

**Operations and Maintenance Costs
MPO Areas**

**Ashland FY 2013-2017 TIP;
Financial Plan**

**Bowling Green FY 2012-2016 TIP;
Financial Plan**

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

**Henderson/Evansville FY 2013-2016 TIP;
Financial Plan**

**Lexington FY 2013-2016 TIP;
Financial Plan**

**Louisville FY 2014-2017 TIP;
Financial Plan**

**Northern KY/OKI FY 2014-2017 TIP;
Financial Plan**

**Owensboro FY 2011-2016 TIP;
Financial Plan**

**Radcliff/Elizabethtown FY 2013-2018 TIP;
Financial Plan**

**OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS
(IN MILLIONS)**

MPO	Operations and Maintenance Costs from KYIC Audit Reports by Fiscal Year											County Average	MPO Average	Projected Operations and Maintenance Costs		
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013			2014	2015	2016
Ashland	1.5	1.5	1.8	1.6	1.6	1.7	2.5	2.7	2.6	2.2	1.6	21.3	3.8	3.9	4.0	4.1
Greenup	1.0	1.4	1.6	1.5	2.1	1.7	2.0	2.6	2.6	2.0	1.5	20.0	1.8			
Bowling Green	2.9	3.2	3.4	4.3	4.8	4.0	4.3	4.9	5.4	4.8	4.9	46.7	4.2	4.4	4.5	4.6
Boone	5.5	3.9	4.0	4.0	5.0	4.4	5.9	6.7	7.9	6.4	7.0	60.8	5.5	12.8	13.6	14.0
Cincinnati-Northern Kentucky	3.0	2.7	1.8	3.1	3.2	3.0	2.6	3.0	3.5	2.1	2.3	30.3	2.8			
Kenton	7.1	5.6	3.0	2.5	4.8	4.4	3.5	4.3	4.8	5.4	4.2	49.8	4.5			
Clarksville	3.1	4.1	2.5	3.1	2.9	3.2	4.3	4.3	4.0	5.4	5.0	42.0	3.8	3.8	4.0	4.2
Henderson	2.0	3.3	1.8	1.9	2.4	2.6	3.4	3.7	3.1	2.6	3.1	29.8	2.7	2.7	2.9	3.0
Fayette	5.8	4.2	3.6	6.3	3.7	4.4	7.5	8.2	7.3	5.1	6.0	62.1	5.6	7.0	7.5	7.7
Jessamine	0.7	1.3	0.8	0.9	1.8	1.7	1.4	1.5	2.4	1.5	1.3	15.3	1.4	7.2	7.5	7.7
Bullitt	1.9	2.7	3.6	2.2	1.9	1.9	3.5	2.9	2.7	3.5	2.4	29.3	2.7	22.2	22.9	23.6
Jefferson	11.6	20.4	13.1	14.8	15.3	23.0	15.7	21.9	18.7	20.8	18.9	194.4	17.7			
Oldham	1.7	2.0	1.8	2.0	1.8	1.8	2.0	2.2	1.9	2.0	1.9	21.0	1.9			
Owensboro	3.2	4.2	2.4	2.2	2.4	2.4	3.8	4.5	4.9	3.2	4.2	37.2	3.4	3.4	3.6	3.7
Radcliff-Elizabethtown	3.0	3.9	4.2	3.5	4.1	3.5	4.6	3.5	4.9	3.8	7.6	46.6	4.2	5.4	5.8	5.9
Meade	0.8	1.2	1.3	1.2	1.3	1.1	1.3	1.1	1.4	1.2	1.5	13.3	1.2			
TOTALS	54.8	65.5	50.8	55.1	59.1	64.8	68.3	78.0	78.1	72.0	73.2	719.7	65.4	67.4	69.4	71.5

**Ashland FY 2013-2017 TIP
Financial Plan**

SECTION 8

Funding

Ashland Area MPO 2013 – 2017 Transportation Improvement Program

The 2040 Ashland Area Transportation MTP and 2013-2017 Ashland Area TIP must be financially constrained. The data below demonstrates that it is fiscally constrained. This means that the expected funding levels must meet or exceed project costs. To determine historical annual funding levels for the Plan year, a summary of the 2013-2017 TIP and out-years of the MTP were estimated. These estimates include all foreseen funding needs with the categories of TIP projects, grouped projects, operations and maintenance, and projects that are in the unfunded category. The Fiscal Constraint Estimate calculations are as follows:

Ashland Area MPO 2013-2017 TIP Projects

2013-2017 TIP Projects	\$76,957,424
Grouped Projects	\$18,916,507
Operations and Maintenance Projects	\$19,112,889
Total 2013-2017 Project Cost	\$114,986,820

Projects Included for Later Years in the Plan (2018-2040)

Unfunded Project List (UPL)	\$179,900,000
2018-2040 Grouped Projects	\$155,595,277
2018-2040 Operations and Maintenance Projects	\$135,438,439
Total Later Project Costs (2018-2040)	\$470,933,746

To Calculate Revenue Needed for Fiscal Constraint

Projects 2013-2017 (from TIP checked by SYP)	\$114,986,820
Projects for Out-Years of MTP	\$470,933,746
Total Revenue Needed for 2013-2040 MTP	\$585,920,566

Revenue Available

Projects 2013-2017 (from TIP checked by SYP)	\$76,957,424
Conservative Estimate for Out-Years (2018-2040)	\$757,021,125
Total Estimated Revenue Available 2013-2040 MTP	\$833,978,549

Fiscal Constraint Comparison

Total Revenue Available 2013-2040	\$833,978,549
Total Revenue Needed for 2013-2040	\$585,920,566
Total Exceeding Revenue Needed for 2013-2040	\$248,057,983

Based on the above figures the Ashland Area MPO and the MTP met the fiscal constraint requirements. Detailed calculations follow this section's Conclusion.

Tables 1 and 2 in the 2013-2017 Ashland Area TIP and the 2040 Ashland Area MTP list the projects and the estimated cost.

Note: Miscellaneous transportation enhancement, scenic byways, ferryboat funding and Kentucky Appropriated Earmark projects were not considered since these projects are constrained by their own funding methods.

CONCLUSION

The 2013–2017 Ashland Area MPO TIP provides a basis upon which to implement transportation improvements (highway and transit) in a rational and orderly fashion. By identifying location and the nature of transportation systems deficiencies early-on governmental agencies will be able to effectively allocate limited funds available for improvements. The TIP also permits a rational order to further conduct corridor, site, and design studies. Understandably, this TIP is not the final word for transportation improvements and that the proposals of the 2040 Ashland Area MTP. It may require amendments or administrative modifications as conditions change and resource availability fluctuates. It is for these reasons that the transportation planning process is a continuous, comprehensive and coordinated process.

CALCULATIONS

Fiscal constraint of the Plan must be demonstrated in "Year of Expenditure" (YOE) dollars. The rationale is that long-range estimates of transportation costs have understated the deficit between costs and revenues. Therefore, converting costs and revenues to YOE dollars would theoretically present a more accurate picture of costs, revenues and deficits associated with a long-range transportation plan. Another reason the Plan should reflect YOE dollars is to keep up with inflation, which has been predicted at 3% annually for general inflation and 4% annually for construction cost inflation. Therefore, in this analysis a 3% per annum annual average inflation was used as the basis for placing revenue estimates into a YOE cost format. In this analysis, the Operations and Maintenance Cost base number was taken from the *FY 2013-2016 Kentucky Statewide Transportation Improvement Program (STIP) – Appendix B: MPO Financial Plans* and inflated with the 3% annually. Project costs were assumed to increase at a rate of 4% annually. Below illustrates the computations used to demonstrate that the Ashland Area MPO is fiscally constrained.

KYTC EXPENDITURES BY COUNTY
18 YEAR AVERAGE (1993 TO 2010)

(As provided by KYTC)

BOYD COUNTY

State Funded: \$2,020,879
Federally Funded: \$6,842,067

GREENUP COUNTY

State Funded: \$7,606,808
Federally Funded: \$ 879,914

**Bowling Green FY 2012-2016 TIP
Financial Plan**

IM – Interstate Maintenance
KYD – Demonstration Funds to Kentucky
NH – Federal National Highway System
NHG – NH Released Due To Garvee
RRP – Safety – Railroad Protection
RRS – Safety – Railroad Separation
SRTS – Safe Routes to School
STP – Surface Transportation Program
TCSP – Transportation & Community System Preservation Funds
TE – Transportation Enhancement Projects

State Programs

SB2 – State Bonds 2010
SP – State Construction Funds
SPB – State Bonds 2009
SPP – State Construction High Priority

Transportation Projects Tables

The Transportation Improvement Program (TIP) contains transportation projects the Bowling Green – Warren County MPO believes are necessary for a planned, orderly, and efficient transportation network of the Bowling Green Urban Area. These projects represent the desires of Bowling Green and Warren County for developing highway, pedestrian, bike, and transit projects through Fiscal Years 2012 – 2016. The TIP is prepared in accordance with the Participation Plan of the MPO that requires that the MPOs develop and utilize a participation process that provides reasonable opportunities for interested parties to comment on the Metropolitan Transportation Plan, Transportation Improvement Program, and other planning documents and activities within the MPO (refer to the Participation Plan for more information). A number of these projects rely upon federal and state funds; however, many are matched with local funds.

Air Quality Conformity

Currently, the Bowling Green – Warren County urbanized area is classified as an attainment area, meaning that the area meets or exceeds the United States Environmental Protection Agency health standards contained in the Clean Air Act of 1990 and subsequent rulemaking. If this condition changes for the Bowling Green – Warren County urbanized area, it will be addressed in future TIPs to ensure timely implementation of transportation resources and programs.

Financial Constraint

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and State develop a deliverable program of projects.

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC). In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on **pages 4 and 5**.

The specific projects shown in the Project Listing tables beginning on **page 18** have been identified by KYTC, along with associated programmed or planned revenue sources and schedules in the KYTC Statewide Transportation Improvement Plan and/or the Kentucky Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, State Transportation Agencies, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The **Table 1** below provides a summary of each funding type by year.

Table 1													
Summary of Funding Type													
Bowling Green – Warren County MPO													
Transportation Improvement Program FY 2012-2016													
Funding Type	FY 2012		FY 2013		FY 2014		FY 2015		FY 2016		TOTAL		
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	
BRZ	\$160,000	\$160,000	\$350,000	\$350,000	\$450,000	\$450,000					\$960,000	\$960,000	
FTA 5307/5309	\$2,445,163	\$2,445,163	\$3,542,500	\$3,542,500	\$2,569,000	\$2,569,000	\$2,710,000	\$2,710,000	\$2,865,000	\$2,865,000	\$14,131,668	\$14,131,668	
FTA 5310	\$213,000	\$213,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$613,000	\$613,000	
FTA 5316 (JARC)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	\$1,500,000	
HPP	\$33,011,206	\$33,011,206									\$33,011,206	\$33,011,206	
KYD	\$8,167,856	\$8,167,856									\$8,167,856	\$8,167,856	
NH	\$14,000,000	\$14,000,000	\$10,750,000	\$10,750,000							\$24,750,000	\$24,750,000	
STP	\$27,180,000	\$27,180,000									\$27,180,000	\$27,180,000	
TE	\$981,000	\$981,000									\$981,000	\$981,000	
SB2	\$2,200,000	\$2,200,000									\$2,200,000	\$2,200,000	
SPB	\$10,790,000	\$10,790,000									\$10,790,000	\$10,790,000	
SPP	\$5,800,000	\$5,800,000									\$5,800,000	\$5,800,000	
TOTAL	\$105,248,225	\$105,248,225	\$15,042,500	\$15,042,500	\$3,419,000	\$3,419,000	\$3,110,000	\$3,110,000	\$402,865	\$402,865	\$130,084,730	\$130,084,730	

Table 2			
Completed Projects from FY 2007 – 2012 TIP			
Bowling Green – Warren County MPO			
Transportation Improvement Program FY 2012 – 2016			
KYTC 6 YP ID	Project ID	Route	Project Description
3-9.70	2007-1	I-65	Landscaping on I-65 from Carter-Sims Road south of Bowling Green to KY 1339 in Edmonson County
3-10.41	2007-2	I-65	Widen I-65 to 6 lanes from 1.07 miles south of Salem Road to 0.14 miles north of KY 240 (Warren/Simpson County)
3-10.50 and 3-10.51	2007-3 and 2007-4	I-65	Widen I-65 to 6 0.14 miles north of KY 240 to 0.14 miles north of Carter-Sims Road (4.24 miles)
3-18.00	2007-11	I-65	Initial advanced transportation management system on I-65 around Bowling Green (ITS on I-65 around Bowling Green)
3-312.00	2007-14	US 31W	Major widening from north of Campbell Lane to 4-lane section near the Natcher Parkway in Bowling Green
N/A	2007-18	N/A	Shared use paths connecting 8 schools, rec. facilities, neighborhoods and other community businesses and facilities (Bowling Green Community Bicycle & Pedestrian Facilities)
N/A	2007-19	N/A	Safe Routes to School in Warren County/City of Bowling Green – The project will include sidewalk construction, educational activities including, training for volunteers at each school and public awareness campaigns
N/A	2008-20	N/A	Blueways Recreational Trails – develop a Blueways Trails System, featuring numerous access points throughout Warren County and southern parts of Logan and Simpson Counties for watercraft, canoeing, kayaking, jogging, and hiking. The new trail length will be 600 feet in length and 8 feet wide, with gravel surface. The project also involves documenting and mapping the rivers for the purpose of motorized and non-motorized watercraft use.
N/A	2008-21	N/A	Linking Schools and Commerce in Bowling Green – develop a 205 mile shared use trail connecting area schools, parks, and shopping areas to residential neighborhoods, completing a 14.4 mile network.
N/A	2008-22	N/A	Bowling Green Portage Railroad Preservation – develop a 0.5 mile trail connecting Boat Landing Park to nearby Hobson Grove Park through a residential neighborhood.
N/A	2008-23	N/A	National Corvette Museum Simulator Theater – development of interactive educational materials for driver, bicycle and pedestrian safety.

Grouped Projects

Transportation planning regulations applicable to the development and content of Metropolitan Transportation Plans (MTP) allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Various” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the MTP or Transportation Improvement Program (TIP). 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 Bowling Green – Warren County MPO are shown in **Table 3**. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the “KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team” document dated July 20, 2007. This was done for applicability to the Bowling Green – Warren County area and to facilitate understanding by MPO committee members and the public. 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).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document beginning on page 5 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. It should also be understood that the dollar amounts shown in the Grouped Projects Table that follows 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.

Table 3					
Grouped Projects					
Bowling Green – Warren County MPO					
Transportation Improvement Program FY 2012 – 2016					
Program - Project Types	2012	2013	2014	2015	2016
HSIP - High Cost Safety Improvements	\$100,000*	\$100,000*	\$100,000*	\$100,000*	\$100,000*
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Drive Smart Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Safe Routes to School (SRTS)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transportation Enhancement (TE) Projects	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Congestion Mitigation Air Quality (CMAQ) Projects**	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Transit Passenger Shelters and Information Kiosks	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Construction or Renovation of Transit Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

*Illustrative cost only-refer to text for explanation

**The Bowling Green MPO area is not currently eligible for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. However, if Warren County becomes designated as an air quality non-attainment area in the future, local entities would become qualified to submit applications for eligible CMAQ funded projects

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

condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery.

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP). SHSPs were first required under SAFETEA-LU. MAP-21 continues the HSIP as a core Federal-aid program. SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The HSIP projects in the FY2014-FY2017 TIP are consistent with the Tennessee SHSP.

Each proposed transportation improvement for consideration in the TIP was compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction was given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments. From this, a prioritization classification was assigned to each project with an "A" priority being assigned to those projects considered for funding within the FY2014-2017 TIP.

The MPO has established a detailed set of project selection criteria forging a greater linkage between the stated goals of the MPO's MTP and other local emphasis areas. The enhanced selection criteria allow for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects.

Local STP and CMAQ projects will be submitted to the MPO for project consideration. Projects using L-STP funds will then be selected using the adopted criteria and will be amended into the TIP. CMAQ projects will be applied for through TDOT and KYTC competitive grant application process. The Selection Criteria Review for STP and CMAQ projects is in Appendix E-1.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA also mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability.

In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular 3/4 mile access zone surrounding fixed route services.

FUNDING & FINANCIAL PLAN

FUNDING

Moving Ahead for Progress in the 21st Century (MAP-21) legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. MAP-21 makes bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program, the Transportation Alternatives Program and the Congestion Mitigation Air Quality Improvement Program. These funding programs are listed in Figure 5 and are described below:

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.

Transportation Alternatives Program (TAP)- provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Surface Transportation Program (STP) - remains the federal-aid highway program with the broadest eligibility criteria. Funds can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training.

Highway Safety Improvement Program (HSIP) – remains largely as it was under SAFETEA-LU, supporting projects that improve the safety of road infrastructure by correcting hazardous road locations, or making road improvements such as adding rumble strips.

Railway-Highway Crossings Program (set-aside from HSIP) – This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Title 23, Part 924 of the Code of Federal Regulations (23 USC 130)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 USC 149(a)].

Federal Transit Administration Section 5307 (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 5339 (5339) - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Federal Transit Administration Section 5310 (5310) - This program provides formula funding to States for the purpose of assisting private non-profit organizations, governmental authorities that certify to the chief executive officer of a State that no non-profit corporations or associations are readily available in an area to provide the service, and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities 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.

The Funds Below were Assigned to Projects under SAFETEA-LU:

Federal High Priority Program (HPP) – This program contains earmarked funds. These projects are detailed in SAFETEA-LU or are specified by Congress. These projects have an HPP or DEMO project number associated with them on the TIP project pages and in the funding tables.

Federally Funded Kentucky Discretionary Program (KYD) – This program represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Public Lands Highways Discretionary (PLHD) – Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation.

Federal Transit Administration Section 5309 (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 guide-way systems (New Starts).

**Figure 5
Transportation Improvement Program Funding Sources**

System	Project Initiation	Funding Source	Match Ratio
A. Highway Formula Programs:			
National Highway Performance Program (NHPP)	State DOT/Cabinet	Federal State	80% 20%
Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
Highway Safety Improvement Project (HSIP)	Local Government	Federal Local/State	90% 10%
Railway-Highway Crossings Program (set-aside from HSIP)	State DOT/Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
Transportation Alternatives	State DOT/Cabinet	Federal Local	80% 20%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
State Funds	State DOT/Cabinet	State	100%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	80% 20%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet		100%

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 Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal State Local	80% 10% 10%
Section 5309–TDOT/Capital Grant	Local Government	Federal State Local	83% 8.5% 8.5%

Operation and Maintenance

The MPO and its members must assure the maintenance and efficient operation of the existing infrastructure components that make up the Clarksville Urbanized Area's transportation network. The MPO, in consultation with TDOT and KYTC, was able to determine future operations and maintenance funding levels for streets and highways for the MPO area based on historic funding trends. A three percent annual growth rate compounded annually over current funding levels was determined to be appropriate for operations and maintenance funding based on past funding growth trends within the MPO area. Operating and maintenance expenses are assumed to grow at a similar rate accounting for incremental increases in operating and maintenance costs. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations activities are those that keep the current roadway system working during congestion, construction and emergency response such as traffic incident and work zone management, congestion mitigation signal timing, etc. These activities are not funded through or scheduled in the TIP. Each local agency is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process. Figure 6 presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure on an annual basis.

Figure 6
Maintenance and Operations Cost Estimates

Maintenance and Operations	Annual Cost \$
City of Clarksville, TN	\$ 3,386,400.00
Montgomery County, TN	\$ 1,376,150.00
City of Oak Grove, KY	\$ 156,000.00
Christian County, KY*	\$ 139,870.00
Clarksville Transit System (CTS)	\$ 1,403,465.00
Total Maintenance and Operations	\$ 6,461,885.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$682,893.00 in Transportation maintenance funds for the MPO area.

FINANCIAL PLAN

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

Detailed financial breakdowns are included in Appendix B-1, Tables 1-5 in the Funding Tables section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project, which is shown in Appendix A-I. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 3.6% for TN and 4% for KY projects was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and public transportation operators.

GROUPED PROJECTS FOR TDOT AND KYTC

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented are using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area, may be grouped within the MPO TIP or listed individually in the MPO TIP, but may not be included in the Rural STIP. All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

TDOT has created four (4) distinct Groupings: Surface Transportation Program (STP) Grouping, National Highway Performance Program (NHPP) Grouping, Highway Safety

Improvement Program (HSIP) Grouping, and PM 2.5 Diesel Emissions Reduction Strategies Grouping. These four groupings are listed in the TIP and shown in Table 3 in Appendix B-1 based on the funding source. The HSIP Grouping is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The PM2.5 Diesel Emissions Reduction Strategies Grouping provides dedicated CMAQ funds to projects to reduce PM 2.5 emissions. The other two groupings are listed in the TIP under the NHPP funding and the STP funding. Both of these groupings are based more on traffic operations and/or maintenance functions. See Attachment 1- TDOT's Metropolitan Groupings Crosswalk for a more comprehensive list of activities included but not limited for eligibility under Appendix A-1, page 65.

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 7. 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 7

Clarksville MPO Kentucky Grouped Projects List	
Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000
Pavement widening with no additional travel lanes	\$50,000
Shoulder improvements	\$50,000
Slope stabilization/landslide repairs	\$50,000

Drainage improvements	\$50,000
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000
Bridge painting	\$50,000
Bridge inspections	\$25,000
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000
Traffic signal maintenance and operations	\$25,000
Highway signage	\$25,000
Lighting improvements	\$25,000
Skid treatments	\$100,000
Sight distance improvements	\$100,000
Curve realignment projects	\$100,000
Median installation	\$50,000
Fencing	\$25,000
Guardrail/median barriers/crash cushions	\$100,000
Pavement markers and markings	\$100,000
Railroad/highway crossing safety improvements and warning devices	\$75,000
Highway Safety Improvement Program projects	\$100,000
Driver education programs	\$75,000
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
Operating assistance to transit agencies	\$125,000
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000
Rehabilitation of transit vehicles	\$25,000
Construction of transit passenger shelters and information kiosks	\$10,000
Transportation enhancement activities including streetscaping, landscaping, plantings, and informational signs	\$100,000

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects Figure 6 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

Table 1
Summary of L-STP Funds
Federal Share Only

New
as of 10/1/2013

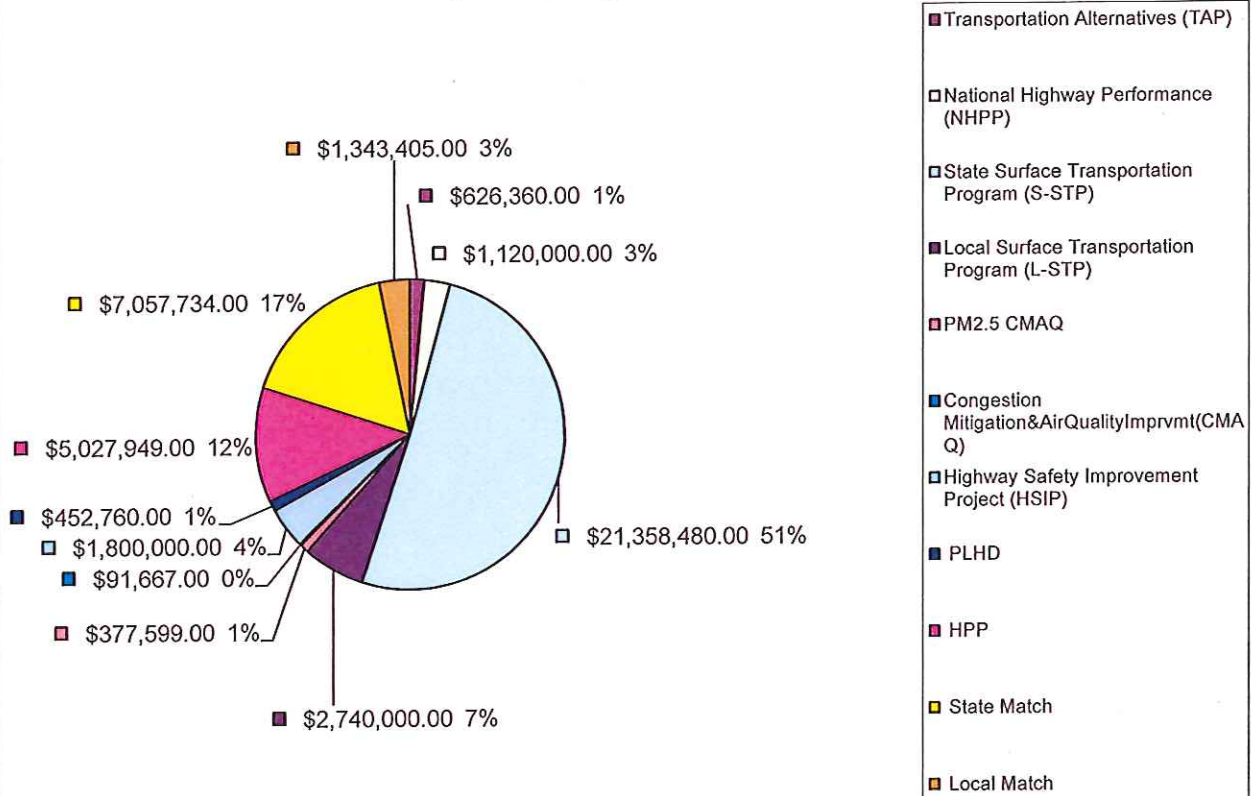
L-STP Funding Table (TDOT)

Balance 10-1-13		\$10,929,354
FY2014 Allocation	+	\$1,680,000
Available to Spend	=	\$12,609,354
Projects Programmed	-	\$2,740,000
Remaining 2014	=	\$9,869,354
2015		
FY2015 Allocation	+	\$1,690,000
Available to Spend	=	\$11,559,354
Projects Programmed	-	\$8,150,000
Remaining 2015	=	\$3,409,354
2016		
FY2016 Allocation	+	\$1,700,000
Available to Spend	=	\$5,109,354
Projects Programmed	-	\$200,000
Remaining 2016	=	\$4,909,354
2017		
FY2017 Allocation	+	\$1,710,000
Available to Spend	=	\$6,619,354
Projects Programmed	-	\$0
Remaining 2017	=	\$6,619,354

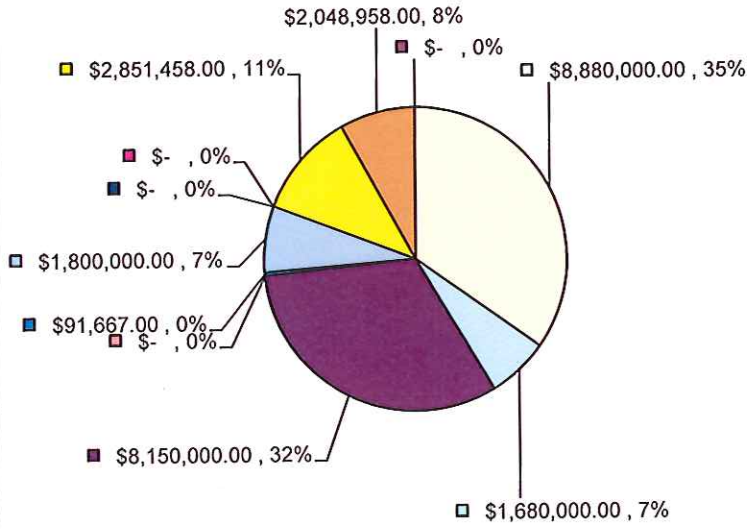
Tennessee Funding Table 3				
(By Year of Expenditure)				
	As of 10/1/2013			
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 12,609,354.00	\$ 11,559,354.00	\$ 5,109,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 3,810,744.00	\$ 2,901,297.00	\$ 1,288,798.00	\$ 1,339,838.00
Total	\$ 54,332,647.00	\$ 29,763,776.00	\$ 8,951,277.00	\$ 10,409,192.00
Amount Programmed to be Spent				
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 2,740,000.00	\$ 8,150,000.00	\$ 200,000.00	\$ -
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 1,343,405.00	\$ 2,048,958.00	\$ 61,459.00	\$ -
Total	\$ 41,995,954.00	\$ 25,502,083.00	\$ 2,814,584.00	\$ 2,450,000.00
Amount Remaining				
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (S-STP)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Program (L-STP)	\$ 9,869,354.00	\$ 3,409,354.00	\$ 4,909,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
PLHD	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -

Local Match	\$ 2,467,339.00	\$ 852,339.00	\$ 1,227,339.00	\$ 1,339,838.00
Total	\$ 12,336,693.00	\$ 4,261,693.00	\$ 6,136,693.00	\$ 7,959,192.00

TN Funding Amount Programmed to be Spent FY2014

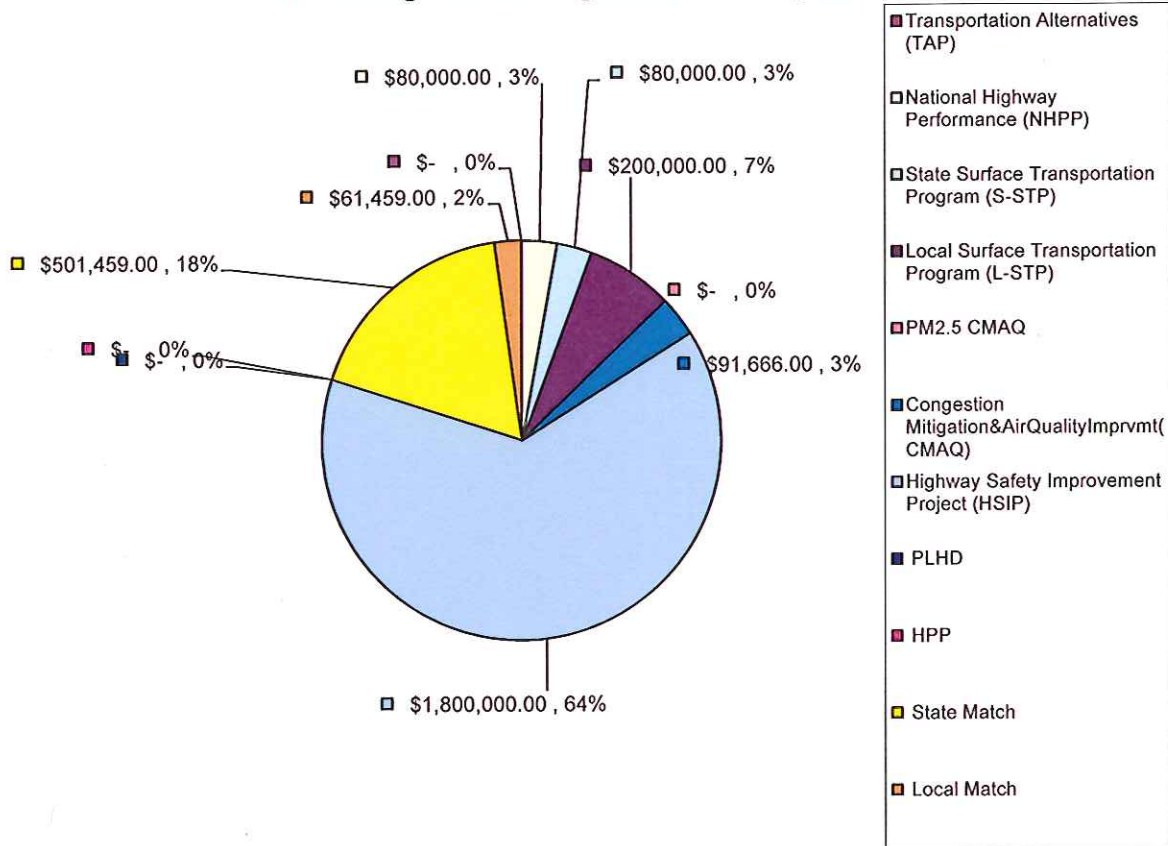


TN Funding Amount Programmed to be Spent 2015

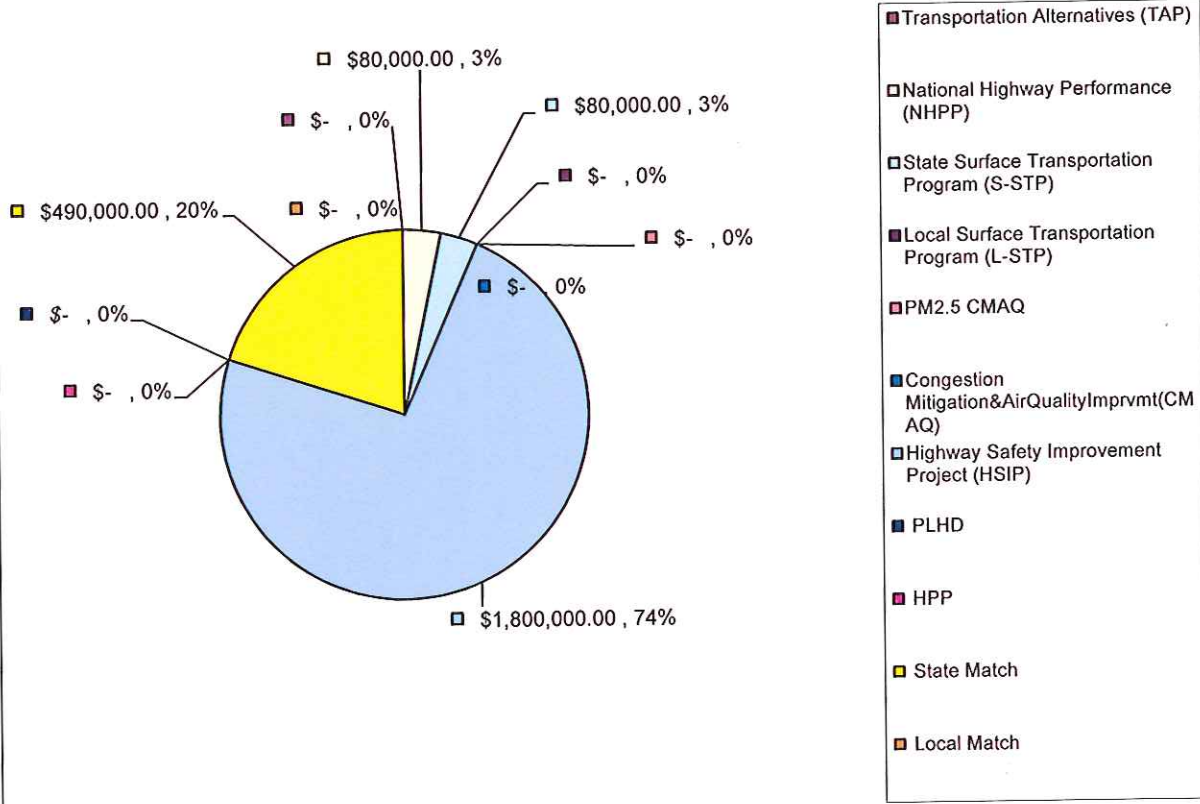


- Transportation Alternatives (TAP)
- National Highway Performance (NHPP)
- State Surface Transportation Program (S-STP)
- Local Surface Transportation Program (L-STP)
- PM2.5 CMAQ
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- PLHD
- HPP
- State Match
- Local Match

TN Funding Amount Programmed to be Spent 2016



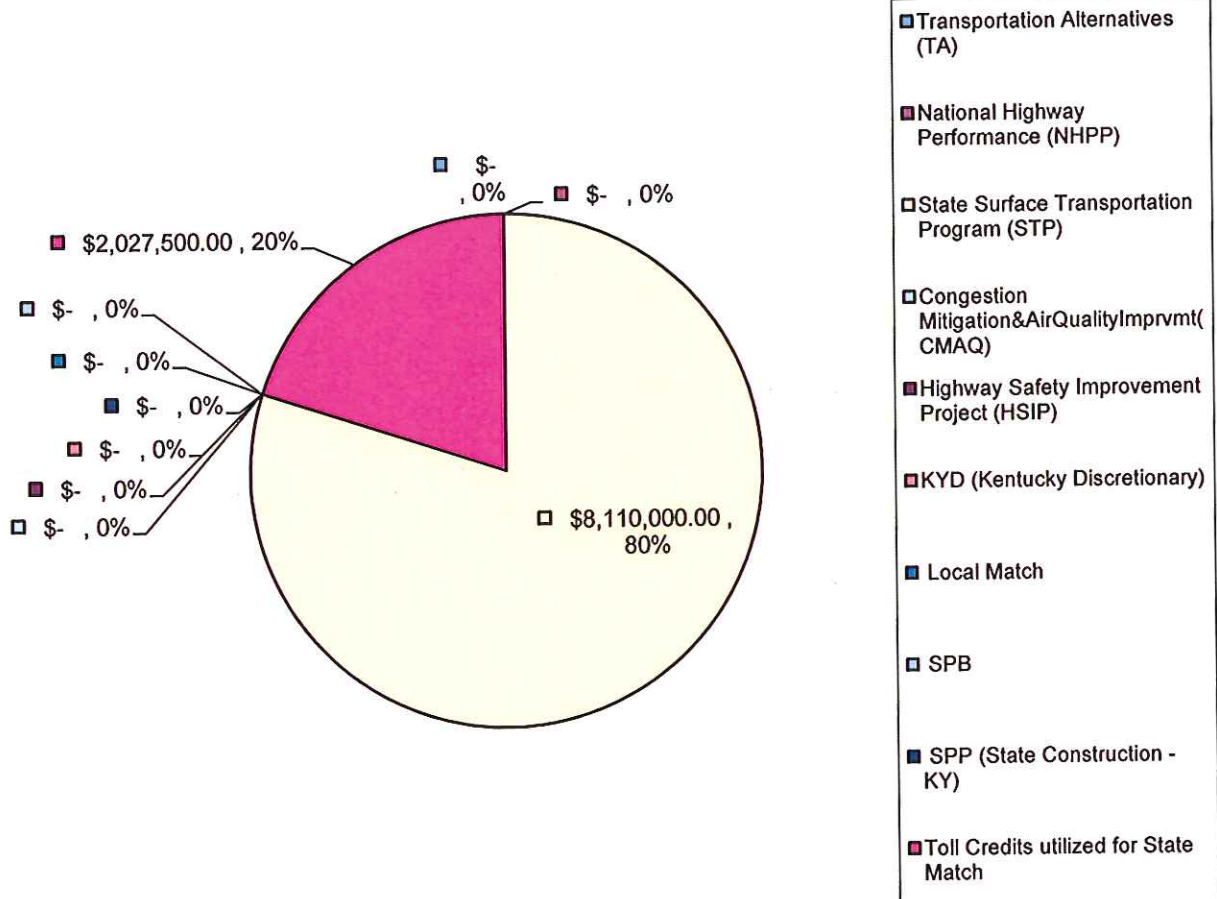
TN Funding Amount Programmed to be Spent 2017



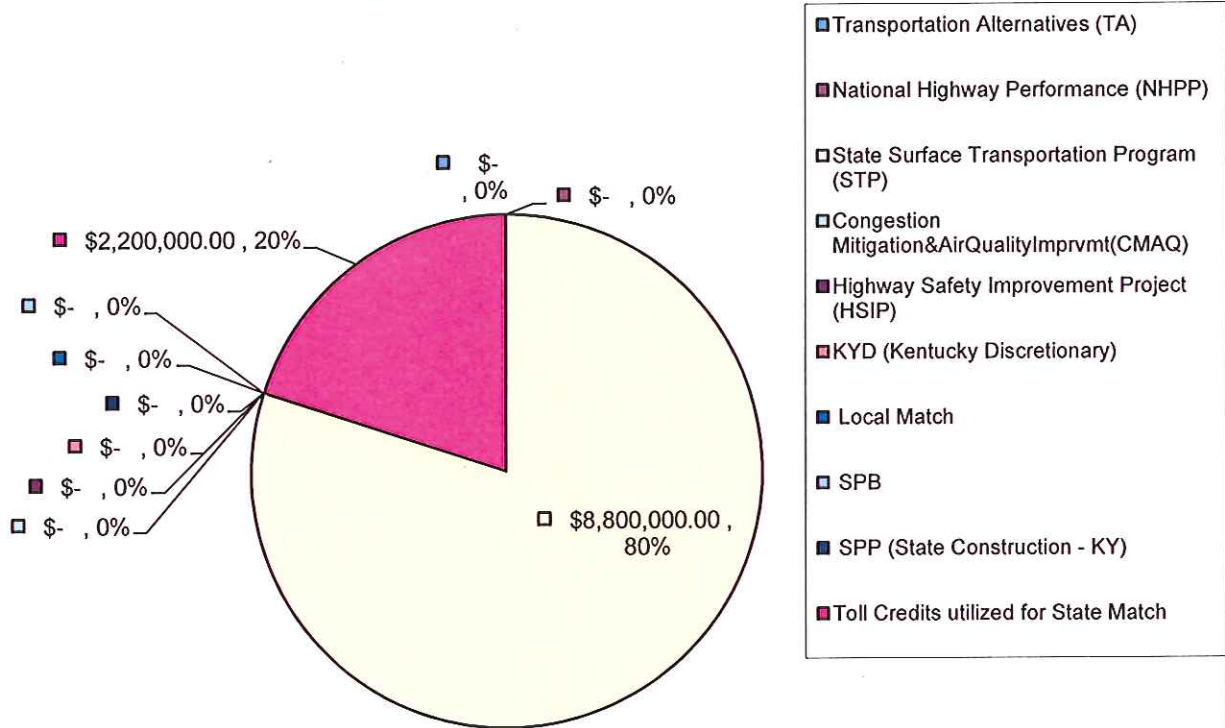
**Kentucky Funding Table 4
(By Year of Expenditure)**

Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match			\$ -	\$ -
SPB		\$ -		
SPP (State Construction - KY)	\$ -		\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00	\$ -	\$ -	\$ 2,200,000.00
Total	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Programmed to be Spent				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)		\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -		\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match		\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)		\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00		\$ -	\$ 2,200,000.00
Total Programmed	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Remaining				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	0	\$ -	0	0
Total Remaining	\$ -	\$ -	\$ -	\$ -

KY Funding Amount Programmed to be Spent 2014



KY Funding Amount Programmed to be Spent 2017



Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00

Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
FTA-5307 Job Access	\$ -	\$ -	\$ -	\$ -
FTA - CMAQ	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
Total Remaing	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

**5309 funds sent from TDOT to CTS

**Henderson/Evansville FY 2013-2016 TIP
Financial Plan**

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 Evansville MPO Study Area.

FUND TYPES

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

FEDERAL FUNDS

Federal transportation funding is authorized through the federal transportation funding bill (MAP-21), as described in Section 1. MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program and the Highway Bridge Program are incorporated into the new core formula program structure comprised of: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP) and Metropolitan Planning. MAP-21 also establishes a new formula program, Transportation Alternatives (TA), with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs. The TA program encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

Federal fiscal constraint for the FY 2013-2016 TIP is demonstrated in Table 1. Federal funds are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects. The various federal surface transportation funds available to the Evansville-Henderson Urbanized Area reflect funding from the current bill, as well as funds from earlier bills, include:

1. National Highway Performance Program (NHPP) is newly authorized in MAP-21 and provides support for the condition and performance of an expanded National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects. Beginning in FY 2016, the NHPP share for a state that has not developed and implemented an asset management plan will be reduced to 65% until it develops and implements its plan.
2. National Highway System (NHS) funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities. The pre-MAP-21 NHS 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%.
3. Surface Transportation Program (STP) MAP-21 continues the STP, providing funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. Most current STP eligibilities are continued, with some additions and clarifications. Activities of some programs that are no longer separately funded are incorporated, including transportation enhancements (replaced by "transportation alternatives" which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). A portion of STP funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount.

Funding priority within the urbanized area is determined by the MPO (EMPO), 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.
4. 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%.

5. Highway Safety Improvement Program MAP-21 continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The federal participation for HSIP projects is 90-100%.
6. Bridge Program 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%. While Bridge funds remain in this TIP period, the bridge project eligibility has been incorporated into the core formula programs as a part of MAP-21's program streamlining effort.
7. Interstate Maintenance (IM) funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds. IM funds remain in this TIP period, though MAP-21's integrates IM eligibility in the NHPP core program.
8. Transportation Alternatives Program (TAP) MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Eligible activities include: Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities), recreational trails program, safe routes to schools program.
9. 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. TE funding in the 2013-2016 TIP is a legacy of SAFETEA-LU. Most activities eligible for TE funding are consolidated in the new Transportation Alternatives Program in MAP-21.
10. High Priority Projects (HPP) the High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The Federal share remains at 80%. The HPP program does not continue in MAP-21.
11. Safe Routes to School (SRTS) funding in the 2013-2016 TIP is a legacy of SAFETEA-LU for the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. The Federal share for SRTS funds is 100%. SRTS activities remain eligible in the Transportation Alternatives Program in MAP-21.
12. Recreational Trails Program (RTP) Another legacy of SAFETEA-LU, the RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. A sliding scale applies to the federal share for RTP projects. RTP activities remain eligible in the Transportation Alternatives Program in MAP-21.

STATE FUNDS

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

LOCAL FUNDS

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. Table 2 summarizes local revenues and costs for the first four years of the TIP. Local fiscal constraint is indicated by the positive balances for LPA's. Based on historical averages, shortfalls are indicated for both Henderson Area Rapid Transit and the Metropolitan Evansville Transit System. Consultation with the agencies established that the required funds for transit operations will be made up with a general fund transfer adjustment.

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. Tax Increment Financing (TIF) funds are funds collected from a specific area and can be spent to provide infrastructure improvements to encourage development in the area.
6. Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.
7. 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. MAP-21 incorporates Section 5316 - Jobs Access and Reverse Commute (JARC) eligibility under Section 5307.
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. MAP-21 incorporates Section 5317 - New Freedom Program eligibility under Section 5310.
5. Section 5316-Jobs Access and Reverse Commute (JARC) provides capital and/or operating assistance for employment and employment-related transportation services. Programmed 5316 funds in this TIP are a legacy of SAFETEA-LU. The JARC program remains eligible under Section 5307.
6. Section 5317-New Freedom provides capital and/or operating assistance for disability- related transportation services that go beyond ADA compliance. Programmed 5317 funds in this TIP are a legacy of SAFETEA-LU. The New Freedom program remains eligible under Section 5310.
7. Section 5339-Bus and Bus Facilities Formula Grants provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Local project sub-allocations are determined based on project priorities and in consultation with local transit providers.
8. 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 0.67% 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.

2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1: Federal Funds and Programmed TIP Costs

Indiana						
Funding Source	Unobligated Prior Year Funds	Fiscal Year				TIP Total
		2013	2014	2015	2016	
STP-Urban	\$10,291,876	\$3,540,938	\$3,540,938	\$3,540,938	\$3,540,938	\$24,455,628
STP-Rural	-	\$5,589,000	\$0	\$0	\$0	\$5,589,000
CMAQ	\$4,583,899	\$1,291,512	\$1,291,512	\$1,291,512	\$1,291,512	\$9,749,947
TE/TAP	\$3,796,830	\$304,506	\$304,506	\$304,506	\$304,506	\$5,014,854
HSIP	\$1,608,700	\$686,661	\$686,661	\$686,661	\$686,661	\$4,355,344
Transit	-	\$1,880,106	\$2,159,884	\$2,124,883	\$1,976,502	\$8,141,375
Bridge	-	\$1,355,713	\$223,280	\$0	\$173,456	\$1,752,449
SRTS	-	\$0	\$15,800	\$424,222	\$0	\$440,022
Total Federal Funding (Local Projects)						\$59,498,620
Programmed Federal amount						\$39,445,674
Surplus/Deficit						\$20,052,946
Kentucky						
STP KY	\$4,014,015	\$500,000	\$500,000	\$500,000	\$500,000	\$6,014,015
HPP KY	\$1,659,800	\$0	\$0	\$0	\$0	\$1,659,800
5307 Transit	\$0	\$710,120	\$690,535	\$700,899	\$728,910	\$2,830,464
RTP	\$0	\$55,000	\$0	\$0	\$0	\$55,000
HSIP	\$0	\$0	\$0	\$0	\$0	\$0
Total Federal Funding (Local Projects)						\$10,559,279
Programmed Federal amount						\$6,617,264
Surplus/Deficit						\$3,942,015
Kentucky State Program of Projects						
NH	\$ -	\$ -	\$ 3,200,000	\$ -	\$ -	\$3,200,000
STP KY	\$ -	\$ 5,180,000	\$ 3,008,968	\$ -	\$ -	\$8,188,968
SHN	\$ -	\$ 1,675,000	\$ 1,635,000	\$ 500,000	\$ 550,000	\$4,360,000
HES/HSIP	\$ -	\$ 295,000	\$ 1,170,000	\$ -	\$ -	\$1,465,000
Bridge	\$ -	\$ 1,650,000	\$ 1,210,000	\$ 25,000,000	\$ -	\$27,860,000
Total Federal Funding (State Projects)						\$45,073,968
Programmed Federal amount						\$45,073,968
Surplus/Deficit						\$0

Table 2: Local Revenues and Programmed TIP Costs

	Available Local Revenues			Projected Revenues & Programmed Costs		
	Average Annual Local Revenues	Average Annual Ops & Maintenance Costs ³	Average Annual Available Revenues	2013-2016 Projected Available Revenues	Programmed Local Costs 2013-2016	Surplus/Deficit
Indiana						
Vanderburgh County	\$14,677,172	\$6,879,019	\$7,798,152	\$31,901,487	\$9,944,920	\$21,956,567
City of Evansville	\$9,916,347	\$6,340,900	\$3,575,447	\$14,626,807	\$4,676,582	\$9,950,225
METS ¹	\$5,393,354	\$3,894,664	\$5,393,354	\$22,063,688	\$29,178,896	-\$7,115,208
Darmstadt	\$100,294	\$68,192	\$32,102	\$131,328	\$0	\$131,328
Warrick County	\$16,371,942	\$3,988,718	\$12,383,224	\$50,658,572	\$4,757,749	\$45,900,822
City of Boonville	\$1,328,549	\$263,051	\$1,065,498	\$4,358,849	\$0	\$4,358,849
Town of Chandler	\$331,276	\$0	\$331,276	\$1,355,217	\$0	\$1,355,217
Town of Newburgh	\$615,755	\$50,099	\$565,657	\$2,314,047	\$232,214	\$2,081,833
Town of Lynnville	\$54,489	\$24,415	\$30,074	\$123,030	\$0	\$123,030
Private/Other	-	-	-	\$47,346	\$47,346	\$0
Kentucky						
Henderson County	\$3,503,148	\$3,421,108	\$82,041	\$335,620	\$140,000	\$195,620
City of Henderson ²	\$1,258,471	\$1,185,825	\$72,646	\$673,838	\$564,950	\$108,888
HART ¹	\$512,285	\$457,365	\$512,285	\$2,095,709	\$2,990,963	-\$895,254
City of Corydon	\$730,516	\$0	\$730,516	\$2,988,470	\$0	\$2,988,470

¹ Latest available annual general fund transfer assumed as best available data for projected transit revenues. Transfers necessary to balance transit budget are assumed.

² Projected revenue includes incurred cost and in-kind matching credits for the Henderson Riverfront Development project.

³ Transit Operations/Maintenance reflected in Programmed Local Costs and not deducted from available revenues.

**Lexington FY 2013-2016 TIP
Financial Plan**

Chapter 3 FINANCIAL PLAN

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

3.1 Financial Resources

MAP-21 identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of MAP-21 is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and fiscal constraint.

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

Major MAP-21 programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Transportation Alternatives Program (TAP)
- Section 5307 transit urbanized area formula funds.
- Section 5309 transit capital investment funds
- Section 5310 elderly and disabled transportation funds

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on [page 21](#) with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2013" cost column; the required FY 2013 through FY 2016 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However, cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$5.8 million in SLX funds each fiscal year.

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

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in Figure 3.2 which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with LexTran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data and the previous Lexington Area Long Range Transit Plan.

The transit financial element is estimated to average \$32 million per year in funding over the TIP’s four fiscal year period, totaling \$128 million from FY 2013 through 2016 as shown in Figure 3.2.

3.1.3 Financial Constraint

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

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2013-2016 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table (Table 7).

HIGHWAY ELEMENT	FY 2013 – FY 2016 TOTALS
Total Programmed Expenditures	\$298,396,000
Total Anticipated Revenues	\$298,396,000
Ratio of Expenditures to Revenue	1.0
Note: SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State.	

Figure 3.1 Anticipated Highway Revenue and Expenditures

TRANSIT ELEMENT	FY 2013 – FY 2016 TOTALS
Expenditures	
Total Operating Expenditures	\$ 98,217,976
Total Capital Outlays	\$ 29,787,000
Total	\$ 128,004,976
Revenue	
FTA 5307	\$ 17,783,000
FTA 5309	\$ 8,780,000
FTA 5310	\$ 778,000
FTA 5311	\$ 290,000
FTA 5339	\$ 300,000
CMAQ	\$ 150,000
State Funding	\$ 256,000
Local Tax Levy	\$ 60,987,505
Passenger Fares & Other Operating Revenue	\$ 38,679,471
Total	\$ 128,004,976
Ratio of Expenditures to Revenue	1.0
Note: LexTran receives and expends a majority of transit funding	

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the associated programmed or planned revenue source and schedule that are shown in the Project Tables 1-7 beginning on [page 21](#) have been identified by the KYTC in the [Statewide Transportation Improvement Program](#) and/or the [Six Year Highway Plan](#). It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project-related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

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

Table 7 of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2013-2016. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

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

3.1.4 Year of Expenditure

MAP-21 requires inflationary cost factors to be used to provide a better assessment of future transportation project costs. The KYTC provided the MPO with the following Year of Expenditures (YOE) factors and adjustments to the cost of project phases:

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

Project cost estimate adjustments should be expected due to variation in economic conditions. To accommodate inflationary forces, YOE clarifies that fiscal constraint cost will reasonably match available revenue sources in order to support, operate and maintain the expected transportation system.

3.2 Operations, Maintenance and Preservation

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

3.2.1 State Role

Kentucky's current [Statewide Transportation Improvement Program \(STIP\)](#) states that, "the operation and maintenance of existing transportation facilities within the state is a primary concern among Kentucky citizens, and included within the FY 2013-2016 STIP are federally-funded system preservation projects." In addition, it says "the KYTC is responsible for ensuring that the State Road System is maintained and operated in such a manner as to ensure the safest and most reliable roadways possible." The goal of any potential local funding would be to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

Routine maintenance and operation of the regional freeway/highway network in the MPO area is accomplished by KYTC. The Cabinet is organized to provide services in four key functional areas: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

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

3.2.2 Role of Other Agencies

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

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, LexTran has estimated they will spend over \$97 million to operate and maintain transit service over the four year period of this TIP.

3.2.3 Funding

The TIP and 2035 MTP identify existing and proposed revenues for anticipated capital, operating expenses, and maintenance costs. In order to preserve, protect, and maintain an evolving transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2013-2016 are over \$136 million (see [Figure 3.3](#)).

Short-Range Maintenance/Operations Funding 2013 – 2016	
Major O/M Funding Sources	O/M Funding Estimate
State Funding (KYTC)	\$22,815,000
Local Funding	\$16,000,000
LexTran	\$97,251,976
Total	\$136,066,976
Source: KYTC, LFUCG, LexTran	

Figure 3.3 Maintenance/Operations Funding Estimates

Chapter 4 PROGRAM & PROJECT TABLES

The project tables that follow show programmed highway projects by funding type, transit projects with programmed FTA funds, placeholders for group projects, and informational/supplemental project tables.

4.1 Federal & Regionally Significant Projects

These tables address projects which are scheduled to receive federal and state funds for regionally significant projects. Each project table includes information on the funding allocated to that project prior to 2013, the current TIP FY 2013—2016 funding, and estimated future funding. Funding estimates were provided by project sponsors. All funding references are denoted in [Year of Expenditure](#) (YOE) dollars to provide a more-realistic and accurate future project cost estimate. Project tables include:

[Table 1](#) – *SLX Funded Project* – Projects funded with federal funds that are dedicated to Lexington and selected by local priorities.

[Table 2](#) – *Other Federally Funded Projects* – Projects that are funded with all other (non-SLX) federal funds that are selected in consultation with KYTC.

[Table 3](#) – *Regionally Significant State Funded Projects* – Projects that are of regional significance and are funded with state funds that the MPO can reasonably expect to receive. These are also selected in consultation with KYTC.

4.2 Non-Regionally Significant & Unfunded Projects

State-funded projects that are either not classified as “regionally significant” and thus not required to be formally included in the TIP; and/or projects which appear in the Kentucky 6-Year Highway Plan that have over-programmed state funding sources, thus funding may not be readily available for these projects in the future. These two project types are not officially part of the TIP but are listed for informational purposes.

[Table 4](#) – *Information Supplement of Unfunded and/or Non-Regionally Significant Projects*

4.3 Federal Transit Administration Projects

These projects are funded with FTA funds and are selected by local transit providers. These include operating and capital funds for public transit and paratransit.

[Table 5](#) – *Federal Transit Administration Projects*

4.4 Grouped Projects

Transportation planning regulations allow projects of a smaller scale to be grouped by function, work type, or geographic area in the TIP. Such projects are usually not controversial, produce negligible

impacts and positive benefits for safety, traffic operations or system preservation. Typically, these types of projects are not produced by the planning process; they are initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. The KYTC and FHWA allow these projects to be added to the TIP by Administrative Modification when they are identified and awarded. In instances of a project being identified by the KYTC, a project description, estimated cost and funding source are forwarded to the MPO for inclusion in the TIP. This includes a commitment of funds from the KYTC as part of the Statewide Transportation Improvement Program (STIP). Financial constraint for Grouped Projects is demonstrated in the STIP by KYTC.

Grouped Project categories are shown in [Table 6](#). 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 the streamlined Administrative Modification process. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint in the local TIP, or an air-quality conformity determination (if applicable).

The dollar amounts shown in the Grouped Projects [Table 6](#) are illustrative and show the total amounts of funding by project type that the MPO may expect to receive given 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.

[Table 6](#) – Grouped Projects – Illustrative list of the amount of funding that the MPO may (at a minimum) expect to receive for any Grouped Project type based on past experience and reasonableness.

[Table 6a](#) – Grouped Projects Selected – Grouped Projects that have been identified and funded in the Lexington Area through the various processes described above.

4.5 Funding Summary Table

A summary table that shows the total of all TIP funding and revenue grouped by funding source category and year is provided in [Table 7](#). This table demonstrates fiscal constraint for all funding types.

[Table 7](#) – TIP Summary Table

4.6 Project Reference Table

An alphabetical index of all projects, their Item Number and the funding tables on which they appear in the TIP can be found on [page 19](#). Projects that appear on this table more than once have multiple funding sources that are being utilized for the project. This allows the reader to find projects by name, rather than Item Number. Tables 1-6 above are arranged by Item Number. This number is assigned by KYTC and used by the MPO as a project identification reference number for tracking purposes.

[Project Reference Table](#) – Alphabetical summary of all projects and table reference.

4.7 Project Maps

Project maps that depict the FY 2013-2016 TIP project locations, shown by funding type, are found on the following page in [Figure 4.1](#).

Table 6 – Grouped Projects

Table 6 - Grouped Projects *					
	2013	2014	2015	2016	
HSIP - High Cost Safety Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Drive Smart Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Safe Routes to School (SRTS)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000

Table 6 - Grouped Projects *					
	2013	2014	2015	2016	
Scenic Byways	\$10,000				
Transportation Enhancement (TE) Projects	\$100,000				
Transportation Alternatives Program (TAP)	\$400,000	\$600,000	\$600,000	\$600,000	\$600,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Congestion Mitigation Air Quality (CMAQ) Projects	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Recreational Trails Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
ADA Accessibility Improvement	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Ferry Boat Capital and Operating Assistance	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Rehabilitation of Transit Vehicles	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Transit Operating Assistance	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Transit Operating Equipment	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Transit Passenger Shelters and Information Kiosks	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Construction or Renovation of Transit Facilities	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
FTA Section 5316 – Job Access and Reverse Commute Program (JARC)	\$100,000				
FTA Section 5317 – New Freedom Initiative	\$100,000				
Planning/feasibility studies	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

***Illustrative Costs Only - Please refer to text for explanation.**

Table 7 – TIP Summary Table (\$1,000)

Fund Type	TIP Years				Total Cost	TIP Years									
	Pre 2013	FY 2013	FY 2014	FY 2015		FY 2016	Future	Total Cost	Total Cost	Federal Cost	State Cost	Local Cost	Federal Revenue	State Revenue	Local Revenue
Bridge Replacement (BR, BRX, BRZ)	\$810	\$300	\$550		\$1,000	\$500	\$3,160	\$1,850	\$1,480	\$370	\$0	\$1,480	\$370	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$528						\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Elimination (HES or HSIP)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP)	\$2,192						\$2,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)		\$550					\$550	\$550	\$550	\$0	\$0	\$550	\$0	\$0	\$0
Kentucky Demonstration Funds (KYD)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
National Highway (NH or NHG)	\$0	\$47,300			\$800		\$48,100	\$48,100	\$38,480	\$9,620	\$0	\$38,480	\$9,620	\$0	\$0
Railroad Protection (RRP)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Railroad Separation (RRS)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Funds (SAF)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Construction (SP or SPP)	\$33,780	\$24,835	\$16,280	\$37,260	\$180	\$180	\$112,515	\$78,555	\$0	\$78,555	\$0	\$0	\$78,555	\$0	\$0

Fund Type	TIP Years				TIP Years										
	Pre 2013	FY 2013	FY 2014	FY 2015	FY 2016	Future	Total Cost	Total Cost	Total Cost	Federal Cost	State Cost	Local Cost	Federal Revenue	State Revenue	Local Revenue
Grouped Projects - Transit	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$45,000	\$30,000	Cost and revenue for transit projects varies by program						
Transit Program (FTA)	\$0	\$13,542	\$4,801	\$4,748	\$4,796	\$4,556	\$31,768	\$27,887	\$16,120	\$0	\$11,539	\$16,120	\$0	\$0	\$11,539
Transit Totals*	\$7,500	\$21,042	\$12,301	\$12,248	\$12,296	\$12,056	\$76,768	\$57,887	\$16,120	\$0	\$11,539	\$16,120	\$0	\$0	\$11,539

**Louisville FY 2014-2017 TIP
Financial Plan**

Funding

MAP-21 builds on, and strengthens, many of the funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. MAP-21 creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

Highway

MAP-21 is focused on the transportation investment in highways. It focuses on strengthening America's highways, establishes a performance-based program, creates jobs and supports economic growth, supports the Department of Transportation's safety agenda, streamlines transportation programs, and accelerates project delivery and promotes innovation. Funding for highways is provided for projects through several core highway formula programs.

National Highway Performance Program (NHPP)

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

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

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

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

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost

analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.

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

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

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

Surface Transportation Program (STP)

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

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

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

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

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

STP money, allocated to the Louisville urbanized area, is to be obligated on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Depart-

ment of Transportation. Under MAP-21, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation.

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

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

Highway Safety Improvement Program (HSIP)

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

Railway-Highway Crossings

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

Transportation Alternatives (TA)

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

TA funds can be used for the following eligible activities:

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

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

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

Transit

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

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

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

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

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

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

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

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

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

Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible

activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

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

Section 5337: State of Good Repair Grants

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

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

The maximum federal share is 80%.

Other Funds

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

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of .76 percent of the state's 5 percent general sales and use taxes. The state helps provide up to two-thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula. Awards are limited to an amount equal to 100 percent of the projects' locally derived income or the system's formula allocation, whichever is less.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax

became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

Federal Funds for Fiscal Years 2014 Through 2017

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.

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

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

Surface Transportation Program-Urban

In the project listings of the TIP, Surface Transportation Program-Urban funds for Kentucky and Indiana are identified as "STP-Urban". In accordance with SAFETEA-LU and MAP-21, 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 \$2,353,606 will be allocated to the urbanized area for each of FY 2014, FY 2015, FY 2016, and FY 2017. The Indiana Department of Transportation allows the MPO's to total four years of funds and program those funds within the TIP four-year period. Figure 6 provides a breakdown of STP-Urban funds by project type with 95% being programmed for road projects. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

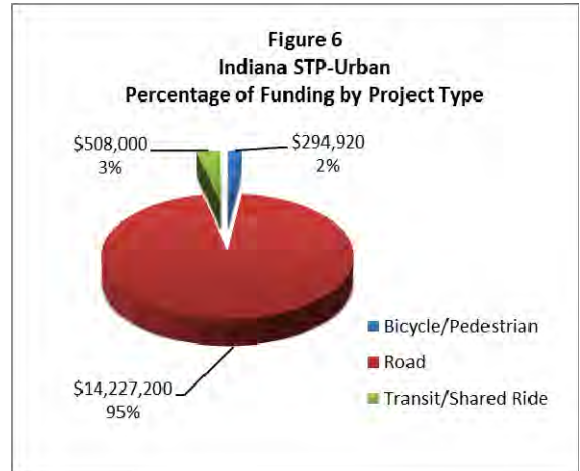


Table 2 Financial Plan of Indiana STP-Urban Funds				
Surface Transportation Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation (\$2,353,606 x 4 yrs.)	\$9,414,424			
Carryover From Previous Year	\$5,617,467	\$4,147,334	\$2,234,223	\$378,771
Balance of Funds Available	\$15,031,891	\$11,208,152	\$6,941,435	\$378,771
Dollars Programmed	\$3,823,739	\$4,266,717	\$6,562,664	\$377,000
Balance Remaining	\$11,208,152	\$6,941,435	\$378,771	\$1,771

Kentucky

The Kentucky Transportation Cabinet has estimated that \$13,700,000 will be allocated to the urbanized area for each of FY 2014, FY 2015, FY 2016, and FY 2017. Table 3 shows the financial plan for the Kentucky STP-Urban dollars in the TIP. The percentage of Kentucky STP-Urban funds programmed for road projects is 70%, while 25% is programmed for stand-alone bicycle and pedestrian projects, and 5% is programmed for transit, as shown in Figure 7.



Table 3				
Financial Plan of				
Kentucky STP-Urban Funds				
Surface Transportation Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000
Carryover From Previous Year	\$32,813,188	\$8,915,497	\$4,118,906	\$2,441,906
Balance of Funds Available	\$46,513,188	\$22,615,497	\$17,818,906	\$16,141,906
Dollars Programmed	\$37,597,691	\$18,496,591	\$15,377,000	\$11,826,940
Balance Remaining	\$8,915,497	\$4,118,906	\$2,441,906	\$4,314,966

Congestion Mitigation and Air Quality

In the project listing of the TIP, Congestion Mitigation and Air Quality (CMAQ) funds are identified as "CMAQ". The CMAQ dollars are intended solely for projects and programs that will improve air quality in those areas designated as non-attainment or as maintenance areas for air pollutants. These dollars are intended to work closely with the Clean Air Act Amendments of 1990, and can be used only on projects that are able to demonstrate positive air quality benefits and do not add capacity for single-occupant-vehicles. Locally, Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky are designated as a maintenance area for the 8-hour ozone standard. Clark and Floyd counties and Madison Township of Jefferson County in Indiana, and Bullitt and Jefferson counties in Kentucky are designated as a non-attainment area for the annual PM2.5 standard.

Indiana

The state of Indiana sub-allocates the CMAQ dollars it receives to each non-attainment or maintenance area. The southern Indiana area is sub-allocated approximately \$1,022,996 each year. The financial plan of Indiana CMAQ funds is shown in Table 4.

**Table 4
Financial Plan of
Indiana CMAQ Funds**

Congestion Mitigation and Air Quality				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation (\$1,022,996 x 4 yrs.)	\$4,091,984			
Carryover From Previous Year	\$1,246,303	\$4,147,334	\$2,234,223	\$1,147,472
Balance of Funds Available	\$5,338,287	\$4,338,287	\$1,979,472	\$1,147,472
Dollars Programmed	\$1,000,000	\$2,358,815	\$832,000	\$0
Balance Remaining	\$4,338,287	\$1,979,472	\$1,147,472	\$1,147,472

Kentucky

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

Transportation Alternatives Program

Transportation Alternatives Program (TAP) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. MAP-21 has identified many categories of uses ranging from on-road and off-road trail facilities for pedestrians and bicyclists, projects and systems that provide safe routes for non-drivers, conversion of abandoned rail corridors for trails, and environmental mitigation activities. TAP funds are sub-allocated to KIPDA by KYTC and INDOT and the MPO ranks and selects projects for funding.

Indiana

The state of Indiana sub-allocates the TAP dollars it receives to each MPO over 200,000. KIPDA is sub-allocated approximately \$226,473 each year for use in Clark and Floyd counties. The financial plan of Indiana TAP funds is shown in Table 5.

Table 5 Financial Plan of Indiana TAP Funds				
Transportation Alternatives Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$226,473	\$226,473	\$226,473	\$226,473
Carryover From Previous Year	\$1,806,473	\$720,941	\$947,414	\$1,173,887
Balance of Funds Available	\$2,032,946	\$947,414	\$1,173,887	\$1,400,360
Dollars Programmed	\$1,312,005	\$0	\$0	\$0
Balance Remaining	\$720,941	\$947,414	\$1,173,887	\$1,400,360

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately \$1,096,700 each year for use in Bullitt, Jefferson, and Oldham counties. Since TAP funding is new with the implementation of MAP-21, projects have not yet been chosen to use these funds.

Highway Safety Improvement Program – Indiana

Beginning in FY 2010, the Indiana Department of Transportation sub-allocates Highway Safety Improvement Program (HSIP) funds to the Clark and Floyd counties. These are federal funds to be used for safety improvements on local public roads maintained by counties, cities, and towns. The program is designed to fund projects that reduce the number and severity of highway related crashes and to decrease the potential for crashes on all highways. KIPDA receives approximately \$280,000 annually for this program.

The Indiana Department of Transportation issues an annual call for applications for this funding. Applications from Clark and Floyd counties are submitted to KIPDA and then forwarded to the Indiana Department of Transportation for an eligibility finding. After projects are determined to be eligible for the funds, they are prioritized and reviewed for inclusion in the Transportation Improvement Program. Table 6 shows the financial plan for the Indiana HSIP funds dollars in the TIP.

Table 6 Financial Plan of Indiana HSIP Funds				
Highway Safety Improvement Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$510,697	\$510,697	\$510,697	\$510,697
Carryover From Previous Year	\$2,071,363	\$1,331,060	\$1,514,112	\$2,024,809
Balance of Funds Available	\$2,582,060	\$1,841,757	\$2,024,809	\$2,535,506
Dollars Programmed	\$1,251,000	\$327,645	\$0	\$0
Balance Remaining	\$1,331,060	\$1,514,112	\$2,024,809	\$2,535,506

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2014 through FY 2017 is shown in Table 7. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of MAP-21 is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the FY 2014 – FY 2017 Transportation Improvement Program have been adjusted for Year of Expenditure using adjustment factors developed in consultation with the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

Table 7
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$2,074,005	\$1,676,474	\$397,531	\$2,074,005
CMAQ	\$5,338,287	\$1,000,000	\$250,000	\$1,250,000
HSIP	\$2,582,060	\$1,251,000	\$139,000	\$1,390,000
IM	\$3,730,000	\$3,332,000	\$398,000	\$3,730,000
NHS	\$3,186,000	\$2,867,400	\$318,600	\$3,186,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$57,970,000	\$46,376,000	\$11,594,000	\$57,970,000
STP-Urban	\$15,031,891	\$3,823,739	\$955,935	\$4,779,674
TE-U	\$2,032,946	\$1,312,005	\$328,002	\$1,640,007
Total	\$92,570,189	\$62,138,618	\$14,506,068	\$76,644,686

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$6,940,000	\$5,781,400	\$1,158,600	\$6,940,000
CMAQ *	\$4,338,287	\$2,558,815	\$639,704	\$3,198,519
HSIP *	\$1,841,757	\$960,345	\$106,705	\$1,067,050
IM	\$4,343,000	\$3,883,700	\$459,300	\$4,343,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$68,364,000	\$55,737,900	\$12,626,100	\$68,364,000
STP-Urban	\$11,208,152	\$4,266,717	\$1,066,679	\$5,333,396
TAP *	\$947,414	\$0	\$0	\$0
Total	\$98,607,610	\$73,688,877	\$16,182,088	\$89,870,965

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$645,000	\$516,000	\$129,000	\$645,000
CMAQ *	\$1,979,472	\$832,000	\$208,000	\$1,040,000
HSIP *	\$2,024,809	\$0	\$0	\$0
IM	\$16,727,000	\$15,029,300	\$1,697,700	\$16,727,000
NHPP	\$73,491,371	\$55,000,000	\$18,491,371	\$73,491,371
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,497,000	\$1,997,600	\$499,400	\$2,497,000
STP-Urban	\$6,941,435	\$6,562,664	\$1,640,666	\$8,203,330
TAP *	\$1,173,887	\$0	\$0	\$0
Total	\$106,104,974	\$80,437,564	\$22,791,137	\$103,228,701

Table 7 (continued)
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,022,000	\$817,600	\$204,400	\$1,022,000
CMAQ *	\$1,147,472	\$0	\$0	\$0
HSIP *	\$2,535,506	\$0	\$0	\$0
IM	\$660,000	\$569,000	\$91,000	\$660,000
NHPP	\$75,304,277	\$55,000,000	\$20,304,277	\$75,304,277
NHS	\$49,000	\$39,200	\$9,800	\$49,000
Safety	\$1,227,000	\$981,600	\$245,400	\$1,227,000
STP-State	\$2,138,000	\$1,786,400	\$351,600	\$2,138,000
STP-Urban	\$378,771	\$377,000	\$94,250	\$471,250
TAP *	\$1,400,360	\$0	\$0	\$0
Total	\$84,462,026	\$59,570,800	\$21,300,727	\$80,871,527

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

Table 7 (cont'd)
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,135,000	\$1,010,000	\$125,000	\$1,135,000
CMAQ	\$1,943,400	\$1,594,700	\$348,700	\$1,943,400
GARVEE Bonds	\$175,876,000	\$175,876,000	\$0	\$175,876,000
IM	\$27,670,000	\$27,670,000	\$0	\$27,670,000
NHS	\$37,045,000	\$37,045,000	\$0	\$37,045,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$15,713,999	\$12,571,039	\$3,142,960	\$15,713,999
Section 5309	\$5,000,000	\$4,000,000	\$1,000,000	\$5,000,000
Section 5339	\$1,744,682	\$1,395,746	\$348,936	\$1,744,682
STP-Urban	\$46,513,188	\$37,597,691	\$3,191,314	\$40,789,005
TE*	\$2,665,000	\$2,132,000	\$533,000	\$2,665,000
Total	\$316,506,269	\$301,967,176	\$8,814,910	\$310,782,086

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$2,285,000	\$2,160,000	\$125,000	\$2,285,000
CMAQ	\$1,300,000	\$1,080,000	\$220,000	\$1,300,000
GARVEE Bonds	\$36,744,000	\$36,744,000	\$0	\$36,744,000
IF	\$165,450,000	\$0	\$165,450,000	\$165,450,000
IM	\$43,550,000	\$43,550,000	\$0	\$43,550,000
NHS	\$33,605,000	\$33,605,000	\$0	\$33,605,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$16,028,075	\$12,822,460	\$3,205,615	\$16,028,075
Section 5339	\$1,779,575	\$1,423,660	\$355,915	\$1,779,575
STP-State	\$1,800,000	\$1,800,000	\$0	\$1,800,000
STP-Urban	\$22,615,497	\$18,496,591	\$2,351,663	\$20,848,254
TE*	\$3,231,634	\$2,564,634	\$667,000	\$3,231,634
Total	\$329,588,781	\$155,321,345	\$172,500,193	\$327,821,538

Table 7 (cont'd)
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,250,000	\$1,250,000	\$0	\$1,250,000
IF	\$386,354,000	\$0	\$386,354,000	\$386,354,000
NHPP	\$50,000,000	\$50,000,000	\$0	\$50,000,000
NHS	\$225,000	\$225,000	\$0	\$225,000
STP-State	\$700,000	\$700,000	\$0	\$700,000
STP-Urban	\$17,818,906	\$15,377,000	\$2,069,250	\$17,446,250
Total	\$456,347,906	\$67,552,000	\$388,423,250	\$455,975,250

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$110,000	\$110,000	\$0	\$110,000
IF	\$216,468,000	\$0	\$216,468,000	\$216,468,000
IM	\$2,000,000	\$2,000,000	\$0	\$2,000,000
NHPP	\$50,000,000	\$50,000,000	\$0	\$50,000,000
NHS	\$22,500,000	\$22,500,000	\$0	\$22,500,000
STP-State	\$40,000,000	\$40,000,000	\$0	\$40,000,000
STP-Urban	\$16,141,906	\$11,826,940	\$2,901,220	\$14,728,160
Total	\$347,219,906	\$126,436,940	\$219,369,220	\$345,806,160

* 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 Ohio River Bridges Project of Kentucky and Indiana

The information used to depict the Louisville-Southern Indiana Ohio River Bridges (LSIORB) project in the metropolitan Transportation Improvement Program (TIP) comes from the latest Major Project Finance Plan (MPFP), approved by the Federal Highway Administration (FHWA) in August 2012. Because of the scope and significance of the LSIORB project, the FHWA requires the project sponsors (the Commonwealth of Kentucky and the State of Indiana) to submit annual finance plan updates to show how the project will be financed through construction. The annual updates demonstrate the shared commitments to complete this major project. The Major Project Finance Plan (MPFP) that was approved in August 2012 can be found in Appendix F.

The next finance plan update is expected to be submitted to the FHWA in September 2013. Once it is approved, it will serve to not only inform the metropolitan area about the status of the project but also to provide funding information that will be reflected in the TIP through amendment or modification as appropriate.

The LSIORB project design and construction phases are currently being advanced. More detailed project information can be found at the LSIORB project web-site at: <http://www.kyinbridges.com/>.

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 \$15,703,034 over the four year period of the TIP to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that \$78,386,400 will be spent over the four year period to maintain roads in Bullitt, Jefferson, and Oldham counties.

The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending \$221,127,250 to operate transit in the five county area over the next four years. Table 8 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 four years. Between Fiscal Year 2014 and Fiscal Year 2017 there will be approximately \$315,216,684 available for the maintenance and operations of the transportation system in the urbanized area.

Table 8	
Operations and Maintenance	
FY 2014 - FY 2017	
INDOT	\$15,703,034
KYTC	\$78,386,400
TARC	\$221,127,250
Total	\$315,216,684

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

**Northern KY/OKI FY 2014-2017 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

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. These sources include federal, state and local funds that have been committed to a project in a specific fiscal year. In some cases, matching funds may be available only in certain fiscal years and OKI works with sponsors to match the needed federal funds with local funds in a required fiscal year.

In Ohio, ODOT allocates STP, CMAQ and TAP federal funds to OKI for the fiscal years covered by the current TIP. Table 4 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2014 through 2017 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2014 through 2017. Transfers between OKI STP, CMAQ and TAP funds are completed during the period with all original amounts of funding returned to their respective funding levels.

Table 5 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates SNK and TAP federal funds; the Cabinet does not pass through CMAQ funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2014 – 2017 TIP.

Table 6 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ, HSIP and TAP federal funds to the MPO's in Indiana. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2014 – 2017.

Table 4
OHIO-OKI REGION FISCAL CONSTRAINT ANALYSIS
 OKI FY 2014 - 2017 TIP
 (\$000)

Fund Type	2014			2015			2016			2017		
	Budget	Estimates	Balance	Budget	Estimates	Balance	Budget	Estimates	Balance	Budget	Estimates	Balance
Federal Highway Administration												
Federal Flexible												
STP-State	\$28,419	\$28,419	\$0	\$15,128	\$15,128	\$0	\$5,932	\$5,932	\$0	\$4,549	\$4,549	\$0
STP-MPO*	\$24,516	\$14,680	\$9,836	\$25,117	\$23,309	\$1,808	\$20,551	\$11,164	\$9,387	\$25,985	\$8,047	\$17,938
National Highway Performance	\$2,509	\$2,509	\$0	\$8,819	\$8,819	\$0	\$1,295	\$1,295	\$0	\$0	\$0	\$0
Interstate Maintenance	\$13,841	\$13,841	\$0	\$17,087	\$17,087	\$0	\$20,432	\$20,432	\$0	\$12,760	\$12,760	\$0
National Highway System	\$11,950	\$11,950	\$0	\$1,449	\$1,449	\$0	\$54,867	\$54,867	\$0	\$31	\$31	\$0
Bridge	\$6,206	\$6,206	\$0	\$2,106	\$2,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ-State	\$2,130	\$2,130	\$0	\$1,570	\$1,570	\$0	\$0	\$0	\$0	\$110	\$110	\$0
CMAQ-MPO*	\$8,556	\$9,607	-\$1,051	\$10,073	\$13,360	-\$3,287	\$9,730	\$12,822	-\$3,092	\$12,316	\$12,317	-\$1
Highway Safety Improvement	\$8,936	\$8,936	\$0	\$18,053	\$18,053	\$0	\$3,050	\$3,050	\$0	\$0	\$0	\$0
TAP - State	\$64	\$64	\$0	\$1,567	\$1,567	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP - MPO*	\$2,387	\$636	\$1,751	\$3,808	\$860	\$2,948	\$5,223	\$0	\$5,223	\$7,409	\$0	\$7,409
Earmarks/High Priority	\$8,328	\$8,328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Penalty Transfer	\$8,124	\$8,124	\$0	\$1,511	\$1,511	\$0	\$1,496	\$1,496	\$0	\$0	\$0	\$0
Garvee Bond - Fund 045	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$21,900	\$21,900	\$0	\$0	\$0	\$0
Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$23,595	\$23,595	\$0	\$16,034	\$16,034	\$0
Un-Assigned Federal Labor	\$63	\$63	\$0	\$0	\$0	\$0	\$2,238	\$2,238	\$0	\$2,496	\$2,496	\$0
Subtotal Federal Flexible	\$151,029	\$140,493	\$10,536	\$106,288	\$104,819	\$1,469	\$170,309	\$158,791	\$11,518	\$81,690	\$56,344	\$25,346
*Budgets include anticipated carryover from previous fiscal years												
State/Local Match												
State Funds	\$16,536	\$16,536	\$0	\$10,050	\$10,050	\$0	\$22,871	\$22,871	\$0	\$11,930	\$11,930	\$0
State Bond	\$4,000	\$4,000	\$0	\$13,000	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor - State Match	\$3,776	\$3,776	\$0	\$1,052	\$1,052	\$0	\$5,380	\$5,380	\$0	\$86,946	\$86,946	\$0
Labor - Local Match	\$1,188	\$1,188	\$0	\$348	\$348	\$0	\$360	\$360	\$0	\$75	\$75	\$0
Local Match	\$20,177	\$20,177	\$0	\$14,702	\$14,702	\$0	\$17,591	\$17,591	\$0	\$9,246	\$9,246	\$0
Federal Discretionary												
Emergency Relief	\$528	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

See Table 10 for additional detailed transit financial information

Federal Transit Administration **												
S307 - Urban Formula Program	\$19,068	\$19,038	\$30	\$19,068	\$19,055	\$13	\$19,068	\$18,958	\$110	\$19,068	\$19,044	\$24
FTA - Farebox Revenue - Local	\$34,290	\$34,290	\$0	\$34,297	\$34,297	\$0	\$34,297	\$34,297	\$0	\$34,297	\$34,297	\$0
FTA - Local Dedicated	\$54,046	\$54,046	\$0	\$52,674	\$52,674	\$0	\$50,947	\$50,947	\$0	\$50,615	\$50,615	\$0
FTA - Local Other	\$19,724	\$19,724	\$0	\$20,311	\$20,311	\$0	\$19,935	\$19,935	\$0	\$19,583	\$19,583	\$0

**Includes Cincinnati and Middletown urbanized areas

Table 5 Kentucky OKI Sub-allocated Funds
FY 2014 - 2017 TIP Fiscal Constraint

Year		SNK	Comments
2013	Current Budget	\$9,949,451	6-400.08 (Rideshare)--\$59,388 6-401.08A (A/Q)--\$77,948;6-401.08 LU--\$53,020
	Project Demand	\$8,844,600	6-401.08F (FIAM)--\$15,480; 6-405 (CON)--\$4,650,000; 6-406 (CON)--\$1,416,000 (C); 6-412 (DES)--\$300,000; 6-413 (UTIL)--\$233,064, (CON)--\$208,176;
	Projected Carry Over	\$1,104,851	6-414 (CON)--\$631,524; TANK buses--\$1,200,000
2014	Current Budget	\$5,100,000	6-400.09 (Rideshare)--\$45,061 6-401.09A (A/Q)--\$61,083; 6-401.09 LU--\$60,857
	FY 13 Carry Forward	<u>\$1,104,851</u>	6-401.09F (FIAM)--\$15,838;6-288 (CON)--\$1,207,100;
	Available 2014 Budget	\$6,204,851	6-412 (ROW)--\$750,000, (UTIL)--\$600,000; Veterans Way (CON)--\$1,850,000;
	Project Demand	<u>\$4,710,899</u>	KY 1120 (DES)--\$70,000
	Shortfall/Balance	\$1,493,952	Edgewood Signals (C)--\$50,960
	Carry Over	\$1,493,952	
2015	Current Budget	\$5,100,000	6-400.10 (Rideshare)--\$45,061 6-401.10A (A/Q)--\$19,660; 6-401.10 LU--\$60,857
	FY 14 Carry Forward	<u>\$1,493,952</u>	6-401.10F (FIAM)--\$15,838; 6-412 (CON)--\$2,750,000
	Available 2015 Budget	\$6,593,952	KY 1120 (UTIL)--\$25,000
	Project Demand	<u>\$2,916,416</u>	
	Shortfall/Balance	\$3,677,536	
2016	Current Budget	\$5,100,000	6-400.11 (Rideshare)--\$45,061 6-401.11A (A/Q)--\$19,660; 6-401.11 LU--\$62,757
	FY 15 Carry Forward	<u>\$3,677,536</u>	6-401.11F (FIAM)--\$15,838
	Available 2016 Budget	\$8,777,536	Carothers Rd (D)--\$104,874 KY 1120 (CON)--\$527,000
	Project Demand	<u>\$775,190</u>	
	Shortfall/Balance	\$8,002,346	
2017	Current Budget	\$5,100,000	6-400.12 (Rideshare)--\$45,061 6-401.12A (A/Q)--\$19,660; 6-401.12 LU--\$64,708
	FY 16 Carry Forward	<u>\$8,002,346</u>	6-401.12F (FIAM)--\$15,838
	Net 2017 Budget	\$13,102,346	Carothers Rd (CON)--\$1,005,052
	Project Demand	<u>\$1,150,319</u>	
	Shortfall/Balance	\$11,952,027	
	Carry Over	\$11,952,027	

Table 6 Indiana OKI Sub-allocated Funds
FY 2014 - 2017 TIP Fiscal Constraint

Year		STP	CMAQ	TAP	HSIP	Comments
2013	Available Funds	\$387,834	\$642,632	\$235,508	\$33,289	STP--\$10,000 UPWP PL Supplemental STP--\$20,000 Statewide orthophoto/LiDar CMAQ--\$100,000 State Line Road (PE, ROW, UTIL) HSIP--\$22,500 Aurora Sign Inventory
	Project Demand	\$30,000	\$100,000	\$0	\$22,500	
	Projected Carry Over	\$357,834	\$542,632	\$235,508	\$10,789	
2014	Current Budget	\$180,036	\$8,494	\$15,508	\$17,301	STP--\$100,000 Bellview Road Study CMAQ--State Line Rd--\$10,000 (ROW) CMAQ--State Line Rd--\$10,000 (UTIL) TAP--\$250,000 Aurora TAP Project
	FY 13 Carry Forward	\$357,834	\$542,632	\$235,508	\$10,789	
	Available 2014 Budget	\$537,870	\$551,126	\$251,016	\$28,090	
	Project Demand	\$100,000	\$20,000	\$250,000	\$0	
	Shortfall/Balance	\$437,870	\$531,126	\$1,016	\$28,090	
Carry Over	\$437,870	\$531,126	\$1,016	\$28,090		
2015	Current Budget	\$180,036	\$8,494	\$15,508	\$17,301	STP--\$10,000 UPWP PL Supplemental STP--\$264,000 State Street (CON) CMAQ--\$200,000 State Line Road (CON) CMAQ--\$75,000 Bellview Road (PE)
	FY 14 Carry Forward	\$437,870	\$531,126	\$1,016	\$28,090	
	Available 2015 Budget	\$617,906	\$539,620	\$16,524	\$45,391	
	Project Demand	\$274,000	\$275,000	\$0	\$0	
	Shortfall/Balance	\$343,906	\$264,620	\$16,524	\$45,391	
Carry Over	\$343,906	\$264,620	\$16,524	\$45,391		
2016	Current Budget	\$95,606	\$130,935	\$0	\$11,327	STP--\$10,000 UPWP PL Supplemental
	FY 15 Carry Forward	\$343,906	\$264,620	\$16,524	\$45,391	
	Available 2016 Budget	\$439,512	\$395,555	\$16,524	\$56,718	
	Project Demand	\$10,000	\$0	\$0	\$0	
	Shortfall/Balance	\$429,512	\$395,555	\$16,524	\$56,718	
Carry Over	\$429,512	\$395,555	\$16,524	\$56,718		
2017	Current Budget	\$95,606	\$130,935	\$0	\$11,327	STP--\$10,000 UPWP PL Supplemental
	FY 16 Carry Forward	\$429,512	\$395,555	\$16,524	\$56,718	
	Net 2017 Budget	\$525,118	\$526,490	\$16,524	\$68,045	
	Project Demand	\$10,000	\$0	\$0	\$0	
	Shortfall/Balance	\$515,118	\$526,490	\$16,524	\$68,045	
Carry Over	\$515,118	\$526,490	\$16,524	\$68,045		

Fiscal Constraint for Federal Funds Allocated to the States

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

Tables 7 through 9 provide a listing of programmed highway projects by funding category for all the highway projects in Ohio, Kentucky and Indiana using federal funds for any phase of the development. The TIP fiscal constraint for Ohio addresses all highway projects scheduled for implementation throughout the state during the four year program covered in the OKI FY 2015 – 2017 TIP. The fiscal constraint for Kentucky and Indiana addresses all highway projects scheduled for implementation only in the OKI region during the four year period.

**Table 7 State of Ohio
FY 2014 - 2017 TIP Fiscal Constraint**

Federal Highway Administration	2014	2015	2016	2,017	Total
Federal Flexible					
STP	\$461,009,979	\$489,428,070	\$225,364,070	\$108,302,238	\$1,284,104,357
STP<200,000		\$551,559			\$551,559
STP Urban >200,000	\$551,559				\$551,559
Interstate Maintenance	\$164,450,860	\$243,620,017	\$133,031,840	\$82,563,719	\$623,666,436
National Highway System	\$130,662,227	\$109,582,356	\$149,097,931	\$21,625,610	\$410,968,124
Bridge	\$141,243,079	\$163,971,279	\$313,802,212	\$43,897,978	\$662,914,548
CMAQ	\$71,764,841	\$124,076,855	\$55,252,064	\$23,503,512	\$274,597,272
National Highway Performance Program	\$41,886,973	\$58,670,756	\$491,358,300	\$55,595,076	\$647,511,105
TAP/Enhancements Flexible	\$443,440	\$2,809,537	\$250,000		\$3,502,977
TAP/Enhancements Urban>200,000	\$1,894,031	\$1,182,080	\$773,600		\$3,849,711
TAP/Enhancements <200,000	\$635,270	\$860,523	\$180,000		\$1,675,793
TAP/Enhancements <5,000	\$666,191	\$173,360			\$839,551
Highway Safety Improvement Program	\$74,379,335	\$72,003,082	\$28,319,180	\$3,933,098	\$178,634,695
Penalty Transfer	\$29,634,388	\$24,768,228	\$9,456,000		\$63,858,616
Redistribution Funds					\$0
Garvee Bonds	\$95,000,000	\$214,700,000	\$21,900,000		\$331,600,000
Equity Bonus					\$0
Garvee Bond Debt Service					\$0
99) Not Grouped	\$16,061,539	\$28,227,660	\$32,546,800	\$32,043,127	\$108,879,126
Not Grouped	\$7,538,130	\$0	\$0	\$0	\$7,538,130
Un-Assigned Federal	\$14,608,117	\$23,625,904	\$329,852,856	\$917,530,259	\$1,285,617,136
State/Local Match Program 002/042/Labor/Local Match					
State Funds	\$343,135,372	\$278,183,908	\$327,138,110	\$262,220,147	\$1,210,677,537
State Bond	\$49,214,264	\$22,000,000	\$2,716,315		\$73,930,579
Labor - State	\$39,368,816	\$25,622,900	\$21,519,498	\$102,348,938	\$188,860,152
Local Match	\$515,116,652	\$233,331,076	\$146,310,100	\$75,373,254	\$970,131,082
Other Federal/Garvee Bond					
High Priority	\$19,793,253	\$22,893,668	\$16,166,066	\$1,427,335	\$60,280,322
Appalachian Highways	\$500,000	\$66,020,637			\$66,520,637
Highway Planning (2%)	\$8,299,385				\$8,299,385
Statewide Research (25%) (Line Item)					\$0
Recreational Trails (Line Item)					\$0
Metro Planning	\$11,104,734				\$11,104,734
Rail-Highway Crossing					\$0
Safe Routes to School	\$6,944,259	\$16,804,852	\$241,780		\$23,990,891
Stimulus Forest Highway					\$0
Supportive services OJT					\$0
National Historic Covered Bridge	\$448,827	\$259,078			\$707,905
National Corridor Border					
Federal Discretionary					
Emergency Relief	\$5,778,171	\$29,991,459			\$35,769,630
NCPD					\$0
TCSP	\$363,043				\$363,043
Forest Highways		\$348,000			\$348,000

Total Funding By State and Fiscal Year

	FY 14	FY 15	FY 16	FY 17	Total Funding:
Kentucky					
BRO	\$1,485,000	\$2,950,000	\$0	\$1,150,000	\$5,585,000
BRX	\$150,000	\$0	\$300,000	\$0	\$450,000
BRZ	\$1,730,000	\$0	\$1,580,000	\$0	\$3,310,000
CMAQ	\$3,760,000	\$2,500,000	\$0	\$0	\$6,260,000
HPP	\$14,088,353	\$0	\$0	\$0	\$14,088,353
HSIP	\$0	\$0	\$0	\$0	\$0
IM	\$18,190,000	\$20,810,000	\$10,000,000	\$37,850,000	\$86,850,000
KYD	\$0	\$0	\$0	\$0	\$0
Local	\$1,362,515	\$0	\$26,220	\$251,263	\$1,639,998
SAF	\$0	\$0	\$0	\$0	\$0
SB2	\$0	\$0	\$0	\$0	\$0
SNK	\$4,528,060	\$2,775,000	\$631,874	\$1,005,052	\$8,939,986
SPP	\$6,300,000	\$6,000,000	\$38,000,000	\$0	\$50,300,000
SRTS	\$0	\$0	\$0	\$0	\$0
State	\$3,600,000	\$60,400,000	\$0	\$0	\$64,000,000
STP	\$30,310,000	\$0	\$0	\$0	\$30,310,000
STP-E	\$0	\$0	\$0	\$0	\$0
Kentucky Total:	\$85,503,928	\$95,435,000	\$50,538,094	\$40,256,315	\$271,733,337

Total Funding By State and Fiscal Year

	FY 14	FY 15	FY 16	FY 17	Total Funding:
Indiana					
BR	\$7,189,680	\$520,000	\$0	\$0	\$7,709,680
Fed Dem	\$0	\$0	\$0	\$0	\$0
Group III	\$0	\$824,000	\$0	\$0	\$824,000
Group IV	\$0	\$768,000	\$0	\$0	\$768,000
IM	\$0	\$0	\$77,400	\$3,951,900	\$4,029,300
Local	\$2,000,830	\$1,668,070	\$0	\$0	\$3,668,900
OKI-CMAQ	\$0	\$200,000	\$0	\$0	\$200,000
OKI-HSIP	\$0	\$0	\$0	\$0	\$0
OKI-STP	\$0	\$264,000	\$0	\$0	\$264,000
Scenic Byway	\$25,000	\$0	\$0	\$0	\$25,000
State	\$3,508,703	\$1,082,600	\$8,600	\$439,100	\$5,039,003
STP	\$8,868,743	\$2,986,400	\$0	\$0	\$11,855,143
Indiana Total:	\$21,592,956	\$8,313,070	\$86,000	\$4,391,000	\$34,383,026

Fiscal Constraint for Funds Allocated to Transit Agencies

There are six transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, Middletown Transit System, SORTA, TANK and Warren County Transit System. In addition, OKI acts as the designated recipient for Job Access/Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) federal funds allocated to the Cincinnati urbanized area through fiscal year 2012. These funds have been awarded to various transit agencies in the region as well as sub-recipients to OKI. Administration of these projects will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2014-2017. An entry for the Specialized Transportation program (FTA Section 5310) is listed in the Ohio Line Items section of the TIP. Since funds are not sub-allocated to the regions in Ohio, no cost is shown in the listing.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for the five transit agencies in the Cincinnati urbanized area. Beginning with fiscal year 2013, Warren County Transit System is now While the SORTA projects appear to be higher than their allocation, a portion of these funds are received on the behalf of Butler County RTA and Clermont Transportation Connection to operate express service in their service areas. In addition, the second table lists all transit projects by funding category planned during the four year time horizon of the TIP.

Table 10 Transit Forecasted Allocations and Project Costs

FTA Section 5307 Cincinnati Urbanized Area Formula Grant Program - Federal Funds

Section 5307 Allocations*:	FY 2014	FY 2015	FY 2016	FY 2017
Butler County RTA	\$1,799,675	\$1,799,675	\$1,799,675	\$1,799,675
CTC	\$1,405,419	\$1,405,419	\$1,405,419	\$1,405,419
SORTA	\$11,013,010	\$11,025,067	\$11,025,067	\$11,025,067
TANK	\$3,927,005	\$3,927,005	\$3,927,005	\$3,927,005
Warren County Transit	<u>\$922,854</u>	<u>\$922,854</u>	<u>\$922,854</u>	<u>\$922,854</u>
Total	\$19,067,963	\$19,080,020	\$19,080,020	\$19,080,020
Project Costs				
Butler County RTA	\$1,313,000	\$1,313,000	\$1,313,000	\$1,313,000
CTC	\$563,380	\$403,380	\$570,420	\$570,420
SORTA	\$13,230,539	\$13,150,539	\$12,553,250	\$13,149,062
TANK	\$4,022,318	\$4,092,318	\$3,932,600	\$4,274,400
Warren County Transit	<u>\$780,000</u>	<u>\$726,978</u>	<u>\$788,930</u>	<u>\$853,940</u>
Total	\$19,909,237	\$19,686,215	\$19,158,200	\$20,160,822
Ending Year Balance	-\$841,274	-\$606,195	-\$78,180	-\$1,080,802

SORTA receives a portion of BCRTA and CTC's apportionment of Section 5307 federal funds directly and SORTA uses these funds to operate express transit service on their behalf.

* Section 5307 allocation projections based on 1/2 apportionment per Federal Register dated October 16, 2012 and rounded up to full year estimates. Includes Section 5339 allocations for all transit agencies and Section 5337 for SORTA.

Assumption is that the funding allocations will remain steady over the fiscal years shown.

FTA Section 5307 Middletown Urbanized Area Formula Grant Program - Federal Funds

Section 5307 Allocation*:	FY 2014	FY 2015	FY 2016	FY 2017
Section 5307 Allocation*:	\$1,280,312	\$1,280,312	\$1,280,312	\$1,280,312
Project Costs	<u>\$1,037,520</u>	<u>\$1,073,400</u>	<u>\$1,105,450</u>	<u>\$1,139,780</u>
Ending Year Balance	\$242,792	\$206,912	\$174,862	\$140,532

* Section 5307 allocation projections based on 1/2 apportionment per Federal Register dated October 16, 2012 and rounded up to full year estimates.

Table 10 Transit Forecasted Allocations and Project Costs (con't.)

All Systems--Programmed transit projects by funding category
(includes Cincinnati urbanized area and Middletown urbanized area)

	FY 2014	FY 2015	FY 2016	FY 2017
FTA Section 5307	\$20,946,757	\$20,759,615	\$20,263,650	\$21,300,602
FTA Section 5310*	\$625,357	\$625,357	\$0	\$0
CMAQ	\$4,925,099	\$7,023,510	\$5,140,000	\$1,809,000
STP	\$995,370	\$5,155,370	\$995,370	\$995,370
State	\$775,144	\$783,594	\$849,244	\$777,064
Local	<u>\$108,059,789</u>	<u>\$107,277,607</u>	<u>\$105,178,229</u>	<u>\$104,497,467</u>
Transit Totals	\$136,327,516	\$141,625,053	\$132,426,493	\$129,379,503

* Section 5310 figures shown represent FY 2013 and 2014 allocations to be distributed in fiscal years 2014 and 2015 respectively.

**Owensboro FY 2011-2016 TIP
Financial Plan**

INTRODUCTION

The organization outlined on the previous pages is the framework within which the Owensboro – Daviess County MPO conducts the urban transportation planning process. An important part of this process is the Owensboro - Daviess County 2040 Metropolitan Transportation Plan (MTP), and Transportation Improvement Program, FY 2011- 2016 (TIP). The MTP is a statement, expressed in terms of capital projects, of the transportation system required to serve the forecast travel demand for some specified future year. Capacity-enhancing projects in this and in future versions of the TIP must arise from the MTP.

The TIP is the compilation of all publicly assisted transportation projects, including both highway and transit elements, constrained to available funding levels. It is the MPO's program for transportation improvement, the mechanism by which the city and county, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner. Upon adoption by the MPO Policy Committee it becomes a policy document, directing the flow of transportation improvements in the urban area.

Inclusion in the TIP is a prerequisite for federal funding assistance. Any project must be included in it in order to receive federal authorization in the current year. Once authorized, that particular phase need not be included in any future TIPs. Highway projects are customarily divided into design (D), right-of-way acquisition (R), utility relocation (U), and construction (C). These phases are staged out over a period of years, and advance with the project's actual progress. Since the construction is the final step, the project is no longer included in the TIP after it has been awarded for construction. For transit projects, the project is removed as soon as the Federal Transit Administration approves the grant.

Highway projects can be added or removed at the request of the Policy Committee. This sometimes occurs as the MPO revises its priorities. The MPO Policy Committee acts on a resolution amending the TIP to modify existing projects or add new projects to the TIP from the MTP. This process is limited for completely new projects, as all projects in the TIP must be derived from the currently approved MTP.

Updates to the Owensboro MPO TIP begin with identifying the MPO's goals and objectives. The SAFETEA - LU established eight planning factors to consider when identifying future transportation needs, corridor Plans/Special Studies: 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; 2) Increase the safety and security of the transportation system for motorized and non-motorized users; 3) Increase the accessibility and mobility options available to people and to freight; 4) Protect and enhance the environment, promote energy conservation, and improve quality of life; 5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight; 6) Promote efficient system management and operation through the development of a congestion management plan; and 7) Emphasize the preservation of the existing transportation system; and 8) Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Although all the planning factors are considered, the Owensboro MPO has chosen the following three planning factors as the region's primary transportation goals and objectives when prioritizing projects: economic vitality, safety and security, and system preservation.

PROJECT TYPES AND PROJECT FUNDS CLASSIFICATION

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the recently adopted Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), and are abbreviated as follows:

CMAQ = Federal Congestion Mitigation and Air Quality

SAF = Federal Safety

STP = Federal Surface Transportation

BRO = Fed. Bridge Replacement on Federal System

BRX = Fed. Bridge Replacement off Federal System

HPP = High Priority Projects

NH = Federal National Highway System

TE = Federal Transportation Enhancement Projects

STP = Federal Surface Transportation; Any Project

SP = State Project

LOCAL = City of Owensboro and/or Daviess County

FTA = Federal Transit Administration

KYTC = Kentucky Transportation Cabinet

CITY = City of Owensboro

HUD = Housing and Urban Development

TCSP = Transportation & Community System Preservation Funds

SR2S = Safe Routes to School

The Transportation Improvement Program (TIP) outlines transportation projects involving federal funds, which local officials and agencies believe are necessary for a planned, orderly and efficient transportation network in the Owensboro urban area. These projects represent the desires of Owensboro and Daviess County for developing highway, airport, riverport and transit projects. The preparation of the TIP was advertised in accordance with the adopted MPO Participation Plan to afford an opportunity for public comment. A number of these projects rely upon federal and state funds; however, many are supported with local funds. Projects are prioritized by year in the TIP tables. The highest priority projects are those listed in the Annual Element of the TIP, and are recognized by fiscal year priority for non-Annual Element projects. A brief description of the type of projects presented in the TIP, by table, appears below:

Table 1: Highway Major Construction Projects

Outlines major new highway construction projects scheduled for implementation during the next six years, which are in conformance with the Metropolitan Transportation Plan for the urban area.

Table 2: Traffic Operation Projects

Outlines improvements needed to improve traffic mobility and safety in the urban area.

Table 3: Highway Reconstruction Projects

Lists streets which are in need of reconstruction and improvement to upgrade these structures to arterial/collector standards.

Table 4: Highway Intersection Projects

Outlines intersection projects designed to improve traffic safety and mobility.

Table 5: Highway Maintenance Projects

Outlines highway maintenance projects.

Table 6: Transit Capital Assistance Projects

Outlines capital improvements projects proposed for the Owensboro Transit System, through federal funding assistance from the Federal Transit Administration (FTA).

Table 7: Transit Operating Assistance Projects

Outlines a projection of funds to be requested from FTA to assist the City of Owensboro in meeting the net operating costs involved in providing transit service.

Table 8: Special Funding Projects

Outlines the transportation enhancement and special funding projects.

Grouped Projects: list of possible projects that can be incorporated based on statewide priorities. Such are usually non-controversial and produce negligible impacts to air quality.

The projects listed under FY 2011 category are considered as the Annual Element of the Transportation Improvement Program.

FINANCIAL PLAN

The TIP is fiscally constrained, and the funding estimates for the TIP projects are cooperatively developed with the MPO, state transportation agencies and the local transit agency, 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. All regionally significant projects, regardless of the source of funding are included in the listing of TIP priority projects. Funding estimates have been developed cooperatively with the MPO, KYTC, OTS, and other state and local transportation agencies.

The cost of implementing the identified, 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 \$18.6 million per year. This reflects increase 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.

The Owensboro Transit System provides the MPO with their funding request that is submitted to the Kentucky Transportation Cabinet, Division of Transportation Delivery. A copy of the letter is included 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 \$1.5 million per year in the TIP and anticipates in continuing similar investments in the future, according to the attached correspondence in Appendix 1.

The Daviess County Fiscal Court also invests approximately \$1.5 million per year in road improvements and Daviess County anticipates continuing with the same investments in the future, according to the correspondence in Appendix 1.

The Daviess County Fiscal Court and the City of Owensboro’s future contribution total approximately \$18 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 MTP.

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 MTP.

Appendix 1 – Fiscal Constraint

Table 1 – Major Highway Construction

Project	Cost	Funding	Fiscal Constraint Explanation
US 60 Bypass Extension GR-02-0001	\$36,432	HPP/NH/STP	Not Included - due to being federal earmark
Southtown Blvd (KY 2121) GR-02-0003	\$16,230	SP	Not Included - state project listed only for information
Southtown Blvd GR-02-0031	\$10,012	Local	Not Included – local project by developer
Fairview Drive Extension GR-02-0021	\$6,400	Local	Not Included – local project by developer
KY 54 Right-of-Way and Utilities Phase GR-02-0012	\$24,740	SP	Not Included – state project listed only for information

There are not any projects listed in Table 1 that will be utilized for the fiscal constraint portion of the TIP. A portion of the US 60 Bypass Extension added costs are due to addition revenue expected from the transportation economic stimulus package.

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 9 th Street GR-02-0022	\$1,721	Local	Not Included City Funded
Panther Creek Bridge GR-02-0050	\$630	BRX	Included in fiscal constraint
Blackford Creek Bridge GR-02-0065	\$1,280	BRX	Included in fiscal constraint
Panther Creek Bridge GR-02-0076	\$130	SP	Not Included – state project listed only for information
Grimes Avenue Extension GR-020071	\$1,800	Local	Not Included City Funded

There is a total of \$1,910,000 included in the fiscal constraint portion of the TIP.

Table 4 – Highway Intersection Projects

KY 81/KY 56/ Worthington Road Roundabout GR-02-0014	\$2,690,000	CMAQ	Included in fiscal constraint
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There is a total of \$2,690,000 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
US 2155 Bridge Rehab GR-02-0077	\$3,000	KYD	Included in fiscal constraint

There is \$5,500,000 included in the fiscal constraint.

Table 6 – Transit Capital Projects

According to Tables 6, 6a, and 6b, the transit capital projects are expected to cost, \$13,183,000.

Table 7 – Transit Operating Assistance

According to page 17, 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 pages 18 thru 23, the following is broken out:

STP funds	\$1,208	Included in fiscal constraint
TE funds	\$858	Included in fiscal constraint
SRTS funds	\$218	Included in fiscal constraint
CMAQ funds	\$572	Included in fiscal constraint
Safe Routes to School	\$218	Included in fiscal constraint
Waterfront Development	\$34,555	Not included in fiscal constraint ***
Recreational Trails	\$25	Included in fiscal constraint

*** Local Match included in total cost

The total of projects included in fiscal constraint is \$3,099,000 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	\$51,259,000
Highway Costs	<u>\$37,061,000</u>
	\$14,198,000

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of \$14,198,000.

Fiscal Constraint – Transit

The Owensboro Transit System is expected to receive \$250,000 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	\$8,981,000
Transit Costs	\$8,981,000

The MPO demonstrates fiscal constraint for the local transit system.

**Radcliff/Elizabethtown FY 2013-2018 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 commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

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

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

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

statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 9 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Project Types and Project Funding Categories

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

Federal Transit Programs

FTA – Federal Transit Administration
 Section 5307
 Section 5310
 Section 5339
 Small Transit Intensive Cities

Federal Highway Programs

BR2 – JP2 BRAC Bond Projects Second Program
 BRO – Federal Bridge Replacement – On-system
 BRX – Federal Bridge Replacement – On/Off System
 BRZ – Federal Bridge Replacement – Off System
 HES – Hazard Elimination System
 HPP – High Priority Projects
 HSIP – Safety – Highway Safety Improvement Program
 IF – Innovative Financing
 IM – Interstate Maintenance
 KYD – Demonstration Funds Allocated to Kentucky
 NH – National Highway System
 NHPP – National Highway Performance Program
 RRP – Safety – Railroad Protection
 RRS – Safety – Railroad Separation
 SRTS – Safe Routes to School
 STP – Surface Transportation Program
 TAP – Federal Transportation Alternatives Program
 TE – Federal Transportation Enhancement Program

State Programs

SB2 – State Bonds
 SP – State Construction Projects
 SPB – State Bonds
 SPP – State Construction High Priority

Summary of Funding

Funding Type	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA	\$2,012,000	\$2,012,000	\$1,624,172	\$1,624,172									\$3,636,172	\$3,636,172
BRO			\$75,000	\$75,000	\$150,000	\$150,000	\$225,000	\$225,000					\$450,000	\$450,000
BR2					\$6,240,000	\$6,240,000							\$6,240,000	\$6,240,000
IM	\$1,450,000	\$1,450,000			\$370,000	\$370,000							\$1,820,000	\$1,820,000
NH	\$55,560,000	\$55,560,000			\$4,500,000	\$4,500,000	\$30,000,000	\$30,000,000	\$31,000,000	\$31,000,000	\$70,000,000	\$70,000,000	\$191,060,000	\$191,060,000
SB2	\$525,000	\$525,000											\$525,000	\$525,000
SP	\$3,080,000	\$3,080,000	\$11,840,000	\$11,840,000	\$27,814,000	\$27,814,000	\$1,000,000	\$1,000,000					\$43,734,000	\$43,734,000
SPP	\$24,380,000	\$24,380,000	\$16,130,000	\$16,130,000	\$10,000,000	\$10,000,000							\$50,510,000	\$50,510,000
STP	\$1,000,000	\$1,000,000			\$1,100,000	\$1,100,000			\$5,700,000	\$5,700,000			\$7,800,000	\$7,800,000
TOTAL	\$88,007,000	\$88,007,000	\$29,669,172	\$29,669,172	\$50,174,000	\$50,174,000	\$31,225,000	\$31,225,000	\$36,700,000	\$36,700,000	\$70,000,000	\$70,000,000	\$305,775,172	\$305,775,172

*The Keutkey Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2013-2016. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TIP Amendments/Administrative Modifications

Occasionally, TIP amendments will be needed when project information currently listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the Radcliff/Elizabethtown MPO when such changes are needed to reflect current conditions for transportation projects. These amendments are presented in resolution form to the Technical Advisory Committee (TAC) and the Policy Committee for approval.

Some changes to a transportation project are minor and only require an administrative modification to show the change in the TIP. Typically, these minor changes involve a movement of a particular phase of a project from one fiscal year to another, within the planning horizon of the TIP, or a minor change in the funding amount. Any change in scope to a project would require a TIP amendment.

Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan (<http://www.ltadd.org/pdf/MPO-ParticipationPlan.pdf>).

Air Quality

Currently, the planning area for the Radcliff/Elizabethtown MPO is in attainment with all Federal air quality regulations. An attainment area is an area considered to have air quality that meets or exceeds the U. S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

Grouped Projects

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts – other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Variou” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed

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

Grouped project categories utilized by the Radcliff–Elizabethtown MPO are shown in Table 2. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the “KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team”, July 20, 2007. This was done for applicability to the Radcliff–Elizabethtown area and to facilitate understanding by MPO committee members and the public. 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).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on page 7 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table 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. Similarly, the Grouped Projects line item in Table 1 should be interpreted in the same way. 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 – 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.

Table 2						
Grouped Projects						
	2013	2014	2015	2016	2017	2018
HSIP - High Cost Safety Improvements	\$100,000*	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Transportation Alternatives Program (TAP)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities**	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Transit Passenger Shelters and Information Kiosks	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Construction or Renovation of Transit Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
*Illustrative Costs Only - Please refer to text for explanation.						
**Including pedestrian facility improvements identified in Local Public Agency Transition Plans to meet requirements of the Americans With Disabilities Act (ADA).						