

**Table K.1 – FAST Act Federal Formula Funding in Kentucky**

PROGRAM NAME	DESCRIPTION	FY '21 FUNDING FOR KENTUCKY
National Highway Freight Program (NHFP)	Improves efficient movement of freight on the National Highway Freight Network (NHFN).	\$25.4 M
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality.	\$14.8 M
Metropolitan Planning	Creates a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.	\$2.7 M
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	\$430.8 M
Surface Transportation Block Grant Program (STBG)	Provides flexible funding to best address State and local transportation needs.	\$215.0 M
Highway Safety Improvement Program (HSIP)	Provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	\$43.2 M
Railway-Highway Crossings Program	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.	\$4.0 M
<b>Total</b>		<b>\$735.8 M</b>

In addition to the FAST Act-based funding shown in **Table K.1**, in December 2020, Congress passed a \$900+ billion COVID-19 emergency relief bill, which includes \$10 billion for state DOTs. This highway funding will be distributed to states according to the existing apportionment formulas, which means that this should translate to approximately \$166 million<sup>1</sup> in additional funding for Kentucky. DOTs can use the funds for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees or contractors, debt service payments, availability payments, and coverage for other revenue losses.

### K.1.1.2 Federal Discretionary Grant Programs

The U. S. Department of Transportation (USDOT) also administers several discretionary grant programs, which are very competitive and require, as part of a rigorous application process, the applicant to demonstrate that the non-federal matching funds are fully committed. If sufficient non-federal funds are approved for the SWCP, Kentucky could be well positioned to obtain one or more funding awards from these federal programs, particularly the following programs (or their successors in forthcoming legislation) listed in **Table K.2**.

<sup>1</sup>Source: AASHTO, 2020