

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FY 2025-2028

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### ADMINISTRATIVE MODIFICATION #2024.068

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#### I. Proposed Action:

Modify the FY 2025-2028 STIP to include the Owensboro-Daviess County MPO's Amendment #2 to the FY 2023-2028 Transportation Improvement Program (TIP).

**Location:** Owensboro-Daviess County MPO Area

#### II. Scope of Activity:

See the attachments for more detail information.

#### III. Remarks:

This modification to the STIP will become part of the 2024 STIP end of Federal Fiscal Year 2025 "fiscal constraint" recalculations.

#### IV. Modification Approval:

Modification Recommended for Approval:

Approval of Modification:

Ronald B. Rigney 7/29/2025  
Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director  
Division of Program Management

Steven Jacobs 8/7/2025  
Federal Highway Administration Date

**RESOLUTION  
OF THE  
OWENSBORO-DAVIESS COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
APPROVING AMENDMENT #2 TO THE  
FY 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

**WHEREAS**, the Owensboro-Daviess County Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning in the Owensboro-Daviess County metropolitan planning area; and

**WHEREAS**, Section 134, Title 23 U.S.C. further requires that the urban transportation planning process shall include the development of a Transportation Improvement Program (TIP) which shall identify projects which are scheduled in the Kentucky Transportation Cabinet Six-Year Highway Plan and all regionally significant projects and programs for the next four years; and

**WHEREAS**, the transportation planning process is being carried out in conformance with all federal requirements and has been so certified; and

**WHEREAS**, the amendment described in this resolution to the 2023-2028 Transportation Improvement Program (TIP) has been developed by the MPO staff in consultation with, and is recommended by, the MPO Technical Advisory Committee; and

**WHEREAS**, in accordance with the MPO Participation Plan, the MPO staff has conducted a 15-day public comment period (June 5-19, 2025) required for TIP amendments through which it solicited public feedback; and

**WHEREAS**, the Technical Advisory Committee of the MPO has reviewed this TIP amendment and recommended approval during its public meeting of July 29, 2025.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Committee of the Owensboro-Daviess County MPO at a public meeting of July 29, 2025, hereby amends the 2023-2028 Transportation Improvement Program (TIP) to add the project described on the following page.



Charlie Castlen, Daviess County Judge-Executive  
Chair, MPO Policy Committee

Attest: \_\_\_\_\_



**Owensboro-Daviess County  
Metropolitan Planning Organization  
Transportation Improvement Program FY 2023-2028  
Amendment #2**

**ACTION:** The Owensboro-Daviess County Metropolitan Planning Organization hereby amends the FY 2023-2028 Transportation Improvement Program (TIP). This amendment reflects the addition of a project to build an EV charging station.

**DESCRIPTION:** This amendment allows the utilization of federal Electric Vehicle funds allocated to KYTC for buildout of Kentucky's portion of a nationwide EV charging network. KYTC will provide \$7,720 (80%) in federal EV funds for the design of the facility and \$565,469 (80%) for construction. The remaining 20% of design (\$1,930) and construction (\$141,367) costs will be provided by the developer.

**PHASE:** Design, Construction

**TYPE OF FUND:** EV

**FY:** Design: 2025  
Construction: 2026

**AMOUNT:** Design: \$9,650  
Construction: \$706,836  
Total: \$716,486

**FISCAL CONSTRAINT:** \$573,189 in EV funds are being allocated by the Kentucky Transportation Cabinet, with \$143,297 in local match funds being provided by the developer, maintaining fiscal constraint.

The relevant tables from the 2023-2028 TIP have been modified and are included with this document.

**Approved**



Tom Lovett  
Director  
Owensboro-Daviess County MPO

5/28/25

Date

**TABLE 4: FEDERALLY FUNDED PROJECTS**

KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL PROJECT COST
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	STP	R	2023	\$1,200,000	\$4,500,000
				U	2024	\$1,300,000	
				C	2025	\$2,000,000	
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	STP	D	2023	\$400,000	\$19,850,000
				R	2024	\$2,500,000	
				U	2025	\$1,950,000	
				C	2026	\$15,000,000	
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	STP	R	2024	\$4,500,000	\$16,100,000
				U	2025	\$4,000,000	
				C	2027	\$7,600,000	
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	HSIP	C	2023	\$500,000	\$500,000
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	BRZ	R	2023	\$5,000	\$365,000
				C	2024	\$360,000	
2-10020	KY 2262	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana).	BRO	C	2023	\$8,000,000	\$8,000,000
2-10021	US231	Address deficiencies with Natcher Bridge over Ohio River (Joint project with Indiana).	BRO	C	2024	\$7,500,000	\$7,500,000
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	FBP	C	2024	\$9,663,450	\$9,663,450
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	FBP	C	2023	\$2,640,000	\$2,640,000
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	FBP	D	2025	\$350,000	\$3,850,000
				C	2025	\$3,500,000	
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	BRO	D	2025	\$420,000	\$4,620,000
				C	2025	\$4,200,000	
2-20017	KY 81	Address pavement conditions of PCC pavement from MP 11.891 to MP 13.320.	STP	D	2027	\$275,000	\$275,000
2-8813	CR 1053	Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch (MP 1.005 to MP 1.009	BRZ	C	2023	\$500,000	\$500,000

**\* Fund Types:**

BRO: Federal Bridge Replacement, On System  
 BRZ: Federal Bridge Replacement, Off System  
 FBP: Federal Bridge Program  
 HSIP: Highway Safety Improvement Program  
 NH: National Highway  
 STP: Surface Transportation Block Grant Program

**◆ Projects may be divided into four phases:**

D — Design;  
 R — Right-of-Way acquisition;  
 U — Utility realignment; and  
 C — Construction

**TABLE 4: FEDERALLY FUNDED PROJECTS (CONTINUED)**

KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE♦	YEAR	COST	TOTAL PROJECT COST
2-20019	KY	Address pavement condition of PCC pavement from MP	STP	D	2027	\$165,000	\$165,000
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	NH	D	2027	\$175,000	\$1,925,000
				C	2027	\$1,750,000	
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	NH	D	2027	\$240,000	\$2,640,000
				C	2027	\$2,400,000	
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	NH	D	2025	\$906,960	\$9,976,560
				C	2025	\$9,069,600	
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	STP	D	2024	\$550,000	\$5,500,000
				C	2024	\$4,950,000	
2-930.00	Various	Install Wrong Way road signs and pavement markings on various offramps in Daviess County	HSIP	C	2023	\$329,400	\$329,400
2-936.00	US 60	Convert intersections on US 60 at Hawes Boulevard and Wrights Landing Road to R-Cuts BMP 23.26 to EMP 24.46	HSIP	C	2024	\$3,996,300	\$3,996,300
2-939.00	KY 142	Signing improvements on Ky 142 from MP 5.9 to MP 10.146	HSIP	C	2024	\$40,000	\$40,000
2-940.00	KY 144	Signing improvements on Ky 144 from MP 5.7 to MP 10.4	HSIP	C	2024	\$70,000	\$70,000
2-941.00	KY 554	Signing improvements on Ky 554 from MP 4.8 to MP 9.123	HSIP	C	2024	\$50,000	\$50,000
2-80312.00	I-165	I-165 interchange feasibility study	PL	P	2025	\$200,000	\$200,000
2-8300.30	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive. Design under parent 2-8300.00	NH	R	2024	\$3,000,000	\$11,600,000
				U	2024	\$4,400,000	
				C	2026	\$4,200,000	
99-247	KY 56	Install EV charging station at 3220 W. Parrish Ave.	EV	D	2025	\$9,650	\$716,486
				C	2026	\$706,836	

Table 3: SUMMARY OF PROJECT FUNDING BY TYPE

Fiscal Year		Funding Type								Total
		EV	PL	BRO	BRZ	FBP	HSIP	NH	STP	
2023	Estimated Cost			\$8,000,000	\$505,000	\$2,640,000	\$829,400	\$0	\$1,600,000	\$13,574,400
	Revenue			\$8,000,000	\$505,000	\$2,640,000	\$829,400	\$0	\$1,600,000	\$13,574,400
2024	Estimated Cost			\$7,500,000	\$360,000	\$9,663,450	\$4,156,300	\$7,400,000	\$13,800,000	\$42,879,750
	Revenue			\$7,500,000	\$360,000	\$9,663,450	\$4,156,300	\$7,400,000	\$13,800,000	\$42,879,750
2025	Estimated Cost	\$716,486	\$200,000	\$4,620,000	\$0	\$4,068,500		\$9,976,560	\$7,950,000	\$27,531,546
	Revenue	\$716,486	\$200,000	\$4,620,000	\$0	\$4,068,500		\$9,976,560	\$7,950,000	\$27,531,546
2026	Estimated Cost			\$0	\$0	\$0		\$4,200,000	\$15,000,000	\$19,200,000
	Revenue			\$0	\$0	\$0		\$4,200,000	\$15,000,000	\$19,200,000
2027	Estimated Cost			\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
	Revenue			\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
2028	Estimated Cost			\$0	\$0	\$0		\$0	\$0	\$0
	Revenue			\$0	\$0	\$0		\$0	\$0	\$0
Total	Estimated Cost	\$716,486	\$200,000	\$20,120,000	\$865,000	\$16,371,950	\$4,985,700	\$26,141,560	\$46,390,000	\$115,790,696
	Revenue	\$716,486	\$200,000	\$20,120,000	\$865,000	\$16,371,950	\$4,985,700	\$26,141,560	\$46,390,000	\$115,790,696

**Donna Phillips:** When I look at the map of present charging stations in Kentucky I wonder what happened. How did Kentucky's 4th largest city get so far behind! Time for us to get with it. Thanks

**Lindsey Rhoads:** I am writing to express my strong support for the installation of electric vehicle (EV) charging stations in Owensboro.

As a representative of AstraZeneca, I am part of a growing number of professionals in the pharmaceutical industry whose companies have transitioned to fully electric fleets. My 4 colleagues and I travel extensively throughout the Tristate area, and reliable access to EV charging is essential for us to effectively do our jobs. Unfortunately, the current lack of infrastructure has already caused disruptions—my direct partner has experienced multiple challenges, including having to cancel appointments due to the unavailability of chargers in the area.

I will soon be driving a Tesla Model Y and will be working with physician offices across the region. Having access to charging stations in Owensboro will be critical for my ability to maintain a consistent schedule and serve our healthcare providers.

While many residents may not yet drive EVs and may not see this as an immediate concern, it is a very real and growing need for those of us who do. Expanding EV infrastructure now will ensure Owensboro is prepared for the rapid adoption of electric vehicles and support professionals who rely on them today.

Thank you for your consideration.

**Christopher Watkins:** I am writing to advocate for the installation of a high-speed electric vehicle (EV) charging station, such as a Tesla Supercharger, in Owensboro to support the growing needs of EV owners and foster economic growth in our community.

As a new Tesla owner, I recently experienced the challenges of limited charging infrastructure firsthand. After purchasing my vehicle in Louisville last month, I drove it to Owensboro with only 10% charge remaining. With no high-speed charging options available locally, I relied on a standard wall charger, which provided only 4–7 miles of range per hour for my car's 270-mile range. This meant a full charge would take over a day, which is impractical for daily use. To keep my vehicle operational while awaiting my home charger installation, I had to drive to Beaver Dam with less than 2% charge and later to Evansville to access Tesla Superchargers, which fully charged my car in about 20 minutes. My home charger, now installed, provides up to 34 miles per hour, but this is still insufficient for travelers or residents without access to home charging.

The absence of a high-speed charging station in Owensboro is a significant barrier for EV owners, whether they are local residents or visitors passing through. Tesla's navigation system routes drivers to communities with Superchargers, meaning Owensboro is currently bypassed in favor of nearby cities like Beaver Dam and Evansville. Installing a Supercharger here would not only serve local EV owners but also attract travelers, boosting local businesses and tourism.

An EV charging station is essential for Owensboro's growth as a forward-thinking, sustainable community. It would support the increasing adoption of electric vehicles, enhance our city's appeal to visitors, and position Owensboro as a leader in modern infrastructure. I urge you to consider this opportunity to invest in our community's future.

Having used super chargers, I would consider the Kroger parking lot on Starlite. Several reasons why, one, the use and ease of driving in that large parking lot. Another reason is the amenities that are there. Fast food and a grocery store. While the car is charging those persons would have an opportunity to patronize those locations. Even 5-star parking lot would be much better than the hotel parking lot.

Thank you for your time and consideration. I would be happy to discuss this further or provide additional insights from my experience as an EV owner.

**Jody Shelton:** As an electric vehicle owner, I support the plan to build a network of public charging stations, but I have concerns about the chosen location. I've done a lot of driving and what I've found is that when charging stations are placed at hotels, the hotel frequently refuses to allow drivers not staying at the hotel to use their restrooms/baby-changing facilities or to even buy snacks. It's frustrating to pull in to charge my vehicle, wait 20 minutes for it to charge and then drive two miles up the road to a place with a public restroom and a place to get a snack. Especially when you have small children. Both the Five-Star and Starlite Drive shopping center would have been better choices for this station because of the amenities and access available to the public.

Another concern I have is the decision to not use a production model similar to Tesla, which would be both faster and cheaper, allowing for better use of the available funds. Tesla prebuilds the charger on a concrete slab and then trucks it in to the location and basically wires it up and turns it on. You go from nothing to a fully functional station in about 48 hours at a cost of around \$250,000 – about a third of what this project will cost.

Finally, I would like to see a portion of the money available used to build lower-speed chargers at locations where people come to spend a length of time. I have friends who drive two hours to come to Smothers Park. Adding lower-speed chargers there as well as Ben Hawes and parks with biking trails would be an efficient use of the funds available.

**Lindsey Hallden:** I'm writing to express my concerns about the installation of Owensboro's first EV charging station. While I support environmentally friendly initiatives when both practical, and economical for our city, I believe this project raises several issues that warrant further consideration.

The initial cost and anticipated long-term maintenance expenses pose a financial burden that may not yield proportional community benefit — especially given the current limited demand for EV infrastructure in our area. Most EV usage in our area is residential use, with travelers staying at local hotels. Should we not consider incentivizing tax breaks for those businesses willing to install charging stations?

Within the past few years we shut down a power station supplying electricity directly to Owensboro. We now buy our electricity from third party sources, or pay exorbitant prices to OMU. What happens if that supply becomes so expensive, or taxing on the grid, that this EV station isn't monetarily self sufficient or possibly profitable.

Why is a private entity not buying land and running this station in a similar fashion to a gas station. It's because the need is not in this area at this time. Home chargers are covering the demand for personal charging use, and others have opted for hybrid vehicles due to the rural community we live in and are surrounded by.

Additionally, the station's proposed location lacks nearby walkable food, retail, or entertainment options. This limits its usability and convenience for drivers who may spend 30 minutes or more waiting for a full charge. An EV station will not draw new business to it.

I respectfully urge the city to reconsider the location and overall investment strategy to ensure resources are used more effectively. This is not the first, or last time, the MPO has egregiously wasted hundreds of thousands of dollars on bad planning.

**Dalton Adkins:** I recently reviewed the Amendment 2 proposal and wanted to voice my full support for the planned EV charging station at 3220 W. Parrish Avenue in Owensboro.

As a new Tesla Model Y owner, I would absolutely utilize this station. Right now, the closest Tesla Superchargers are located in Nortonville, KY, and Evansville, IN. This creates a significant coverage gap in Owensboro, leaving EV owners with limited options when passing through or visiting the area. Adding a charging station here would greatly improve regional accessibility and support the growing number of EVs on the road.

I'd also like to mention a few important considerations that could maximize the impact of this investment:

- **Charger Type & Standard:** If possible, I strongly encourage the use of Tesla Superchargers. Not only are Teslas the most popular EVs on U.S. roads, but Tesla's Superchargers also natively integrate with the car's navigation system. This means Tesla vehicles automatically route drivers to available Superchargers, which would significantly increase usage of the station and bring more visitors into Owensboro. Even if Superchargers aren't feasible, ensuring compatibility with the North American Charging Standard (NACS) is essential, as it is quickly becoming the national standard.
- **Site Location Concerns:** The proposed location at a low-rated motel raises some concerns. Drivers may feel uncomfortable or unsafe, particularly if charging late at night. If improvements to lighting, security, or amenities are possible—or if an alternative location can be considered — I believe the site would be more appealing and more likely to be utilized.

Thank you for your leadership in expanding EV infrastructure in the region. These types of projects are a vital part of preparing for the future and making Owensboro more EV-friendly and economically connected.

**Matt Warren:** I'm so glad to hear that Owensboro is finally putting in EV chargers. I have a corporate owned EV, with a charger at home, but I know how difficult it can be to travel to an area that does not have them. Would love to



see a set of chargers at Wesleyan Park Plaza in the middle of town. Thanks for your work on making the EV stations a reality.

**Julie Ford:** I absolutely believe Owensboro should have at least one charging station, but question the location of W. Parrish. I think a location around East 54 would benefit more people & allow them to shop while vehicle is being charged. Paducah has a charging station at a Walmart, for example.

**Danny Baggarly:** Wonderful idea. Way past time for Owensboro to put in charging stations.