

# KYTC Division of Program Management

April 2023

Ron Rigney, PE & PLS

Transportation Engineering Director

The Division of Program Management is responsible for preparing the programming documents for authorization of state and federal funding for the Preliminary Engineering (PE) and Environmental, Design, Right-of-Way, Utility, and Construction phases of KYTC projects.

Please keep in mind that the determination of availability of requested funding depends on several factors.

Requested funding will be reviewed and processed for consideration through the State Highway Engineer's Office and through the Secretary's Office, and will either be:

- 1) **“Rejected”**
- 2) **“Delayed”**
- 3) **“Approved”**

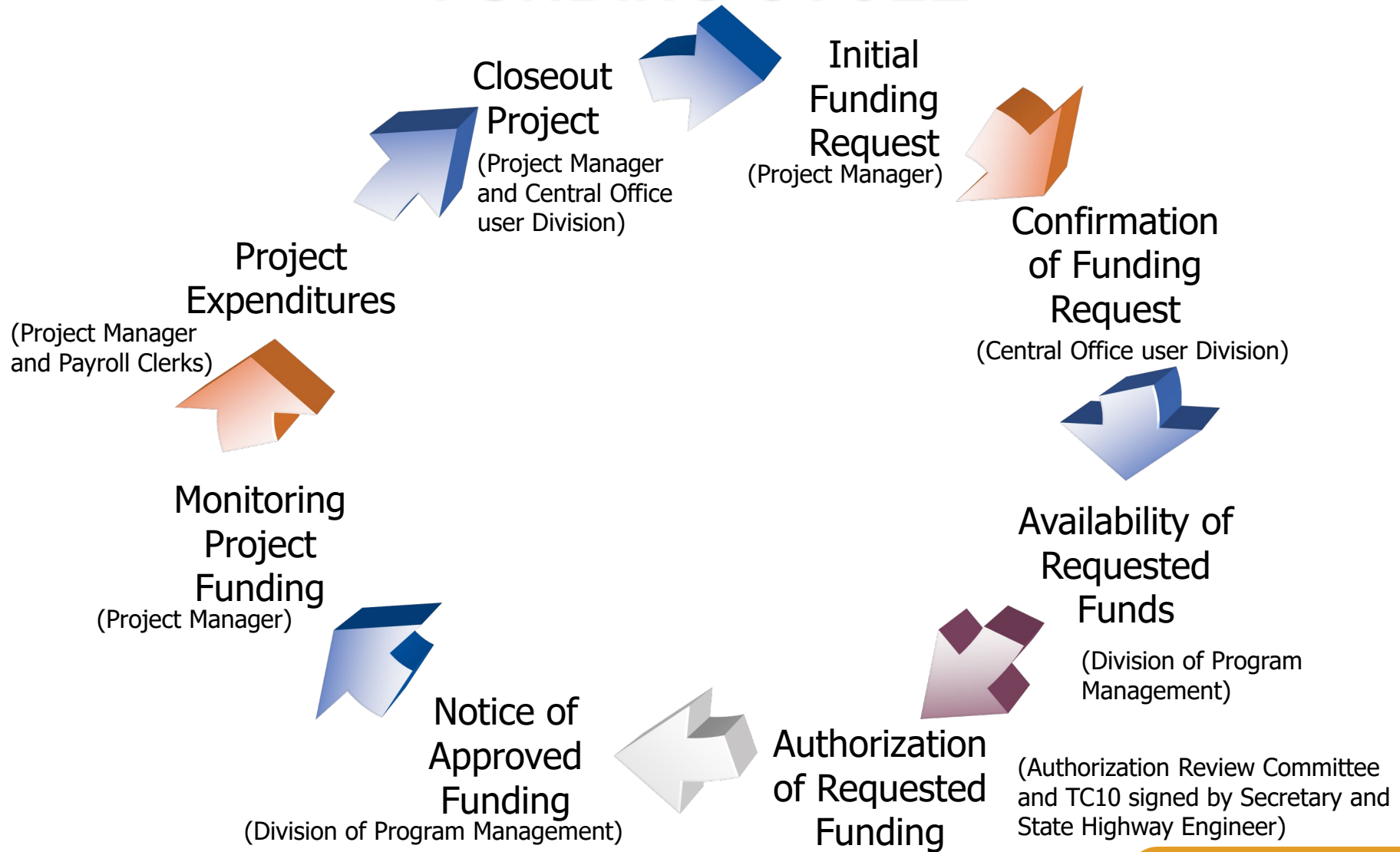
Within the Division of Program Management there are three different branch sections to process funding requests and monitor transportation projects :

- Project Implementation Branch
- Project Development Branch
- Grant Program Branch

# Project Implementation Branch

- Lindsay Carter: Transportation Engineering Branch Manager
- Nathan Ridgeway, Transportation Engineering Specialist
- Carol Callan-Ramler, Transportation Engineering Specialist
- Erin Clouse, Federal Program Specialist
- Linda Inman, Federal Program Specialist

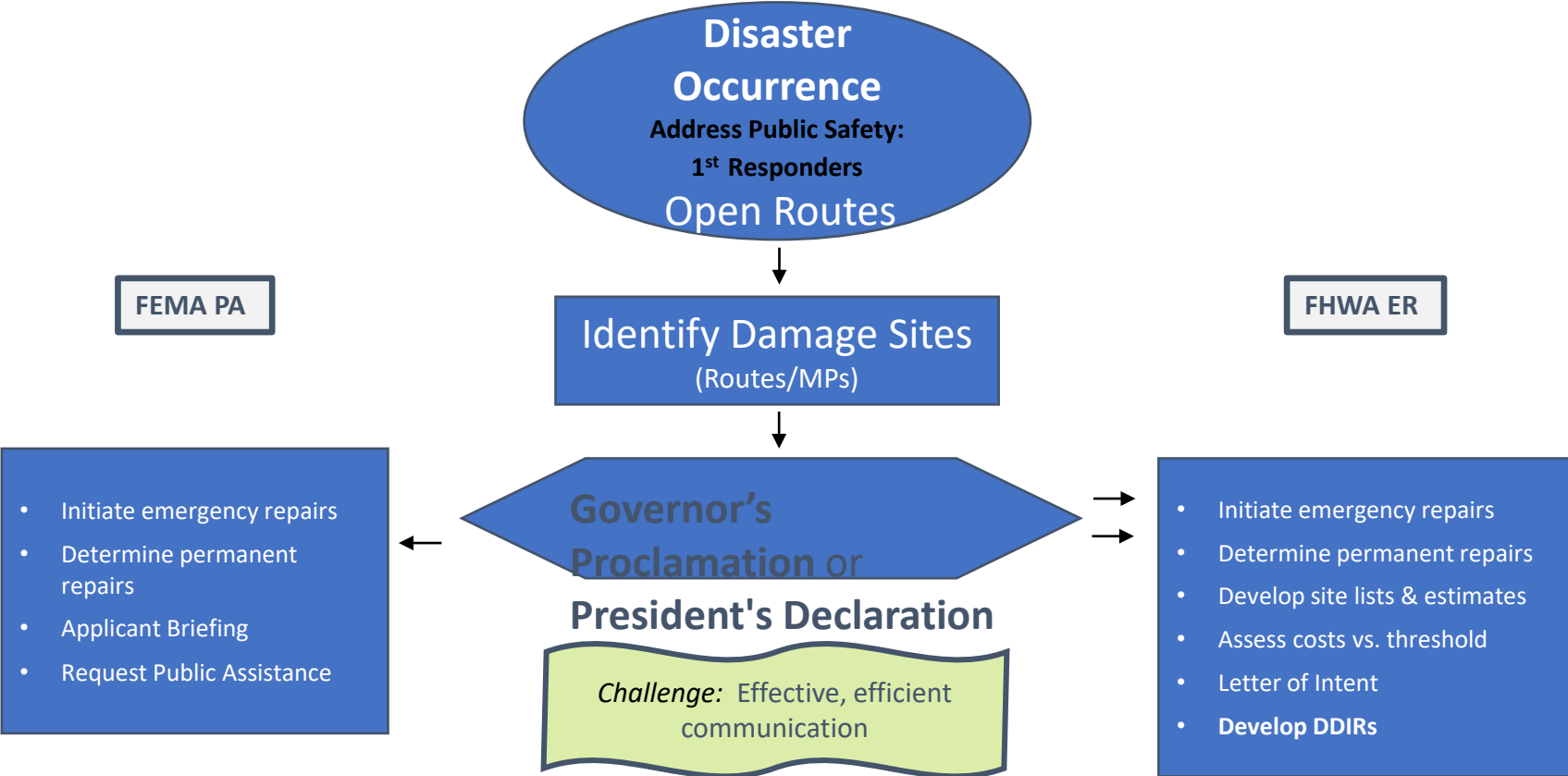
# FUNDING CYCLE



Project Manager's **BOOT CAMP**

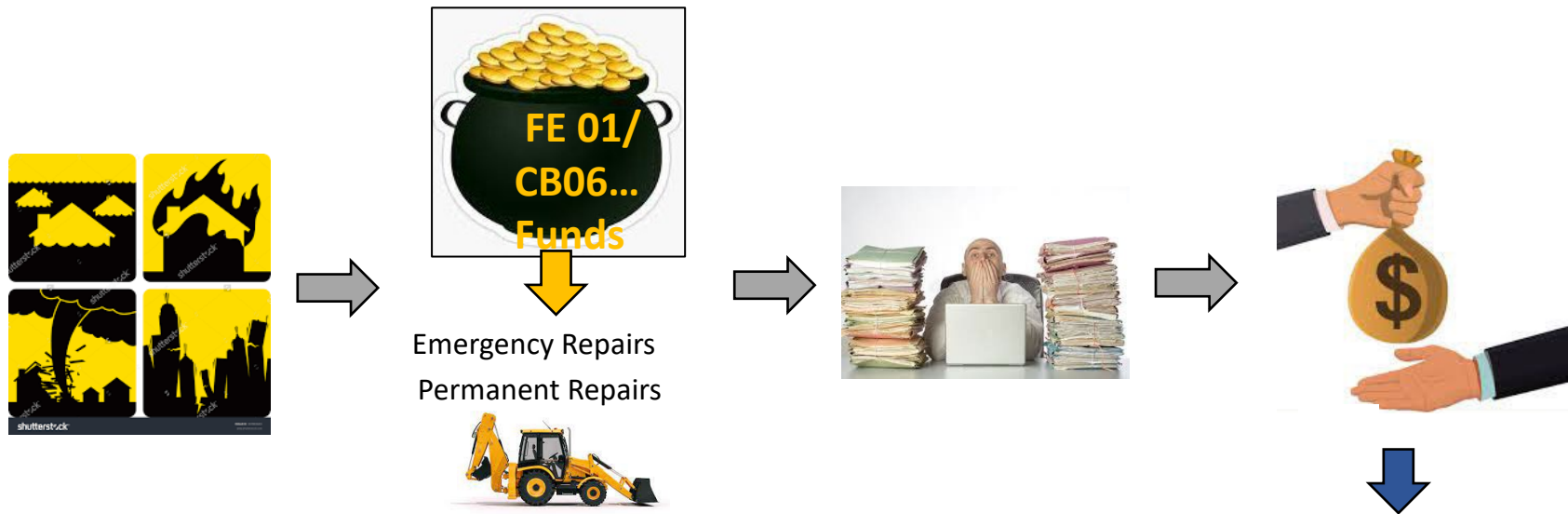


# Disaster-Aid: Data Collection + Declarations



# Disaster-Aid: Reimbursable *Not* a Grant

→ Maintenance Funds Finance Repairs



Time: 0

1-2 months to ~ 2+ years

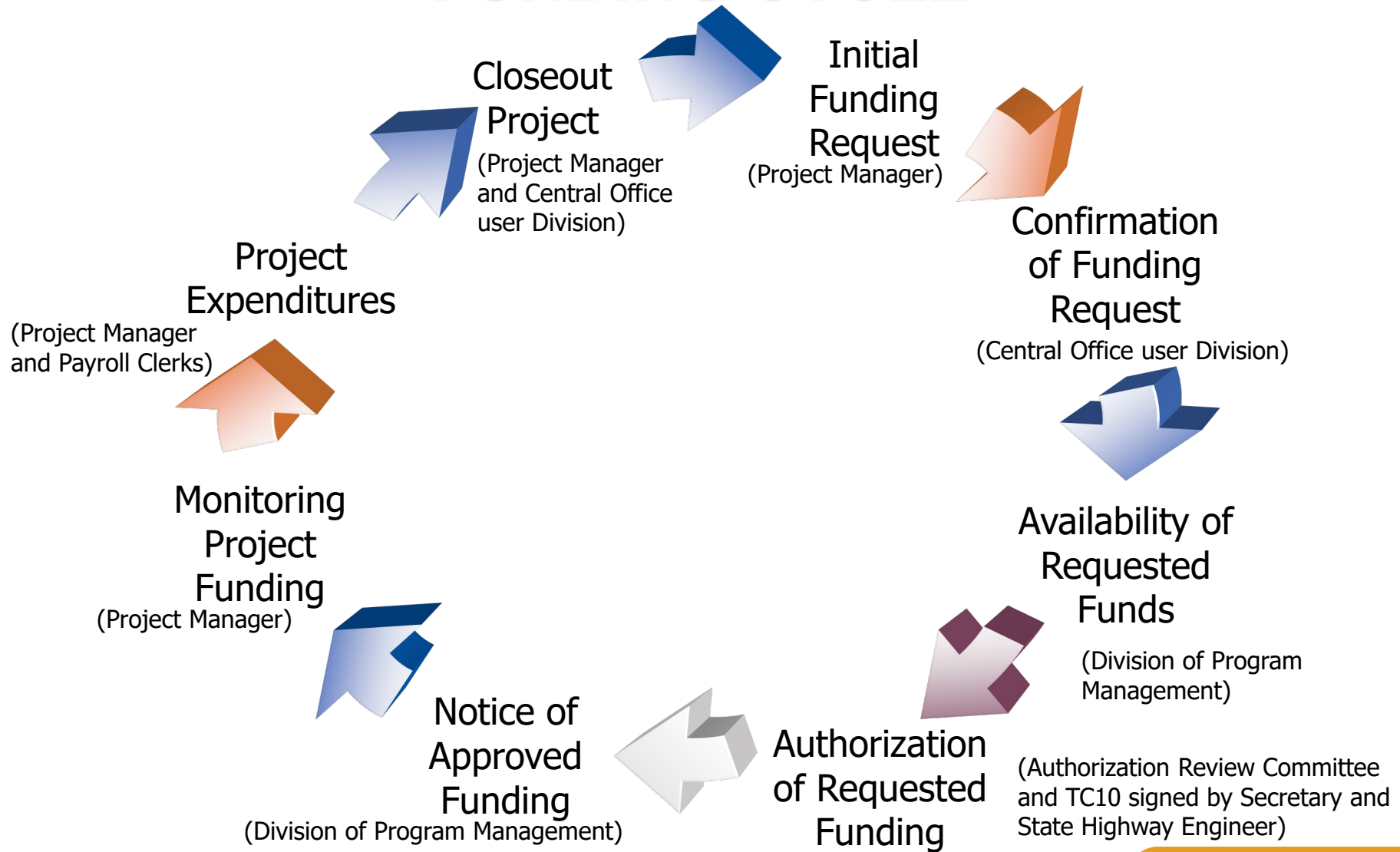
Years

# Project Development Branch

- Travis Jones: Administrative Branch Manager
- Jill Lamb, Federal Program Specialist
- Ryan Smith, Engineering Tech III




# FUNDING CYCLE



Project Manager's **BOOT CAMP**



# PDP Precon

 **Program Delivery Platform**  
Department of Highways
Hello KYTC\Bradley.Bottoms! [Sign Out](#)

[CHAF & Precon](#) [Funding Auth](#) [Admin](#) [Reports](#) [User Guide](#)

## Six Year Plan Project

- Overview
- Location
- Estimates
- Funding
- Management
- Schedule
- ROW
- Utilities
- Environmental
- Letting
- Construction
- CAP
- Concerns
- Public Involvement
- Attachments

**Item #:**

**County:**

**Route:**

View By Program Code

View TC-10-1's

**Authorization #**

Item #	Phase	Current		Enacted Plan			eMARS Funding			
		Estimate	Funding Source	SYP Amount	Fiscal Year	Funding Source	Project Budget	Project Expenditures	Encumbered Remaining	Unobligated Remaining
<b>8-196.00</b>	<b>Total</b>	<b>\$6,500,000</b>		<b>\$6,500,000</b>			<b>\$6,643,139</b>	<b>\$3,719,046</b>	<b>\$1,414,649</b>	<b>\$1,509,443</b>
	P									
	D	\$0	HPP				\$1,439,839	\$715,436	\$12,408	\$711,994
	R	\$0	NH				\$3,783,300	\$2,868,062	\$176,780	\$738,457
	U	\$0	NH				\$1,420,000	\$135,548	\$1,225,460	\$58,991
	C	\$6,500,000	FED	\$6,500,000	2021	FED				
<b>Total</b>		<b>\$6,500,000</b>		<b>\$6,500,000</b>			<b>\$6,643,139</b>	<b>\$3,719,046</b>	<b>\$1,414,649</b>	<b>\$1,509,443</b>



## Project Manager's BOOT CAMP



# How to check project funding balances in eMARS

<http://pmttoolbox.kytc.ky.gov/>



The screenshot shows the Project Managers Toolbox website. At the top, the title "PROJECT MANAGERS TOOLBOX" is displayed in a large, bold, white font on a blue background. Below the title is a navigation bar with several buttons: "Highway Project Info Center", "eMARS Project Budget Info (KYTC ONLY)", "TC-10 Viewer", "PM Dashboard (KYTC ONLY)", "Misc", and "Bridging Kentucky Projects". The main content area features a dark grey box with the "PROJECT MANAGERS TOOLBOX" logo at the top right. The text inside the box reads: "Welcome to The Project Managers ToolBox. This interactive reporting application contains detailed financial information for all the active Six-Year Plan projects, as well as less detailed information for Non Six-Year Plan projects. This application was developed within the Division of Program Management as a tool for project managers to monitor all financial aspects of their highway projects. This information is updated nightly in the Transportation Enterprise Data Warehouse (TED) so users will have the current project information. The Enterprise Data Branch within the Office Of information Technology will continue to update and refine this application to suit the customer needs. Questions, comments and suggestions are appreciated and solicited to further enhance the usefulness of this application." To the right of the text is a photograph of a highway construction site with a white truck, orange traffic barrels, and a bridge in the background.



Project Manager's **BOOT CAMP**



# PROJECT MANAGERS TOOLBOX

Highway Project Info Center

eMARS Project Budget Info (KYTC ONLY)

TC-10 Viewer

PM Dashboard (KYTC ONLY)

Misc

Bridging Kentucky Projects

The “Unobligated Amount Available” is the amount to cover state forces payroll charges.

Click on “Encumbered Amount Remaining to check on contracts.

## MARS + eMARS Summary

Budget/Expenditure information for Six-Year Highway Plan Projects  
When using Internet Explorer right click on table to export to Excel

Click here to view Project Authorization Documents (TC10-1)

Click on “Expenditures to check on project expenditures.

Project ID			Combined Totals MARS/eMARS		eMARS Breakout				MARS Breakout		
SYP Item #	Phase	Program Code	Project Budget	Project Expenditures July 1, 2006 - Current	Current EMARS Budget	Encumbered Amount Remaining	Unobligated Amount Available	Expenditures	Original MARS Budget	Ending MARS Available Budget	MARS Expenditures
8-196.00	D	8970201D	\$1,439,839.00	\$710,383.35	\$1,439,839.00	<u>\$15,380.86</u>	\$714,074.79	<u>\$710,383.35</u>	\$0.00	\$0.00	\$0.00
8-196.00	R	8970201R	\$3,723,650.29	\$2,807,819.69	\$3,723,650.29	<u>\$176,780.00</u>	\$739,050.60	<u>\$2,807,819.69</u>	\$0.00	\$0.00	\$0.00
8-196.00	R	8970202R	\$59,650.00	\$59,645.00	\$59,650.00	<u>\$0.00</u>	\$5.00	<u>\$59,645.00</u>	\$0.00	\$0.00	\$0.00
8-196.00	U	8970201U	\$1,420,000.00	\$131,172.84	\$1,420,000.00	<u>\$1,225,460.69</u>	\$63,366.47	<u>\$131,172.84</u>	\$0.00	\$0.00	\$0.00



## Project Manager's BOOT CAMP

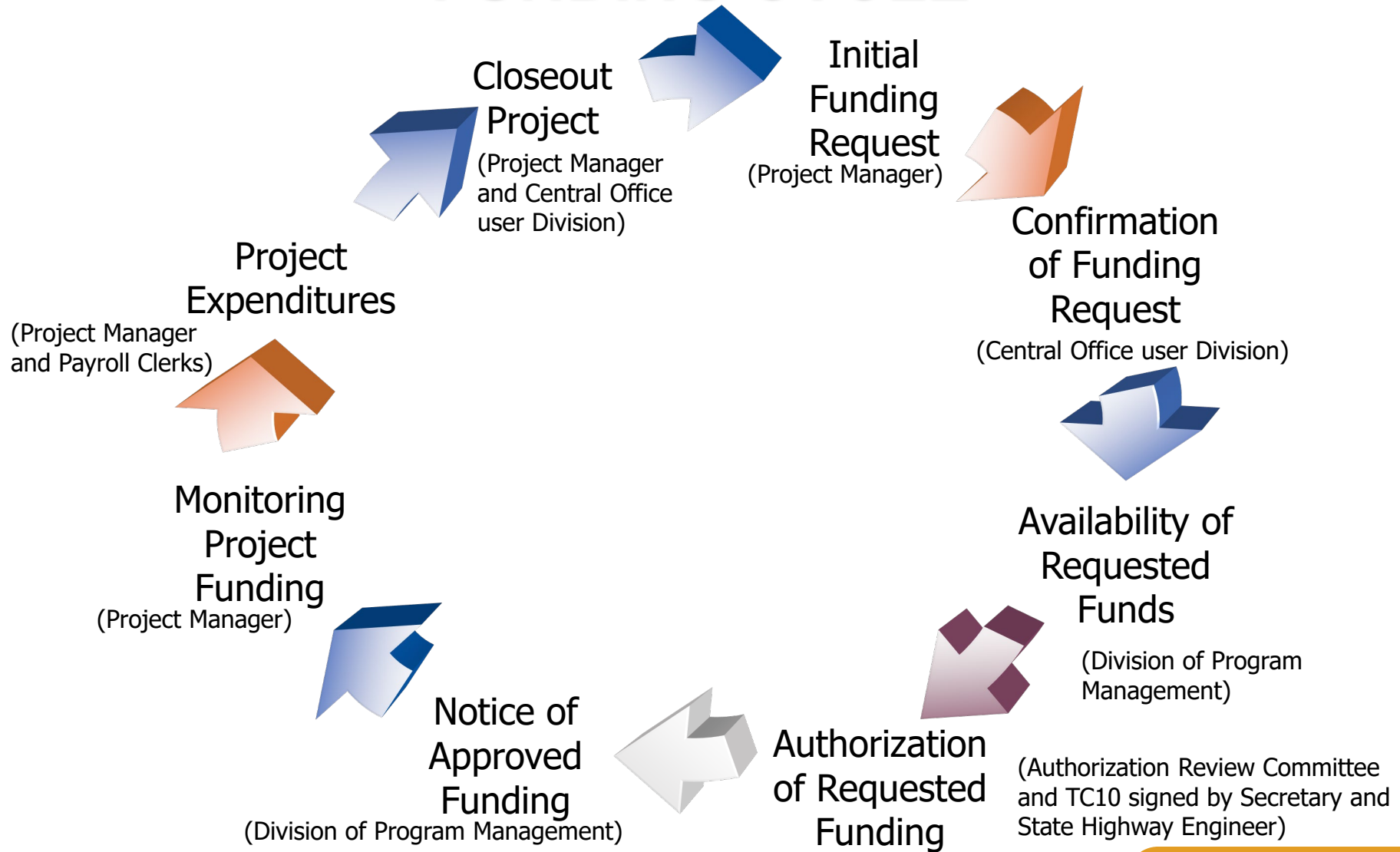
**TEAM KENTUCKY**  
TRANSPORTATION CABINET



# Grant Program Branch

- Susan Oatman: Transportation Engineering Branch Manager
- Beth Niemann, Transportation Engineering Specialist
- Selena Curry, Federal Program Specialist
- Rick Stansel, Federal Program Specialist

# FUNDING CYCLE



Project Manager's **BOOT CAMP**



# *Grant Program Branch*

- *Formed in response to the Infrastructure Investment and Jobs Act (IIJA) enacted on November 15, 2021*
- *Coordinates all discretionary grant opportunities (existing & new - approximately 20)*
- *Coordinates work on Local Public Agency (LPA) projects*
  - *Works with all 12 districts to seek out potential projects for grant submissions*
  - *Screen projects against specific grant criteria*
  - *Present potential projects to leadership for consideration*
  - *Oversee drafting of grant applications and submittals*
  - *Oversee administration of grant agreements and grant funds*

## Known Grant Awards in Kentucky (FY 22 – Present)

1	FY	Grant Name	Applicant	Project Name	Gr
5	2023	Community Project Funding	Merryman House/KYTC	Sidewalk Constr. - Berger Rd (KY1310)	
6	2023	Community Project Funding	Bath County Fiscal Court	KY 36 Widening Project	
23	2022	Bridge Investment Program	KYTC/ODOT	Brent Spence Bridge	
26	2022	MPDG - MEGA	KYTC/ODOT	Brent Spence Bridge	
27	2022	MPDG - INFRA	GRADD (Paducah & Louisville RR)	P&L - Rockport RR Bridge	
29	2022	Port Infrastructure Development Prog.	Eddyville Riverport Authority	Eddyville Riverport	
36	2022	RAISE	City of Louisville	Reimagine 9th Street	(
37	2022	RAISE	City of Louisville	Broadway All the Way	(
44	2022	Safe Streets For All	Louisville Metro	Implementation grant	
48	2022	Safe Streets For All	City of Elizabethtown	Regional Safety Action Plan	
49	2022	Safe Streets For All	City of Ashland	Regional Safety Action Plan	
50	2022	Safe Streets For All	KIPDA - ADD	Regional Safety Action Plan	
51	2022	Safe Streets For All	KTC-Barren River ADD	Regional Safety Action Plan	
52	2022	Safe Streets For All	KTC-Buffalo Trace ADD	Regional Safety Action Plan	
53	2022	Safe Streets For All	KTC-Gateway ADD	Regional Safety Action Plan	
54	2022	Safe Streets For All	KTC-Green River ADD	Regional Safety Action Plan	
55	2022	Safe Streets For All	KTC-Kentucky River ADD	Regional Safety Action Plan	
56	2022	Safe Streets For All	KTC-Lake Cumberland ADD	Regional Safety Action Plan	
57	2022	Safe Streets For All	KTC-Lincoln Trail ADD	Regional Safety Action Plan	
58	2022	Safe Streets For All	KTC-Northern Kentucky ADD	Regional Safety Action Plan	
59	2022	Safe Streets For All	KTC-Pennyrile ADD	Regional Safety Action Plan	
60	2022	Safe Streets For All	KTC-Purchase ADD	Regional Safety Action Plan	
61	2022	Safe Streets For All	City of Corbin	Regional Safety Action Plan	
62	2022	SMART	City of Louisville	SMART Operations Center (SOC)	
66	2021	Adv. Transp. & Cong. Mgmt Tech. Dep.	KYTC	ATCMTD:Wrong Way & Int. Safety	



## **Recently released US DOT Notice of Funding Opportunities:**

- **Port Infrastructure Development Program (PIDP)**-(due April 28<sup>th</sup>)
- **Charging and Fueling Infrastructure (CFI)**-(due May 30<sup>th</sup>)
  - Community Program
  - Corridor Program
  - See Mikael's email of 4-4-23 for more details
- **Safe Streets for All (SS4A)**-(due July 10<sup>th</sup>) State DOTs not eligible to apply
  - Planning & Demonstration Grant (formerly: Safety Action Plan Grant)
  - Implementation Grant
  - The most notable changes focus on creating more opportunities for supplemental planning and demonstration projects and standardizing some of the data collection. The SS4A program is also using a new application submission system, Valid Eval, to make the application process easier and ensure that applicants submit all required application materials.
- **Wildlife Crossings Pilot Program** -(due August 1st)

## Division of Program Management

### Management

Ron Rigney  
Lindsay Carter  
Travis Jones  
Susan Oatman  
Beth Niemann  
Selena Curry  
Erin Clouse  
Linda Inman  
Jill Lamb  
Rick Stansel  
Carol Callan-Ramler  
Nathan Ridgway

## Office of Local Programs (TAP & CMAQ)

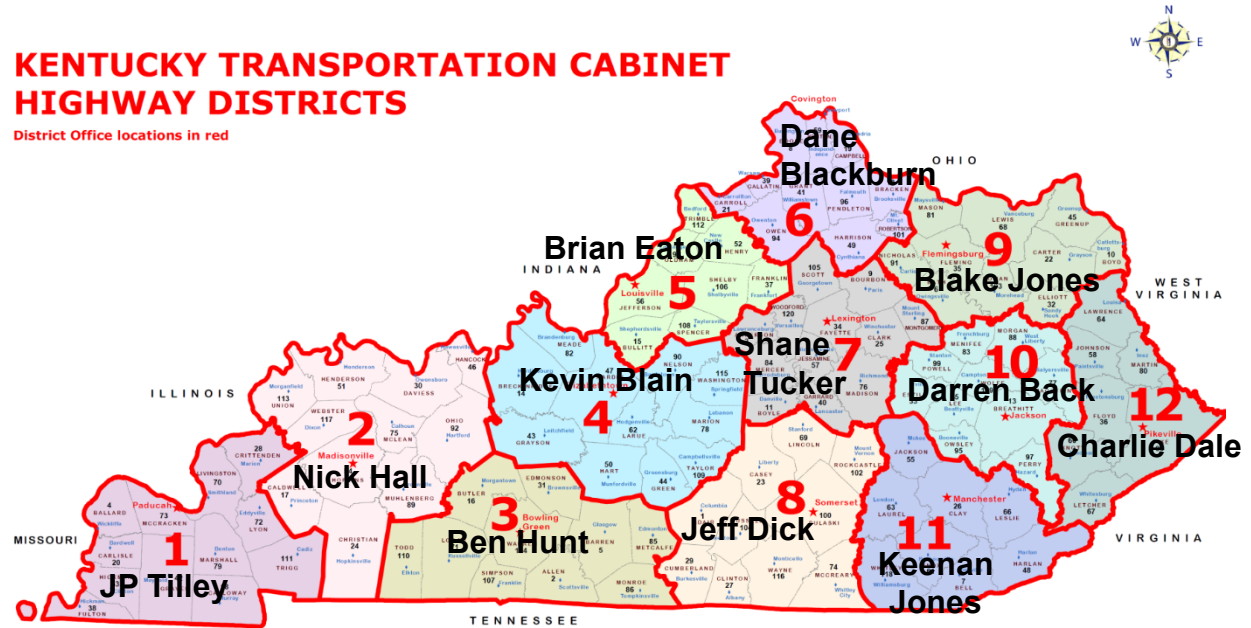
Jackie Jones  
Holly Crosthwaite

# LPA Project Administrators

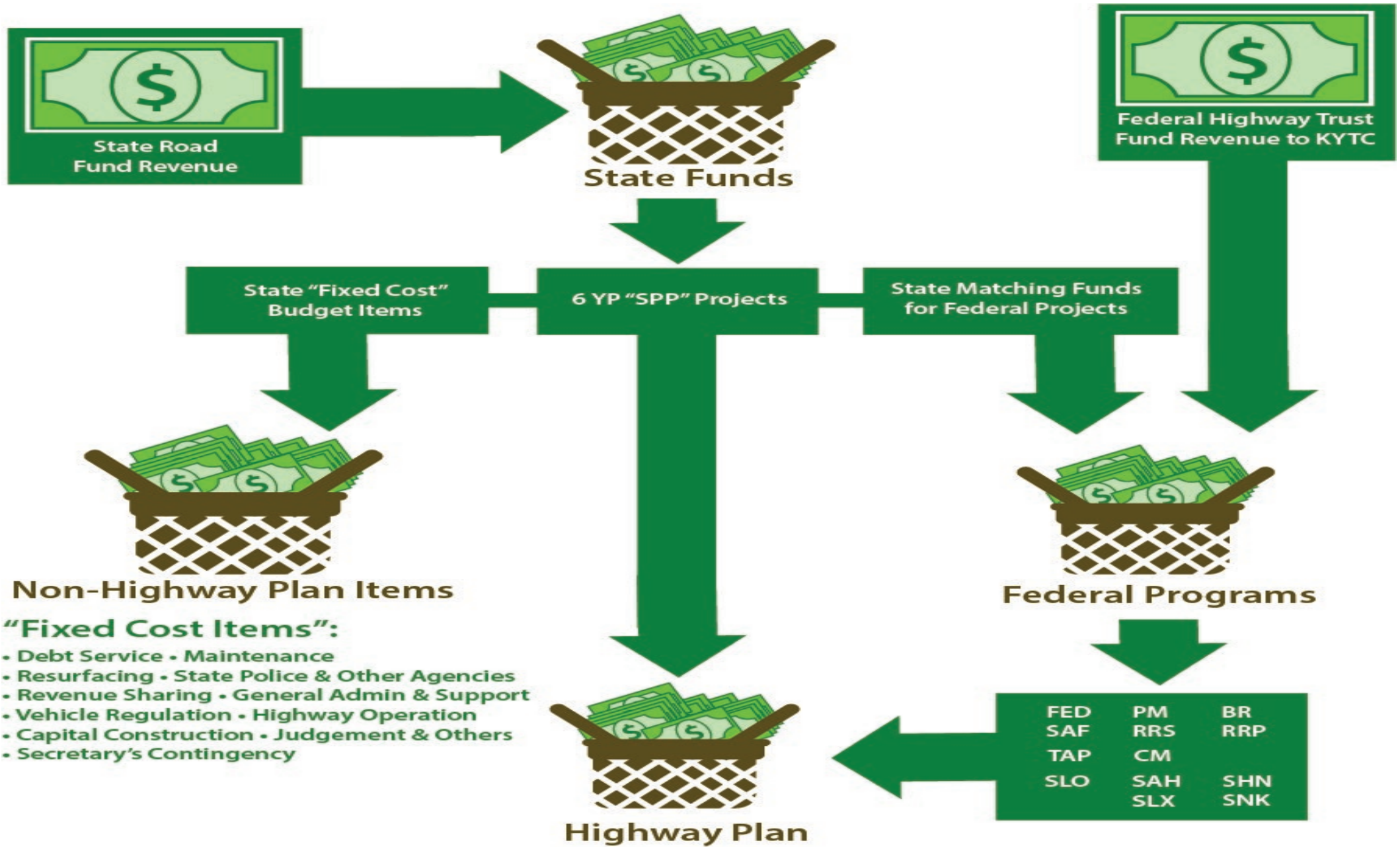
## *District Coordinators*

### KENTUCKY TRANSPORTATION CABINET HIGHWAY DISTRICTS

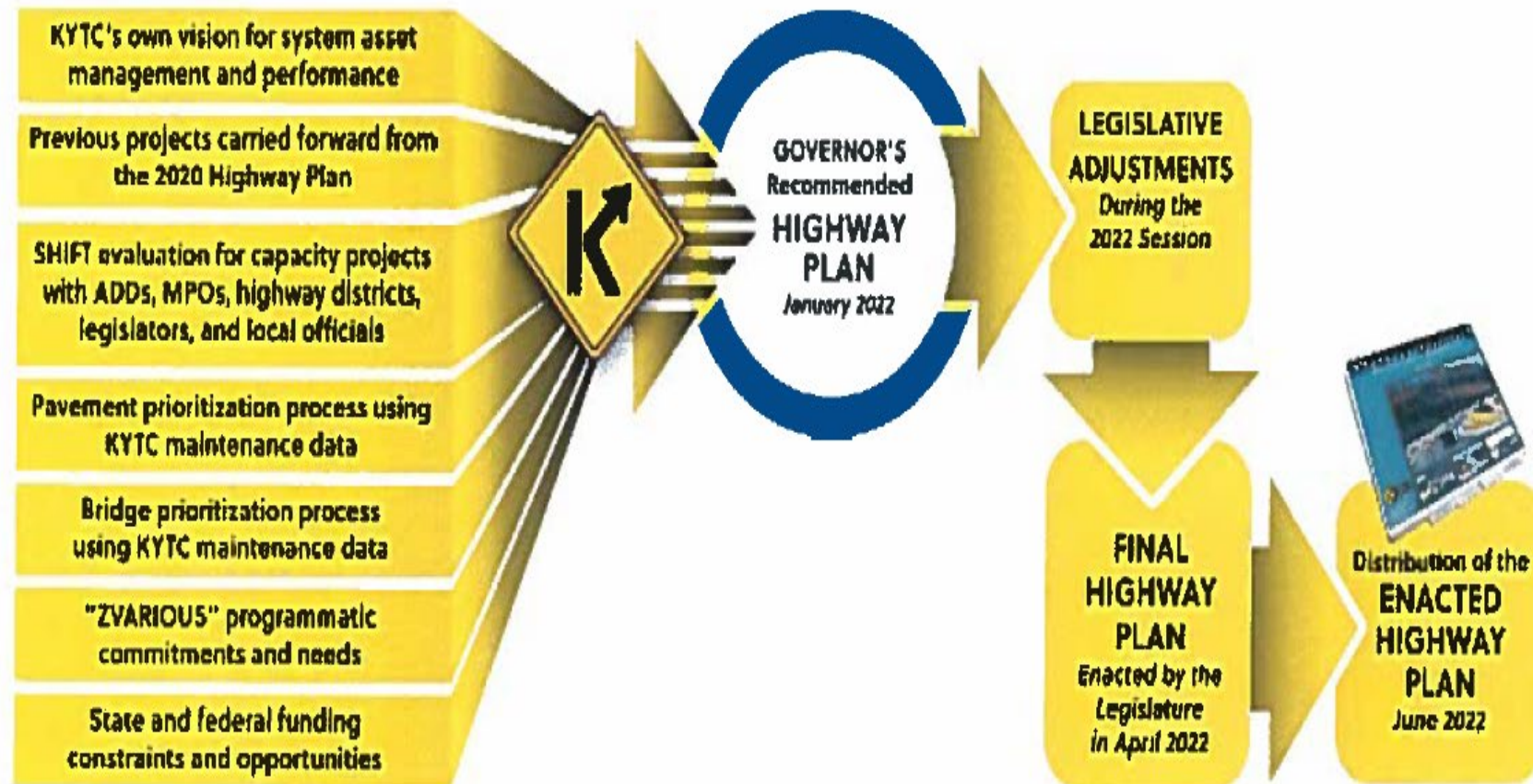
District Office locations in red



*Kentucky*  
*Highway Plan*

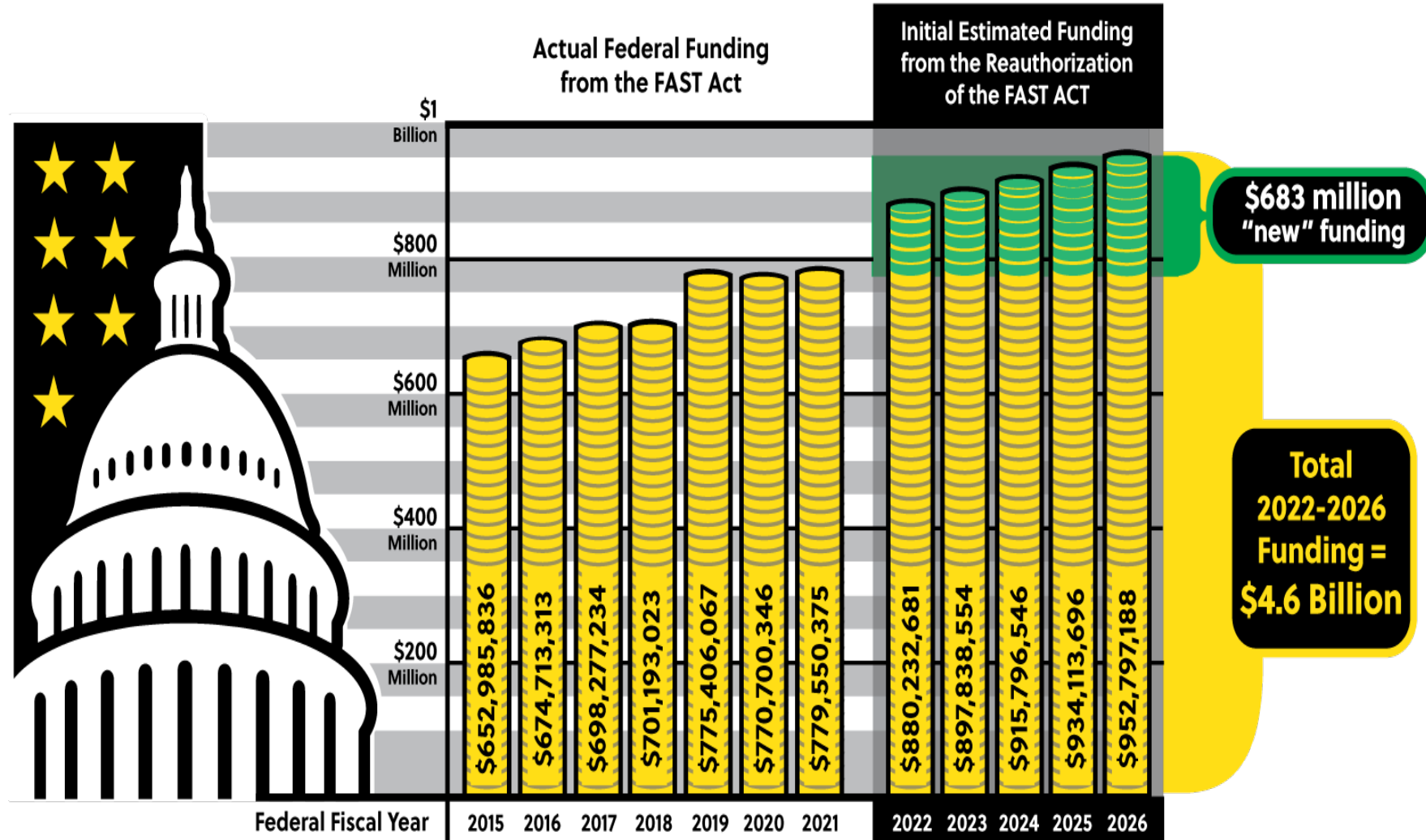


# Production of the 2022 Highway Plan



*Federal-Aid Highway  
Program Funding*

# *Kentucky's Formula Federal-aid Highway Funding History and Projections:*



*Please keep in mind, the federal-aid highway program is not a grant program.*

*The federal-aid highway program is a reimbursement program, which means project expenditures must be paid first with state funds, and then the state sends requests to FHWA for reimbursement of eligible costs.*

*The federal-aid highway program funding is conducted in accordance with the current federal funding formulas and regulations as outlined within the current “Transportation Act” approved by Congress and signed into law by the President.*



## **FY 2023 Federal-aid Highway “Formula Funding” Apportionments**

At the beginning of FY 2023, US DOT announced funding discrepancy between the FHWA FMIS accounting system and the US DOT Delphi official accounting system, and US DOT disabled FMIS apportionment program codes for Pre-BIL federal-aid highway funding, which prevented States from obligating Pre-BIL apportionments.

Thus, all carryover Pre-BIL federal-aid highway funding apportionments were not eligible for obligation of federal-aid highway funding.

The 2023 Congressional Continuing Appropriation Act only released 77 of the 365 days (21%) of the FY 2023 obligation spending authority for the federal-aid highway formula funding, which only made available approximately \$163 million of the anticipated \$779 million of FY 2023 formula funding obligation authority.

## **FHWA and US DOT Accounting and Project Tracking Systems:**

**FMIS** (Fiscal Management Information System) is used by the FHWA to track and manage highway apportionments, programs, and projects.

**Delphi** is the accounting system used by the entire UD DOT to record financial information that is then transmitted to the Treasury Department and the Office of Management and Budget (OMB) as part of official federal budget execution record-keeping.

FMIS and Delphi have different purposes and track some of the same things but also track different things.

Bottom line, FHWA and US DOT are working to resolve the discrepancy between the two systems, and US DOT has issued Guidelines for FHWA and the States to use in the obligation of federal-aid highway “Pre-BIL” apportionments.

In December 2022, Congress passed additional 2023 continuing appropriation acts, to fully fund the Federal Government through September 30, 2023.

However, the remaining FY 2023 federal-aid highway obligation spending authority was not released by Washington FHWA until early February 2023.

Thus, States had to operate from October 1, 2022 until early February 2023 on the initial 77 days of obligation spending authority (21%).

KYTC did not receive the remaining \$616 million (79%) of the FY 2023 obligation spending authority until early February 2023.

Also in early February 2023, US DOT announced a \$3.5 billion discrepancy in contract authority dollars between the two different US DOT accounting systems, FMIS and Delphi for “Pre-BIL” federal-aid highway apportionment codes.

And in the same announcement, US DOT continued the restriction of obligation of “Pre-BIL” apportionments.

Currently the amount of KYTC remaining federal-aid highway funding “Pre-BIL” apportionments is approximately \$100 million, and the current guidelines provides KYTC the ability to seek approval from FHWA to use approximately \$5 million of the “Pre-BIL” apportionments.

On February 21, 2023, Washington FHWA issued guidelines to the States to ensure new FMIS obligations of “Pre-BIL” apportionments do not exceed the available apportionments in Delphi, and to ensure that the state have the ability to obligate “Pre-BIL” apportionments subject to lapse.

And, making the Pre-BIL apportionments available in FMIS is subject to the States voluntarily adhering to the set of guidelines that are designed to maximize States ability to resume some use of Pre-BIL funding while ensuring:

- 1) new FMIS obligations of Pre-BIL funding do not exceed available funding in Delphi, and
- 2) Pre-BIL funding does not lapse.

In addition, the US DOT guidelines outlines that when federally funded projects are closed in FMIS, and any released “Pre-BIL” federal-aid highway funding apportionments, US DOT recommends that those released “Pre-BIL” apportionments should be obligated within 5 days of releasing the “Pre-BIL” apportionments.

However, the US DOT guidelines outlines that the State DOT and the State FHWA Division Office can agree to an internal tracking and obligation of “Pre-BIL” apportionments to ensure that the total “Pre-BIL” apportionments obligated do not exceed the allowable 5%, and that the released “Pre-BIL” apportionments are obligated prior to the end of FY 2023.

KYTC and KY FHWA are working closely together to ensure that the US DOT guidelines are followed, and that no Pre-BIL apportionments lapse at the end of FY 2023.

Please keep in mind that all federal-aid highway funding is provided to each state by the designated amount of apportionments for each funding category, and by the designated amount of obligation spending authority to actually spend of those apportionments.

And, this where we need the help of the MPOs (*KIPDA, Lexington, OKI, Henderson, and Ashland*) receiving BIL dedicated STP funding to have projects ready to obligate funding prior to September 1<sup>st</sup>, from the current remaining available dedicated STP funding.

**“End of Year Redistribution of Additional Obligation Authority”**

*In late July or early August of each year, FHWA submits an official notice to each state requesting the state to prepare a request for “End of Year Redistribution of Additional Obligation Spending Authority” for federal-aid highway “Formula Funding.”*

*However, before you can request additional obligation spending authority, first you must prove that you can use the current remaining obligation spending authority.*

*Second you must prove that you have projects available so you can obligate the federal funds before the end of the federal fiscal year (October 1).*

*And, third you must have available funding apportionments within the category of “Formula Funds” that you want to obligate, if provided additional obligation authority through the redistribution of additional obligation authority process.*



*End of Federal Fiscal Year Redistribution of Obligation Authority  
FY 2002 thru FY 2021*

FISCAL YEAR	ADDITIONAL OBLIGATION AUTHORITY RECEIVED	KENTUCKY PERCENT OF TOTAL	TOTAL ADDITIONAL OBLIGATION AUTHORITY AVAILABLE NATIONWIDE
2022	90,000,000	1.46%	6,176,517,471
2021	81,086,158	1.94%	4,178,016,327
2020	100,633,251	2.11%	4,762,052,903
2019	57,780,715	1.45%	3,972,743,240
2018	87,993,081	2.10%	4,183,936,196
2017	57,876,544	1.84%	3,137,048,104
2016	68,770,992	2.43%	2,832,803,208
2015	37,323,159	1.96%	1,906,572,178
2014	37,080,135	1.75%	2,117,694,862
2013	27,863,195	1.75%	1,595,648,530
2012	24,885,750	1.78%	1,400,464,387
2011	22,877,247	1.93%	1,182,665,012
2010	22,426,299	1.68%	1,336,569,692
2009	16,988,869	1.65%	1,028,541,567
2008	18,345,981	1.57%	1,167,254,399
2007	19,029,829	1.56%	1,223,675,007
2006	33,905,399	1.63%	2,076,788,143
2005	17,434,289	1.49%	1,167,701,604
2004	14,032,625	1.44%	973,838,857
2003	6,471,721	1.50%	432,391,111
2002	7,584,664	1.53%	495,383,586
<b>TOTALS</b>	<b>850,389,903</b>	<b>1.80%</b>	<b>47,348,306,384</b>

# Questions?

**Thank you,**