

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2021-2024

ADMINISTRATIVE MODIFICATION #2021.230

I. Proposed Action:

Modify the KYTC's FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include Clarksville Urbanized Area MPO's Administrative Modification #3 to the FY 2023-2026 Transportation Improvement Program (TIP).

Location:

Clarksville Urbanized Area Metropolitan Planning Organization

II. Scope of Activity:

See the attachments for detail information.

III. Additional Remarks:

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2023 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:

Jill Lamb for Ron Rigney 9/14/2023
Kentucky Transportation Cabinet Date
Ronald B. Rigney, Director
Division of Program Management

Clarksville Urbanized Area Metropolitan Planning Organization
(Christian County)
Administrative Modification for the
2023-2026 Transportation Improvement Program: Administrative Modification #3 KYTC

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) hereby modifies the 2023-2026 Transportation Improvement Program (TIP) to include the following:

County	Christian
Project/Item No.	02-930.00
Route	Various
Begin MP	n/a
End MP	n/a
Length (miles)	n/a
Type of Improvement	HSIP Grouping
Description	Installation of Wrong Way Driving Signs and Pavement Markings on Various Off Ramps in District 2
Fiscal Year	2023 (Letting date 10/26/2023)
Phase	C phase
Funding Type	HSIP 100% federal
Amount	\$73, 190.48 (Clarksville MPO portion)

Justification/Comment: KYTC Program Management requested the HSIP grouping funds be added to the TIP.

Public review was not required; conformity determination was not required.

Jill Hall
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 Clarksville Urbanized Area MPO
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1.11b KYTC Grouping:

For the reasons noted above, KYTC and the Clarksville MPO have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Kentucky portion of the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 14. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

Figure 13. Clarksville MPO Kentucky Grouped Projects List

Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000.00
Pavement widening with no additional travel lanes	\$50,000.00
Shoulder improvements	\$50,000.00
Slope stabilization/landslide repairs	\$50,000.00
Drainage improvements	\$50,000.00
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000.00
Bridge painting	\$50,000.00
Bridge inspections	\$25,000.00
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000.00
Traffic signal maintenance and operations	\$25,000.00
Highway signage	\$25,000.00
Lighting improvements	\$25,000.00
Skid treatments	\$100,000.00
Sight distance improvements	\$100,000.00
Curve realignment projects	\$100,000.00
Median installation	\$50,000.00

FY2023-FY2026 Transportation Improvement Program

New
9/12/23
Admin Mod 3 KYTC

Fencing	\$25,000.00
Guardrail/median barriers/crash cushions	\$100,000.00
Pavement markers and markings	\$100,000.00
Railroad/highway crossing safety improvements and warning devices	\$75,000.00
Highway Safety Improvement Program projects	\$173,190.48
Driver education programs	\$75,000.00
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000.00
Operating assistance to transit agencies	\$125,000.00
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000.00
Rehabilitation of transit vehicles	\$25,000.00
Construction of transit passenger shelters and information kiosks	\$10,000.00
Transportation enhancement activities including street-scaping, landscaping, plantings, and informational signs	\$100,000.00

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects in Figure 12 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Air Quality:

In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised 1997 National Ambient Air Quality Standard (NAAQS) for ozone. On November 21, 2005 Montgomery County was designated maintenance by the EPA for the 1997 ozone standard. On February 24, 2006 Christian County was designated maintenance by the EPA for the 1997 ozone standard. Based on 2006-2008 PM2.5 air quality monitoring data for the 2006 24 hour PM2.5 NAAQS, Montgomery County was determined by the EPA to be in attainment for that standard. The limited revocation by EPA of the 1997 ozone NAAQS on July 20, 2013 applied to transportation conformity; therefore, no conformity determination was performed in conjunction with the 2040 MTP. The court ruled to vacate EPA's decision to revoke the transportation conformity requirements for the 1997 ozone standard on December 23, 2014. On February 13, 2015, the EPA Administrator signed the final 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The final rule revoked the 1997 ozone NAAQS and the associated transportation conformity requirement. On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on South Coast Air Quality Management District versus the US Environmental Protection Agency, which related to the Implementation rule for the 2008 National Ambient Air Quality Standards for Ozone. The court's ruling

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