657	$11,301,326	$2,825,331	$14,126,657
Section 5309 *	$0	$0	$0	$0
STP-State	$14,675,000	$11,740,000	$2,935,000	$14,675,000
STP-Urban	$11,754,859	$10,797,637	$957,222	$11,754,859
TE*	$920,000	$920,000	$0	$920,000
Total	$94,754,639	$81,267,981	$13,486,658	$94,754,639

Figure 6 *(cont'd)*
FY 2006 – FY 2008 Transportation Improvement Program
Financial Plan of Federal Funds

Kentucky

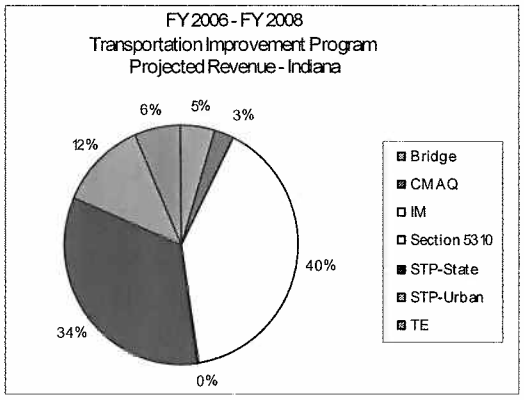
FY 2008				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge *	$0	$0	$0	$0
CMAQ *	$0	$0	$0	$0
HES	$550,000	$550,000	$0	$550,000
HPP *	$0	$0	$0	$0
IM	$49,600,000	$44,480,000	$5,120,000	$49,600,000
KYD *	$0	$0	$0	$0
NHS	$10,500,000	$9,450,000	$1,050,000	$10,500,000
Rail	$500,000	$400,000	$100,000	$500,000
Section 5307	$15,319,911	$12,255,929	$3,063,982	$15,319,911
Section 5309 *	$0	$0	$0	$0
STP-State	$34,762,500	$27,810,000	$6,952,500	$34,762,500
STP-Urban	$12,170,008	$11,626,206	$543,802	$12,170,008
TE *	$0	$0	$0	$0
Total	$123,402,419	$106,572,135	$16,830,284	$123,402,419

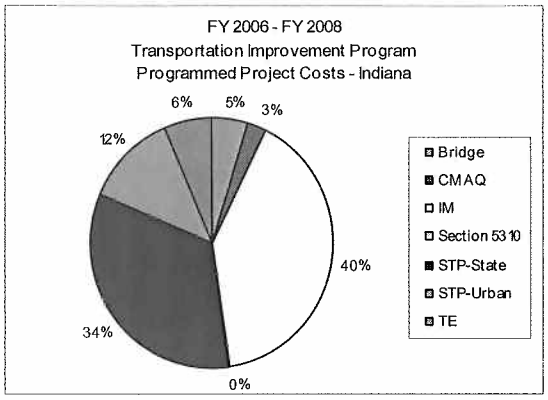
* These funds are programmed annually, therefore projected revenue and project costs are not known at this time. Additional projects could be programmed

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

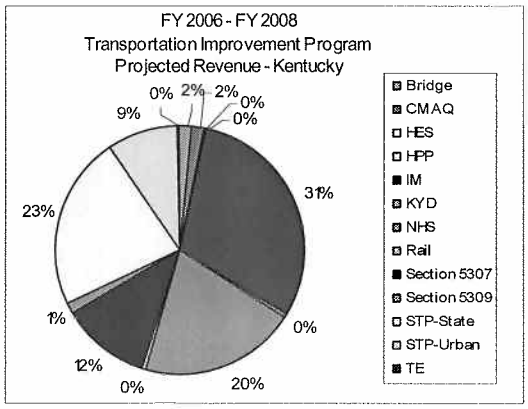
Figure 6 *(cont'd)*
FY 2006 – FY 2008 Transportation Improvement Program
Financial Plan of Federal Funds

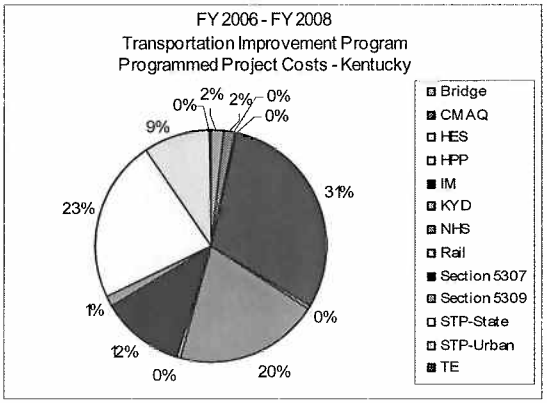
Indiana
Projected Federal Revenue and Programmed Project Costs





Kentucky
Projected Federal Revenue and Programmed Project Costs





Operations and Maintenance

The system of roadways that has been developed for the Louisville and Southern Indiana urbanized area must be maintained. The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The Indiana Department of Transportation projects spending $2,338,000 annually to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that

$14,700,000 will be spent to maintain roads in Bullitt, Jefferson, and Oldham counties each year.

The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending $42,896,000 each year to operate transit in the 5 county area. Figure 7 shows federal and state funding that is available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area for the next three years. Between fiscal year 2006 and fiscal year 2008 there will be approximately $242,592,000 available for the maintenance and operations of the transportation system in the urbanized area.

Figure 7
Operations and Maintenance
FY 2006 - FY 2008

Federal	$18,690,000
State	$51,114,000
Transit	$172,788,000
Total	$242,592,000

Source: Operations and maintenance projections were provided by INDOT, KYTC, and TARC

KIPDA's
FY 2006 - FY 2008 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

Federal Funding Category	FY 2006					FY 2007					FY 2008				
		Programmed Project Cost					Programmed Project Cost					Programmed Project Cost			
	Projected Revenue	Federal Funds	State/Local Funds **	% State/Local Funds of Project Cost	Programmed Project Cost	Projected Revenue	Federal Funds	State/Local Funds **	% State/Local Funds of Project Cost	Programmed Project Cost	Projected Revenue	Federal Funds	State/Local Funds**	% State/Local Funds of Project Cost	Programmed Project Cost
Bridge	$4,050,000	$4,050,000	$0	0%	$4,050,000	$1,882,000	$1,628,000	$254,000	13%	$1,882,000	$0	$0	$0	0%	$0
CMAQ	$6,199,375	$5,229,500	$969,875	16%	$6,199,375	$0	$0	$0	0%	$0	$0	$0	$0	0%	$0
HES	$465,000	$465,000	$0	0%	$465,000	$40,000	$40,000	$0	0%	$40,000	$550,000	$550,000	$0	0%	$550,000
HPP*	$0	$0	$0	0%	$0	$0	$0	$0	0%	$0	$0	$0	$0	0%	$0
IM	$39,181,200	$35,944,200	$3,237,000	8%	$39,181,200	$19,965,600	$17,995,600	$1,970,000	10%	$19,965,600	$49,600,000	$44,480,000	$5,120,000	10%	$49,600,000
KYD	$500,000	$500,000	$0	0%	$500,000	$1,175,523	$940,418	$235,105	20%	$1,175,523	$0	$0	$0	0%	$0
NHS	$33,029,800	$28,166,000	$4,863,800	15%	$33,029,800	$29,715,000	$25,505,000	$4,210,000	14%	$29,715,000	$10,500,000	$9,450,000	$1,050,000	10%	$10,500,000
Rail	$500,000	$500,000	$0	0%	$500,000	$500,000	$400,000	$100,000	20%	$500,000	$500,000	$400,000	$100,000	20%	$500,000
Section 5307	$13,579,540	$10,863,632	$2,715,908	20%	$13,579,540	$14,126,657	$11,301,326	$2,825,331	20%	$14,126,657	$15,319,911	$12,255,929	$3,063,982	20%	$15,319,911
Section 5309	$4,350,783	$3,480,626	$870,157	20%	$4,350,783	$0	$0	$0	0%	$0	$0	$0	$0	0%	$0
STP-State	$33,700,000	$31,190,000	$2,510,000	7%	$33,700,000	$14,675,000	$11,740,000	$2,935,000	20%	$14,675,000	$34,762,500	$27,810,000	$6,952,500	20%	$34,762,500
STP-Urban	$9,253,378	$8,498,952	$754,426	8%	$9,253,378	$11,754,859	$10,797,637	$957,222	8%	$11,754,859	$12,170,008	$11,626,206	$543,802	4%	$12,170,008
TE*	$0	$0	$0	0%	$0	$920,000	$920,000	$0	0%	$920,000	$0	$0	$0	0%	$0
Operations & Maintenance (Highway)***	$14,700,000	***$8,540,000	$14,700,000	100%	$14,700,000	$14,700,000	***$4,243,418	$14,700,000	100%	$14,700,000	$14,700,000	***$1,392,000	$14,700,000	100%	$14,700,000
Operations & Maintenance (Transit)	$42,896,000	$0	$42,896,000	100%	$42,896,000	$42,896,000	$0	$42,896,000	100%	$42,896,000	$42,896,000	$0	$42,896,000	100%	$42,896,000
Total	**$202,405,076**	**$128,887,910**	**$73,517,166**	**36%**	**$202,405,076**	**$152,350,639**	**$81,267,981**	**$28,186,658**	**19%**	**$152,350,639**	**$180,998,419**	**$106,572,135**	**$74,426,284**	**41%**	**$180,998,419**

* 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. The value of the toll credits is not included in the project cost.

*** Not all Operations & Maintenance projects are programmed in the TIP. Some federally funded O&M projects are also reflected in other funding categories but are only reflected in the total once.

Northern KY FY 2006-2009 TIP; Financial Plan

- VOC and NOx emissions in the Indiana portion of the nonattainment area do not exceed the 2002 baseline emissions for 2010, 2020 and 2030.
- VOC and NOx emissions in the Kentucky counties of the nonattainment area do not exceed the 2002 baseline emissions for the 2009 attainment year.
- VOC and NOx emissions in the Kentucky counties of the nonattainment area do not exceed the 1-hour budget for 2010, which is the last year of the 1-hour maintenance plan.
- VOC and NOx emissions in the Kentucky counties of the nonattainment area do not exceed the 1-hour maintenance plan's budget for the analysis years beyond 2010--2020 and 2030.
- VOC and NOx emissions in OKI's Ohio counties do not exceed the 2002 baseline emissions for the 2009 attainment year.
- VOC and NOx emissions in OKI's Ohio counties of the nonattainment area do not exceed the 1-hour budget for 2010, which is the last year of the 1-hour maintenance plan.
- VOC and NOx emissions in OKI's Ohio counties of the nonattainment area do not exceed the 1-hour maintenance plan's budget for the analysis years beyond 2010--2020 and 2030.
- OKI qualitatively finds no factors in the TIP or the OKI *2030 Regional Transportation Plan* that would cause or contribute to a new violation or exacerbate an existing violation in the years before 2009 for the OKI portion of the nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the TIP or the OKI *2030 Regional Transportation Plan* contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plans.
- The applicable implementation plans do not contain any transportation control measures (TCM's), therefore, nothing in the TIP or the OKI 2030 Regional Transportation Plan can interfere with their timely implementation.

FINANCIAL CAPABILITY

In order to satisfy FTA's requirement concerning the assessment of financial capability on the part of the local sponsors of major new capital undertakings, OKI staff has sought additional information, where appropriate, to assist in the review of projects in the TIP. These items represent either replacements or investments of a fiscally appropriate nature.

FISCAL CONSTRAINT

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.

In Ohio, ODOT allocates STP, CM/AQ and Transportation Enhancement funds to OKI for the fiscal years covered by the current TIP. In addition, fiscal constraint is also applied by ODOT through the federal obligation ceiling on allocated federal funds. Table 5 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2006 through 2009 and the associated programmed amounts.

Table 5

FY 2006-2009 TIP Fiscal Analysis

State Fiscal Year		STP	CMAQ	TEA	TOTAL
2005	Carryover - 6/30/04	8,395,391	7,555,137	487,852	16,438,380
	FY 2005 Allocation	4,985,170	8,317,301	1,485,733	14,788,204
	Federal Funds Available SFY 2005	13,380,561	15,872,438	1,973,585	31,226,584
	Federal Funds Programmed SFY 2005	7,069,211	12,763,005	1,413,096	21,245,312
	Amount Overprogrammed SFY 2005				0
2006	Projected carryover - 6/30/05	6,311,350	3,109,433	560,489	9,981,272
	FY 2006 Allocation	13,476,339	12,776,040	1,614,139	27,866,518
	Federal Funds Available SFY 2006	19,787,689	15,885,473	2,174,628	37,847,790
	Federal Funds Programmed SFY 2006	18,539,952	12,423,440	1,867,862	32,831,254
	Amount Overprogrammed SFY 2006				0
2007	Projected carryover - 6/30/06	1,247,737	3,462,033	306,766	5,016,536
	FY 2007 Allocation	15,938,511	6,629,859	1,052,055	23,620,425
	Federal Funds Available SFY 2007	17,186,248	10,091,892	1,358,821	28,636,961
	Federal Funds Programmed SFY 2007	15,103,912	9,961,459	1,590,813	26,656,184
	Amount Overprogrammed SFY 2007				(231,992)
2008	Projected carryover - 6/30/07	2,082,336	130,433	-231,992	1,980,777
	FY 2008 Allocation	16,439,960	4,568,440	1,531,716	22,540,116
	Federal Funds Available SFY 2008	18,522,296	4,698,873	1,299,724	24,520,893
	Federal Funds Programmed SFY 2008	12,499,952	7,847,117	0	20,347,069
	Amount Overprogrammed SFY 2008				(3,148,244)
2009	Projected carryover - 6/30/2008	6,022,344	-3,148,244	1,299,724	4,173,824
	FY 2009 Allocation	16,604,360	4,614,124	1,547,033	22,765,517
	Federal Funds Available SFY 2009	22,626,704	1,465,880	2,846,757	26,939,341
	Federal Funds Programmed SFY 2009	19,469,054	6,807,599	0	26,276,653
	Amount Overprogrammed SFY 2009				(5,341,719)
	Balance end of SFY 2009	3,157,650	-5,341,719	2,846,757	662,688

The Ohio fiscal analysis shows that enhancement funding is over-programmed in fiscal year 2007. However, this situation is remedied in fiscal year 2008 when the enhancement allocation is reduced by this amount. Similarly, the CMAQ category is over-programmed in fiscal years 2008 and 2009. However, the overall OKI budget is fiscally constrained in those two years and transfers between accounts will be made to balance the CMAQ category. Appropriate pay backs from the CMAQ category will be made to balance the fund(s) that provided the transfers.

Table 6 provides information on the fiscal constraint analysis for Northern Kentucky. Unlike the Ohio Department of Transportation, the Kentucky Transportation Cabinet does not pass through Congestion Mitigation/Air Quality funding to its MPOs, nor does it require constraint against a pass-through obligation ceiling.

Table 6
FY 2006 – 2009 Northern Kentucky STP (SNK Funds)

Year	Allocations
FY 2006	$4,800,000
FY 2007	$4,200,000
FY 2008	$3,600,000
FY 2009	$6,100,000

Table 7 provides information on the fiscal constraint analysis for Dearborn County, Indiana. Indiana TIP's cover a three-year period, so figures shown are for fiscal years 2006 through 2008 only.

Table 7
FY 2006 – 2008 Federal Spending Authority – Dearborn County, Indiana

Year	STP Allocations	Minimum Guarantee	Total
FY 2006	$69,237	$30,851	$100,088
FY 2007	$69,237	$30,851	$100,088
FY 2008	$69,237	$30,851	$100,088

Owensboro FY 2006-2011 TIP; Financial Plan

FINANCIAL PLAN

The TIP is fiscally constrained, as described below.

The funding sources for the "Committed" projects identified within the TIP, to be funded with federal and state funds, have been committed for these projects through the KYTC STIP process and approved by the FHWA.

The cost of implementing the identified, Owensboro MPO priority projects have been compared with the anticipated funds to be available during the identified time frame. The average yearly anticipated funds for the TIP program are $8.3 million per year. This is an increase of 10 percent in the expected funding levels over that received through the Transportation Equity Act for the 21st Century (TEA-21), in anticipation of higher funding commitments from The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The projects have been identified with the understanding that projects can not be advanced until detailed engineering studies have been conducted and project funds are available. The Fiscal Constraint analysis can be found in Appendix 1.

All local projects are included in the listing of the TIP priority projects. The City of Owensboro has over the past ten (10) years, invested an average of over $1.0 million per year in the TIP and anticipates in continuing similar investments in the future, according to the attached correspondence on page

The Daviess County Fiscal Court also invests approximately $1.0 million per year in road improvements and Daviess County anticipates continuing with the same investments in the future, according to the correspondence on page

The Daviess County Fiscal Court and the City of Owensboro's future contribution total approximately $12 million over the six (6) years of the TIP. This does not include any funds that developers spend on street projects within their developments that were constructed as a part of the TIP, which is a subset of the LRTP.

The Owensboro Metropolitan Planning Commission (OMPC) works closely with the Owensboro – Daviess County MPO to insure new developments adhere to the principles and projects in the LRTP.

Appendix 1 – Fiscal Constraint

Table 1 – Major Highway Construction

Project	Cost	Funding	Fiscal Constraint Explanation
US 60 Bypass Extension GR-02-0001	$70,650	HPP/NH/STP	Not Included - due to being federal earmark
Southtown Blvd (KY 2121) GR-02-0003	$12,700	SP	Not Included - state project listed only for information
Southtown Blvd GR-02-0031	$800	Local	Not Included – local project by developer
Fairview Drive Extension GR-02-0021	$2,100	Local	Not Included – local project by developer

There are not any projects listed in Table 1 that will be utilized for the fiscal constraint portion of the TIP.

Table 2 – Highway Traffic Operations

Operations Projects TO-02-0001	$9,478,277	NH	Included in fiscal constraint
Rail-Highway Protection TO-02-0002	$9,478,277	STP	Included in fiscal constraint
Statewide Pavement Marker TO-02-0003	$9,478,277	NH/SAF/STP	Included in fiscal constraint

A total of $28,434,831 is included in the fiscal constraint from Table 2.

Table 3 – Highway Reconstruction

East 9th Street GR-02-0022	$1,408	Local	Not Included City Funded
Panther Creek Bridge GR-02-0050	$1,120	BRX	Included in fiscal constraint
Blackford Creek Bridge GR-02-0065	$980	BRX	Included in fiscal constraint

There is a total of $2,100,000 included in the fiscal constraint portion of the TIP.

Table 4 – Highway Intersection Projects

KY 81/KY 56/ Worthington Road Roundabout GR-02-0014	$2,500,000	CMAQ	Included in fiscal constraint
Frederica Street and MLK Blvd GR-02-0043	$1,203	SP/Local	Not Included City and state funded list for information only

There is a total of $2,500,000 is included in the fiscal constraint portion of the TIP.

Table 5 – Maintenance

US 2155 Bridge Painting GR-02-0010	$2,500	STP	Included in fiscal constraint

The bridge painting is included in the fiscal constraint.

Table 6 – Transit Capital Projects

According to page 15, the three transit capital projects are expected to cost, $340,000.

Table 7 – Transit Operating Assistance

According to page17, the six of operating expense is expected to cost, $8,731,000.

Tables 6 & 7 are included in the fiscal constraint for the TIP.

Table 8 – Special Funding

The projects identified in Table 8 are special funding projects or earmarks from either the federal or state legislatures.

According to page 18 and 19, the following is broken out:

STP funds	$6,460,000	Included in fiscal constraint
CMAQ funds	$309,000	Included in fiscal constraint
Safety funds	$50,000	Included in fiscal constraint
Waterfront Development	$29,555,000	Not included in fiscal constraint

The total of projects included in fiscal constraint is $6,819,000 of special funded projects.

Fiscal Constraint - Highway

The Owensboro – Daviess County MPO is expected to receive approximately $8,300,000 per year in funding over the next six years. This figure has been increased from the previous TIP in anticipation of increased funding through SAFETEA-LU.

Highway Revenue	$49,800,000
Highway Costs	$42,353,831
	$7,446,169

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of $7,446,169.

Fiscal Constraint – Transit

The Owensboro Transit System is expected to receive $340,000 in transit capital projects over the six years of the TIP, and is expected to receive $8,731,000 in transit operating assistance over the six years of the TIP.

Transit Revenue	$9,171,000
Transit Costs	$9,171,000

The MPO demonstrates fiscal constraint for the local transit system.

Bowling Green FY 2005-2010 TIP; Financial Plan

Table 10. Greenways Commission Projects
Outlines pedestrian, bicycle, and shared use funding projects

Table 11: Planning Studies
Outlines studies to determine feasibility of transportation projects

Table 12: School System Transit
Outlines budgets of pupil transportation in Bowling Green and Warren County

The projects listed under FY 2005 category are considered as the Annual Element of the Transportation Improvement Program.

Financial Plan

This plan is financially constrained under the assumption that certain projects will requie special funding outside of the normal constraints. Examples of such projects would be the Transpark Connection project, which has special funding or I-65 which will utilize GARVEE Bonds.

The City of Bowling Green and/or Warren County locally fund several projects. The city and county appropriated general funds each year for such projects. Timetables shown on these projects are estimated based upon available general fund monies.

A summary of projects and programs is shown on the following page.

Project Priorities and Justification

The projects contained in this, the initial TIP, are in the LRTP. Projects in FY 2005-2010 TIP have therefore undergone the same prioritization process used to rank projects in the LRTP. In addition, the projects in the ***Transportation Improvement Program, FY 2005-2010*** have been coordinated with the projects included Kentucky Transportation Cabinet's Kentucky ***Six Year Highway Plan, FY 2005 – 2010.***

Completed Projects from Previous TIP

This is the initial TIP for the Bowling Green – Warren County MPO. Therefore there have been no completed projects from previous TIPs.

SUMMARY OF PROJECTS AND PROGRAMS
TRANSPORRTATION IMPROVEMENT PROGRAM (TIP)
FY 2005-2010

TABLE NUMBER	PROGRAM/ PROJECT CATEGORY	NUMBER OF PROJECTS BY PHASE OF PROJECT						ESTIMATED COST OF PROJECTS BY PHASE OF PROJECT					
		PLANNING	DESIGN*	RIGHTS-OF-WAY*	UTILITIES*	CONSTRUCTION *	ACTUAL TOTAL*	PLANNING	DESIGN	RIGHTS-OF-WAY	UTILITIES	CONSTRUCTION	TOTAL
1	Major Highway Construction	0	2	4	5	16	18	$0	$1,018,000	$5,900,000	$5,700,000	$144,704,312	$157,322,312
2	Traffic Operations	0	0	0	0	0	0	0	0	0	0	0	0
3	Highway Reconstruction	0	2	1	1	2	4	0	1,572,500	1,250,000	800,000	5,327,500	8,950,000
4	Highway Safety	0	1	0	0	3	3	0	51,500	0	0	2,013,930	2,065,430
5	Intersection	0	0	0	0	0	0	0	0	0	0	0	0
6	Maintenance	NA	NA	NA	NA	NA	4	NA	NA	NA	NA	NA	11,311,106
7	Transit Capital	NA	NA	NA	NA	NA	19	NA	NA	NA	NA	NA	4,611,480
8	Transit Operational	NA	NA	NA	NA	NA	6	NA	NA	NA	NA	NA	2,115,000
9	Transportation Enhancement & Special Funding Projects	NA	NA	NA	NA	NA	10	NA	NA	NA	NA	NA	2,068,291
10	Greenways Commission	NA	NA	NA	NA	NA	7	NA	NA	NA	NA	NA	3,045,000
11	Planning Studies	NA	NA	NA	NA	NA	0	0	0	0	0	0	0
12	School System Transit	NA	NA	NA	NA	NA	2	NA	NA	NA	NA	NA	8,032,429

* The number of projects by phase of porject will not equal actual number of porjects because some projects have multiple phases programed in the TIP.

Radcliff/Elizabethtown FY 2005-2008 TIP; Financial Plan

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 and the Federal Transit Administration. 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 Six Year 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 Transportation Equity Act for the 21st Century (TEA-21) requires that all Transportation Improvement Programs (TIP) and transportation plans be financially constrained. This requirement helps the MPO and the State develop a deliverable program of projects. In Kentucky, the Kentucky Transportation Cabinet (KYTC) determines which funding sources will be used for the projects in the TIP and Statewide Transportation Improvement Program (STIP) once the lists are finalized. Each year, KYTC determines the reasonableness of the STIP, which contains the TIP.

It should be noted that the reauthorization of TEA-21 is currently over a year late, and estimates of the funding that will be available under the new federal highway funding legislation are difficult to predict. For the purposes of the FY 2005-2007 STIP, the KYTC has assumed that federal funding levels for 2005, 2006, and 2007 will roughly increase at the average rate of increase that occurred during the six-year period covered by TEA-21. KYTC has identified by means of an asterisk in the column headed "Subject to STIP Fiscal Constraint" those projects that may have to be deferred to the following year if the levels of federal funding included in the KYTC's Recommended Six-Year Plan do not occur.

The tables on page 7 provide an overview of the cost breakdown by funding source.

2005-2008 RADCLIFF/ELIZABETHTOWN MPO
Transportation Improvement Program Funding Sources

FUNDING CATEGORY	ABBREV	FEDERAL	STATE	LOCAL	TOTAL FUNDING
Federal Surface Transportation	STP	$10,828,000	$2,707,000	$0	$13,535,000
Federal National Highway System	NH	$14,788,000	$3,697,000	$0	$18,485,000
Federal Interstate Maintenance	IM	$23,881,050	$2,653,450	$0	$26,534,500
State Project	SP	$0	$66,810,200	$0	$66,810,200
Federal Transit Administration Section 5303	FTA	$60,000	$15,000	$0	$75,000
Federal Bridge Replacement off Fed. System	BRZ	$820,000	$205,000	$0	$1,025,000
Federal Safety - Hazard Elimination	HES	$488,000	$122,000	$0	$610,000
Federal Transportation Enhancement	TE	$921,891	$0	$230,473	$1,152,364
Transportation & Community & System Preservatior	TCSP	$123,913	$0	$0	$123,913
Total Programmed Cost		$51,910,854	$76,209,650	$230,473	$128,350,977

Funding Source Match Ratio

SOURCE	Project Initiation	Funding Source	Match Ratio
Federal Surface Transportation	KYTC	Federal State	80% 20%
Federal National Highway System	KYTC	Federal State	80% 20%
Federal Interstate Maintenance	KYTC	Federal State	90% 10%
State Project	KYTC	State	100%
Federal Transit Administration Section 5303	Local	Federal State	80% 20%
Federal Bridge Replacement off Fed. System	KYTC	Federal State	80% 20%
Federal Safety - Hazard Elimination	KYTC	Federal State	80% 20%
Federal Transportation Enhancement	Local	Federal Local	80% 20%
Transportation & Community & System Preservatior	Local	Federal	100%