

**Operations and Maintenance Costs
MPO Areas**

**Bowling Green FY 2024-2028 TIP
Financial Plan**

**Clarksville-Oak Grove FY 2023-2026 TIP
Financial Plan**

**Evansville-Henderson FY 2024-2028 TIP
Financial Plan**

**Louisville FY 2023-2026 TIP
Financial Plan**

**Huntington-Ashland-Ironton FY 2024-2027 TIP
Financial Plan**

**Lexington FY 2021-2024 TIP
Financial Plan**

**Cincinnati-Northern KY FY 2024-2027 TIP
Financial Plan**

**Owensboro FY 2023-2028 TIP
Financial Plan**

**Radcliff/Elizabethtown FY 2022-2026 TIP
Financial Plan**

**Paducah MPO TIP Financial Plan will be
finalized in 2026**

Operations and Maintenance Costs

MPO Areas

OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS

MPO	Ashland	Bowling Green	Cincinnati-Northern Kentucky	Clarksville	Elizabethtown	Henderson	Lexington	Louisville	Owensboro	Paducah		
COUNTIES INCLUDED	Boyd, Greenup	Warren	Boone, Kenton, Campbell	Christian*	Hardin, Meade	Henderson	Fayette, Jessamine, Scott*	Bullitt, Jefferson, Oldham, Shelby*	Daviess	McCracken, Livingston*		
PROJECTED PERCENT OF STATEWIDE MAINTENANCE COST ALLOCATED TO MPO AREA												
YEAR	HB 265 STATEWIDE MAINTENANCE BUDGET AMOUNT	1.60%	1.80%	3.20%	0.20%	2.80%	1.20%	2.90%	6.00%	1.50%	1.10%	MPO TOTALS
2025	\$445,929,400	\$7,134,870	\$8,026,729	\$14,269,741	\$891,859	\$12,486,023	\$5,351,153	\$12,931,953	\$26,755,764	\$6,688,941	\$4,905,223	\$99,442,256
2026	\$450,066,700	\$7,201,067	\$8,101,201	\$14,402,134	\$900,133	\$12,601,868	\$5,400,800	\$13,051,934	\$27,004,002	\$6,751,001	\$4,950,734	\$100,364,874
2027	\$450,066,700	\$7,201,067	\$8,101,201	\$14,402,134	\$900,133	\$12,601,868	\$5,400,800	\$13,051,934	\$27,004,002	\$6,751,001	\$4,950,734	\$100,364,874
2028	\$450,066,700	\$7,201,067	\$8,101,201	\$14,402,134	\$900,133	\$12,601,868	\$5,400,800	\$13,051,934	\$27,004,002	\$6,751,001	\$4,950,734	\$100,364,874

*Partial County

**Bowling Green FY 2024-2028 TIP
Financial Plan**

Fiscal Constraint

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit, and other transportation related improvements. The BIL/IIJA is a generational investment in our nation's infrastructure. The key aspect of the BIL 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.

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 KYTC 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 KYTC and the State Legislature. Projects scheduled in the biennium (2022-2023) of the Kentucky State Highway Plan have an associated commitment of the funding identified in the Plan by KYTC and the State Legislature. Funding identified in this document for the years 2024 and beyond represent "reasonably expected" funding to carry out those projects based on their inclusion in the Plan.

Table 2 on **page 11** 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.

The specific projects shown in the Federally Funded Transportation Projects table (**Table 4**) beginning on **page 14** have been identified by KYTC, along with associated programmed or planned revenue source and schedule, in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. To show fiscal balance and distinction of funds, the project tables (**pages 17 – 33**) are identified by federally funded transportation projects (**Table 4**). 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.

Project Types and Project Funds Classification

In order to address the full range of transportation needs, on a statewide level and within the MPO area, the 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 below:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307 – Capital Projects and Operating Assistance for Transit Systems

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

HSIP – Highway Safety Improvement Program

NHPP/NH – National Highway Performance Program

BRO – Federal Bridge Replacement on Federal System

IM – Interstate Maintenance

NH – Federal National Highway System

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

STPG/STP – Surface Transportation Block Grant Program

BRX – Federal Bridge Replacement Off Federal System

BRZ – Federal Bridge Replacement Local System

TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Projects)

State Programs

SPP – State Construction High Priority

Grouped Projects

Transportation planning regulations applicable to the development and content of the TIP 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 system preservation. The TIP includes a list of these types of projects (called Grouped Projects) that may be allocated federal funding through a variety of federal funding programs. These projects are typically identified in an effort to improve existing problems/deficiencies, enhance preservation, or improve safety. They may also be the result of competitive grant awards.

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, simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Bowling Green-Warren County MPO are shown in **Table 1** on **page 10**. The list of grouped projects was developed cooperatively with KYTC and FHWA. By listing these project types in the TIP and MTP documents, 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).

When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by KYTC (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 KYTC on a statewide level and is demonstrated on an annual basis for the STIP.

TABLE 1 | Grouped Projects

HSIP – Highway Safety Improvement Program Implementation

Intersection Improvements for Safety or Efficiency

Guardrail, Median Barrier, and Crash Cushion Projects

Other Highway Safety Improvements

Intelligent Transportation System (ITS) Projects

Traffic Signal System Improvements

Highway Signing

Pavement Markers and Striping

Pavement Resurfacing, Restoration, and Rehabilitation

Bridge Replacement (no additional lanes)

Bridge Rehabilitation

Bridge Inspection

Bridge Painting

Railroad/Highway Crossing Protection

Recreational Trails Projects

Transportation Alternatives Projects

Congestion Mitigation Air Quality (CMAQ) Projects**

Commuter Ridesharing Programs

Bicycle Facilities

Pedestrian Facilities

Park & Ride Facilities

Purchase of New Buses

Rehabilitation of Transit Vehicles

Transit Operating Assistance

Transit Operating Equipment

Small Transit Passenger Shelters and Informational Kiosks

Reconstruction or Renovation of Transit Facilities

Federal Lands Access Program (FLAP)

**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 a transportation air quality non-attainment area in the future, local entities would become qualified to submit applications for eligible CMAQ funded projects.

Summary of Funding

The table below 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.

TABLE 2 SUMMARY OF HIGHWAY FUNDING TYPES											
FISCAL YEAR		FUNDING TYPE									TOTAL
		NH	STP	HSIP	TAP	GR	BRO	BRX	BRZ	CRP	
2024	Est. Cost	\$ 22,640,000	\$ 15,860,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ -	\$ -	\$ -	\$ 504,380	\$ 40,632,403
	Revenue	\$ 22,640,000	\$ 15,860,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ -	\$ -	\$ -	\$ 504,380	\$ 41,136,783
2025	Est. Cost	\$ 33,520,000	\$ 435,000	\$ -	\$ -	\$ -	\$ 4,158,000	\$ 7,425,000	\$ -	\$ 252,190	\$ 45,538,000
	Revenue	\$ 33,520,000	\$ 435,000	\$ -	\$ -	\$ -	\$ 4,158,000	\$ 7,425,000	\$ -	\$ 252,190	\$ 45,790,190
2026	Est. Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	\$ 252,190	\$ 506,000
	Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	\$ 252,190	\$ 758,190
2027	Est. Cost	\$ -	\$ 4,665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,665,000
	Revenue	\$ -	\$ 4,665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,665,000
2028	Est. Cost	\$ 5,517,600	\$ -	\$ -	\$ -	\$ -	\$ 19,272,000	\$ -	\$ -	\$ -	\$ 24,789,600
	Revenue	\$ 5,517,600	\$ -	\$ -	\$ -	\$ -	\$ 19,272,000	\$ -	\$ -	\$ -	\$ 24,789,600
TOTAL	Est. Cost	\$ 61,677,600	\$ 20,960,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ 23,430,000	\$ 7,425,000	\$ 506,000	\$ 1,008,760	\$ 116,131,003
	Revenue	\$ 61,677,600	\$ 20,960,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ 23,430,000	\$ 7,425,000	\$ 506,000	\$ 1,008,760	\$ 117,139,763

**Clarksville-Oak Grove FY 2023-2026 TIP
Financial Plan**

SECTION 2. 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 Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. 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 are funded in accordance with current and proposed revenue sources. All revenue and cost estimates use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principles. The inflation rate of 5.0% for TN and 4.0% for KY projects was used to project expenditure dollars for each future year in the TIP and will be for the development of the 2050 MTP. There are no new State funded projects in the TIP, except those awarded through a competitive grant process. The funding for TDOT and KYTC projects is a continuation of existing projects. Each project listed in the TIP has an estimated cost assigned to it. These cost estimates were derived through consultation with TDOT, KYTC, consultants, local governments, the MPO staff and CTS. The estimated cost for each project is in line with the estimates in the 2045 MTP for that project. 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- STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP 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 CTS staff.

FY2023-FY2026 Transportation Improvement Program

21 Reasonable Available STBG-L Funds: (Allocated through TDOT)



eSTIP Financial Summary of Federal Fund Code Budgets 2023
Clarksville MPO

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STBG-L 2023	
Carryover Balance	\$20,430,105
Transfers:	\$0
Allocation :	\$2,200,000
Total Funds Available :	\$22,630,105
Projects :	\$22,193,408
Remaining 2023 :	\$436,697

STBG-L 2024	
Carryover Balance	\$436,697
Transfers:	\$0
Allocation :	\$2,300,000
Total Funds Available :	\$2,736,697
Projects :	\$2,229,520
Remaining 2024 :	\$507,177

STBG-L 2025	
Carryover Balance	\$507,177
Transfers:	\$0
Allocation :	\$2,400,000
Total Funds Available :	\$2,907,177
Projects :	\$2,400,000
Remaining 2025 :	\$507,177

STBG-L 2026	
Carryover Balance	\$507,177
Transfers:	\$0
Allocation :	\$2,500,000
Total Funds Available :	\$3,007,177
Projects :	\$0
Remaining 2026 :	\$3,007,177

FY2023-FY2026 Transportation Improvement Program

22 KYTC: FISCALLY CONSTRAINT PROGRAMMED REVENUE AND COSTS:

Kentucky Funding Table 2				
As of 10/1/2022 (By Year of Expenditure)				
Funding Source	FY2023	FY2024	FY2025	FY2026
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ -	\$ 6,400,000.00	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ 2,060,000.00	\$ -	\$ -	\$ 4,730,000.00
State Match	\$ -	\$ 1,600,000.00	\$ -	\$ -
Total	\$ 2,060,000.00	\$ 8,000,000.00	\$ -	\$ 4,730,000.00
Amount Programmed to be Spent				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ -	\$ 6,400,000.00	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ 2,060,000.00	\$ -	\$ -	\$ 4,730,000.00
State Match	\$ -	\$ 1,600,000.00	\$ -	\$ -
Total Programmed	\$ 2,060,000.00	\$ 8,000,000.00	\$ -	\$ 4,730,000.00
Amount Remaining				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$ -	\$ -	\$ -	\$ -



**eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5303	2024	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5303	2025	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5307	2023	\$8,813,443	\$8,813,443	\$4,733,804	\$1,256,837	\$2,822,802	\$0	\$0
5307	2024	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5307	2025	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5307	2026	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5339	2023	\$1,538,366	\$1,538,366	\$1,221,234	\$165,021	\$152,111	\$0	\$0
5339	2024	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
5339	2025	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
5339	2026	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
CMAQ	2024	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$741,108	\$741,108	\$0	\$555,831	\$185,277	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0
LOCAL	2024	\$8,500,000	\$8,500,000	\$0	\$0	\$8,500,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	TN State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,060,000	\$0	\$2,660,000	<i>KY State Funds</i> \$0	\$0	\$600,000
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	<i>\$1,600,000 (KY State Match)</i>	\$0	\$0
STBG-L	2023	\$28,287,728	\$27,741,760	\$22,630,105	\$0	\$5,657,623	\$20,430,105	\$545,968
STBG-L	2024	\$3,420,968	\$2,786,900	\$2,736,697	\$0	\$684,271	\$436,697	\$634,068
STBG-I	2025	\$3,659,068	\$3,000,000	\$2,907,177	\$0	\$731,691	\$507,177	\$659,068
STBG-L	2026	\$3,809,068	\$0	\$3,007,177	\$0	\$801,891	\$507,177	\$3,809,068
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$22,035,250	\$22,035,250	\$17,628,200	\$4,407,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$2,272,791	\$1,818,233	\$0	\$454,558	\$0	\$0

FY2023-FY2026 Transportation Improvement Program

Maintenance and Operations:

The Clarksville MPO and its member jurisdictions must assure the maintenance and efficient operation of existing transportation infrastructure. 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, street lighting, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these annual activities are not scheduled or funded in the TIP, they are included in Figure 5 to demonstrate that jurisdictions have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP for FY2023. These numbers are based on expected continual economic growth. Actual numbers may change.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds from TN and KY for operating assistance, and through TDOT and local funds contributed by the City of Clarksville. These funds are spent on daily operations activities, and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation infrastructure.

Montgomery County, Tennessee expends approximately \$7.3 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$17.4 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$257,300 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Hopkinsville, Kentucky expends approximately \$660,000 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for the City of Hopkinsville's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$129,919 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

KYTC expends approximately \$925,798 annually to operate and maintain the existing state routes and interstate in Christian County, KY MPO planning area.

TDOT expends approximately \$24,893,024 annually to operate and maintain the existing state routes and interstate in Montgomery County, TN MPO planning area.

For future years, an estimate of a four (4) percent increase in the budget is used as shown in Figure 6; except for KYTC. KYTC uses 0.02199987% for their growth rate that the STIP assumes. In the event federal transportation funds are made available for maintenance and operations projects, it will be identified in the TIP.

FY2023-FY2026 Transportation Improvement Program

Figure 5. Highway Operations and Maintenance Budgets – FY2023

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	\$17,400,000.00	\$ 17,400,000.00
Montgomery County, TN	\$ 7,304,000.00	\$ 7,304,000.00
City of Oak Grove, KY	\$ 257,300.00	\$ 257,300.00
City of Hopkinsville, KY	\$ 660,000.00	\$ 660,000.00
Christian County, KY*	\$ 239,998.00	\$ 239,998.00
KYTC-Christian County, KY	\$ 925,798.00	\$ 925,798.00
TDOT-Montgomery County/Clarksville, TN	\$ 24,893,024.00	\$ 24,893,024.00
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	\$ 5,253,342.00	\$ 5,253,342.00
Total Maintenance and Operations	56,933,462.00	\$ 56,933,462.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$499,668.00 in Transportation maintenance funds for Christian County.

Figure 6. Future Operations and Maintenance Budgets FY2024-FY2026

Maintenance and Operations	FY2024	FY2025	FY2026
City of Clarksville, TN	\$18,096,000	\$ 18,819,840	\$ 19,572,634
Montgomery County, TN	\$ 7,596,160	\$ 7,900,006	\$ 8,216,007
City of Oak Grove, KY	\$ 267,592	\$ 278,296	\$ 289,427
City of Hopkinsville, KY	\$ 686,400	\$ 713,856	\$ 742,410
Christian County, KY	\$ 249,598	\$ 259,582	\$ 269,965
KYTC-Christian County, KY	\$ 946,165	\$ 966,981	\$ 988,254
TDOT-Montgomery County/Clarksville, TN	\$ 25,888,745	\$ 26,924,295	\$ 28,001,267
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local	\$ 5,463,476	\$5,682,015	\$ 5,909,295
Total Maintenance and Operations	\$ 59,194,136	\$ 61,544,871	\$ 63,989,259

Public Participation:

The TIP public participation process follows the process outlined in the adopted Participation Plan (PP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP).

Public input is a critical element in the development of plans and programs by the MPO. The TIP is a significant document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The public participation process for the TIP is based on the policies and procedures outlined in the MPO's Participation Plan (PP).

**Evansville-Henderson FY 2024-2028 TIP
Financial Plan**

Federal regulations require the programming of state and local transportation programs and projects into a Transportation Improvement Program (TIP). This section will provide descriptions and sources of the varied federal, state, and local transportation funds supporting the TIP program of projects. Current and projected funding and revenue levels in the Evansville MPO Planning Area is also reviewed.

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.

03 FUNDING THE TIP



Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill Infrastructure Investment and Jobs Act (IIJA), as described in Chapter 1. The five-year transportation authorization continues the initiatives instituted with its predecessors MAP-21 and FAST-Act, and contains a number of new programs targeting equity, sustainability and resiliency. IIJA core programs include, but are not limited to, the following:

Federal Highway Administration (FHWA) Administered		Federal Transit Administration (FTA) Administered
Surface Transportation Block Grant (STBG)	PROTECT Formula Program	Section 5303 - Metropolitan Planning Program
Highway Safety Improvement Program (HSIP)	National Highway Performance Program (NHPP)	Section 5307 - Urbanized Area Formula Program
Congestion Mitigation and Air Quality (CMAQ)	National Highway Freight Program (NHFP)	Section 5339 - State of Good Repair Program
Carbon Reduction Program (CRP)		Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

FHWA Administered Funds

Surface Transportation Block Grant (STBG) Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered this reimbursement program. The STBG program provides funds that States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the IIJA continues all prior STBG eligibilities including several added under the FAST Act. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STBG funds (equal to 20 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. For public understanding purposes, the set-aside funds are noted in this document, as applicable (TA, RTP, STBG-B).

STBG funds can qualify for interstate construction and maintenance, which receive up to 90% federal obligation, while all other STBG funds receive up to 80% obligation. Funding priority within the urbanized area using MPO apportionment funds is determined by the MPO, while projects in rural areas must compete for statewide STBG funds administered by the State DOTs.

Highway Safety Improvement Program (HSIP)

IIJA continues the successful HSIP for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway-Highway Crossings Program continues as a set-aside from HSIP funding. The federal participation for HSIP projects is up to 90% reimbursement, with a few project types eligible for up to 100% reimbursement.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. 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 up to 80% reimbursement. CMAQ funds are only available to the Indiana portion of the MPO planning area.

Carbon Reduction Program (CRP)

The purpose of the Carbon Reduction Program (CRP) is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. By November 15, 2023, States are required to develop a Carbon Reduction Strategy that identifies projects, strategies, and policies to reduce transportation emissions.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

PROTECT funding is available to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure.

National Highway Performance Program (NHPP)

The IIJA continues the National Highway Performance Program, which was established under MAP-21. The 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. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects.

National Highway Freight Program (NHFP)

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10% of its NHFP funds for each

fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is up to 90% for projects on the Interstate system and up to 80% for any other project.

FTA Administered Funds

The FTA has several funding sources for operating, maintenance and capital expenses.

Section 5303 Metropolitan Planning

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Evansville-Henderson Urbanized Area's population and population density, and the revenue miles and passenger miles of METS and HART. The program covers up to 50% of annual operating costs and up to 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service (up to a predetermined operating cap). The City of Evansville or City of Henderson must provide the local match.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS and HART) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles, and prioritizes non-profit providers over public transportation providers. Funds not used by non-

profits may be used by METS and HART for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by METS and HART for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A local match is required from the City of Evansville, City of Henderson or non-profit organization.

Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and/or purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match.

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. The state funds are administered by INDOT and KYTC and are allocated through their agency project selection processes.

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Administration. Capital and operating funds are allocated through a performance-based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5339, leaving just a 10% local match for the City of Henderson. Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll credits reward states that spend their toll revenue on projects that would otherwise require federal-aid support. 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.

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. A description of potential local funding sources are as follows:

Local Road and Street funds

Local Road and 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.

Motor Vehicle Highway Account

This is the principal source of revenue for operation of street and highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of streets and roads.

Cumulative Bridge Fund

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide bridges and grade separations.

Local Option Auto Excise and Wheel Tax

The State of Indiana also provides for a local option auto excise and 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.

Municipal Road Aid and County Road Aid

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

Local Government Economic Assistance Fund

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. Thirty percent must be spent on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

Rural Secondary Program

The Kentucky Rural Secondary Program allocates funds to counties for the construction, reconstruction and maintenance of secondary and rural roads.

Local Transit Funding

Local transit funding includes fare revenue and funding from the city's general fund. Fare revenue is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of the City of Evansville and City of Henderson. Local non-profits derive their local match from a variety of sources, but primarily rely on donations from their boards, clients, and the local community.

Fiscal Constraint

The TIP must be fiscally constrained, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be implemented using committed, available, or reasonably available resources, and with assurance that funding is available to operate and maintain the federally supported transportation system. The funding projections used in the federal fiscal constraint analysis are based on the estimated apportionment levels in the IIJA which runs through federal fiscal year 2026. The funding projections for the outer years of the TIP assume the federal funding remains at the estimated FY 2026 apportionment levels. Federal fiscal constraint for the FY 2024-2028 TIP is demonstrated in Tables 3.1 and 3.3. Federal funds within the first four years of the TIP are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects.

For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered.

Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Table 3.2 summarizes local revenues and federal fund matching costs for the five years of the TIP. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

During the five-year period of this TIP, both METS and HART will continue to rely on federal, state and local funds for operating, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and City of Henderson, requiring the need for multiple revenue sources.

METS is eligible for FTA Section 5307, 5310 and 5339 funding. In addition to these federal funds, METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds can be used to assist in the financing of operating costs. All other METS funding is from the City of Evansville, primarily through the City's general fund. Riverboat funds may also be used as a local match for capital projects.

HART is also eligible for Section 5307, 5310 and 5339 funding from the FTA. Through a request to KYTC, HART may receive a 10% match for capital projects, reducing the City of Henderson's share for capital projects to 10%. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson general fund.

Table 3.3 is a summary of the local transit fiscal analysis. Estimated federal, state and local funding for METS, HART and local non-profits is compared to the programmed amounts as detailed in Table 4.4. More specific project information and detailed funding amounts are provided during the grant development process. Additional public outreach is also provided during the grant development process to solicit input regarding the projects and funding sources.

In compliance with the FTA Financial Capacity Policy (Circular 7008.1), it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2024 through 2028.

Table 3.1: Local Program Federal Fiscal Constraint

Table 3.1: Local Program Federal Fiscal Constraint						
Funding Source	All amounts in thousands					TIP Total
	2024	2025	2026	2027	2028	
Indiana LPA Program of Projects						
MPO Attributable						
STBG-U	\$ 5,111	\$ 5,213	\$ 5,317	\$ 5,315	\$ 5,315	\$ 26,270
HSIP	\$ 876	\$ 895	\$ 913	\$ 900	\$ 900	\$ 4,484
CMAQ	\$ 969	\$ 986	\$ 1,004	\$ 1,000	\$ 1,000	\$ 4,958
TA	\$ 712	\$ 726	\$ 740	\$ 740	\$ 740	\$ 3,658
CRP	\$ 621	\$ 633	\$ 646	\$ 640	\$ 640	\$ 3,180
PROTECT	\$ 229	\$ 234	\$ 239	\$ 230	\$ 230	\$ 1,162
CRRSAA	\$ 500	\$ 308	\$ -	\$ -	\$ -	\$ 808
MPO Transfers	\$ (1,500)	\$ (616)	\$ (2,000)	\$ -	\$ (5,000)	\$ (9,116)
Subtotal	\$ 7,517	\$ 8,378	\$ 6,859	\$ 8,825	\$ 3,825	\$ 35,405
State Attributable						
STBG-R	\$ 3,816	\$ 1,843	\$ 2,010	\$ -	\$ -	\$ 7,669
Subtotal	\$ 3,816	\$ 1,843	\$ 2,010	\$ -	\$ -	\$ 7,669
Note: Indiana HSIP includes annual STBG penalty funding.						
Kentucky LPA program of projects						
MPO Attributable						
SHN (STBG)	\$ 776	\$ 776	\$ 776	\$ 776	\$ 776	\$ 3,880
TA	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 400
CRP	\$ 92	\$ 92	\$ 92	\$ 92	\$ 92	\$ 460
Prior Year Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 948	\$ 948	\$ 948	\$ 948	\$ 948	\$ 4,740
Local Project Federal Funding (Indiana & Kentucky)						
Source	2024	2025	2026	2027	2028	total
Available Federal	\$ 12,281	\$ 11,169	\$ 9,817	\$ 9,773	\$ 4,773	\$ 47,813
Programmed Federal	\$ 11,583	\$ 9,387	\$ 8,844	\$ 8,364	\$ 4,122	\$ 42,300

Table 3.2: Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2024-2028	Programmed Local Matching Costs 2024-2028	Revenues Available for Operations/Maintenance
Indiana			
Vanderburgh County	\$ 49,194,321	\$ 12,251,020	\$ 36,943,301
City of Evansville	\$ 44,508,407	\$ 2,816,200	\$ 41,692,207
Warrick County	\$ 26,373,530	\$ 12,419,780	\$ 13,953,750
Kentucky			
Henderson County	\$ 11,245,145	\$ -	\$ 11,245,145
City of Henderson	\$ 2,994,653	\$ 280,000	\$ 2,714,653

Table 3.3: Local Program Federal Fiscal Constraint for Transit

	FY 2024-2028
Evansville-Henderson Urbanized Area	
Estimated Federal Funds (5307, 5339, 5310)	\$ 22,230,000
Estimated State & local funds (METS, HART & non-profits)	\$ 34,421,000
Programmed	\$ 56,651,000
Difference	\$ -

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**Louisville FY 2023-2026
TIP Financial Plan**

03 FUNDING

IN THIS CHAPTER:

Roadway

Public Transportation

Other Funds

Summary of Funding Award Authority Financial Plans

Transit Program of Projects

Operations and Maintenance

The IIJA/BIL furthers the commitment to funding programs for highways, transit, bicycle, and pedestrian programs that were established in previous transportation acts. The IIJA/BIL creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

ROADWAY

The following programs primarily focus on strengthening America's highways, establishing a performance-based program, creating jobs, and supporting economic growth, supporting the Department of Transportation's safety agenda, streamlining transportation programs, and accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs.

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) 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.

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 and 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 time frame.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) 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 STBG, a proportionate share of funds is set aside for the state's Transportation Alternatives (TA) program, as well as for state planning and research, and off-system bridges.

Fifty percent of the apportionment can be used in any area of the state, while the other fifty percent is sub-allocated 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

STBG funds, allocated to the Louisville/Jefferson County KY-IN MPA, are to be awarded 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 Department of Transportation. STBG monies obligated to the areas outside a Transportation Management Area (TMA) are to be spent at the discretion of the state department of transportation. INDOT and KYTC have the authority to award the state's share of STBG funds to projects within the Louisville/Jefferson County KY-IN MPA.

All STBG funds, other than those used for interstate completion or interstate maintenance projects, receive an 80% federal share toward the cost of each project. STBG funds 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 rest with the MPO. CMAQ funds typically represent 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 rest with KYTC, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects are typically 90%.

Transportation Alternatives (TA)

The Transportation Alternatives Program was established to fund alternative transportation projects, most notably for bicyclists and pedestrians. Fifty percent of the state's TA apportionment is sub-allocated by both Indiana and Kentucky 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
 - ◊ 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 storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff

- ◊ 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 these 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

Railway-Highway Crossing Hazard Elimination (Rail Safety)

This 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%. INDOT and KYTC have the authority to award these funds.

Carbon Reduction Program (CRP)

The IIJA/BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO²) emissions from on-road highway sources. States, in consultation with MPOs, are required to develop a carbon reduction strategy within two years of program enactment and update that strategy at least every four years.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The IIJA/BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk cost infrastructure.

Other Roadway Programs

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program. The majority of them are competitively awarded by the FHWA. More information about all FHWA programs under IIJA/BIL is available [here](#).

Carbon Reduction Program (CRP)

The IIJA/BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. States, in consultation with MPOs, are required to develop a carbon reduction strategy within 2 years of program enactment and update that strategy at least every four years.

PUBLIC TRANSPORTATION

The IIJA/BIL also provides programmatic funding to enhance 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).

TARC receives an annual allocation of funds through this program. 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. However, TARC is generally not eligible to use these funds for operating assistance.

Section 5309: Fixed Guideway Capital Investment Grant (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%.

This is a discretionary grant program whereby transit agencies are required to complete a series of steps over several years prior to receiving grant funds. These funds are very competitive and are typically used to build new fixed guideway systems using light rail and streetcars.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The goal of 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.

These funds have two specific requirements:

- 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

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.

These funds are awarded by INDOT's Office of Transit and KYTC's Office of Transportation Delivery to rural transit agencies. 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

Section 5337 is a formula-based 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 development and implementation of a Transit Asset Management Plan as well as the replacement and rehabilitation of:

- 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
- Operational support equipment, including computer hardware and software

Other Funds

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet (KYTC) 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 (INDOT) provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of 0.76 percent of the state's seven 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.

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.

SUMMARY OF FUNDING AUTHORITY

Understanding which agencies have the ability to award federal funds in the Louisville/Jefferson County KY- IN MPA for the different USDOT programs can be complicated. On the next page is a chart which explains the agencies that have the authority to award funds from the core federal transportation programs. There are many other smaller funding programs not listed below for which INDOT and KYTC, as the state DOTs, also have authority to award. In addition, both entities award state transportation funds through a variety of programs.

Although there are different agencies that have the authority to award funds from different programs, the TPC and KIPDA staff still have the ultimate responsibility to officially program (i.e. add) the projects and the associated funds TIP.

FINANCIAL PLANS

The IJJA/BIL requires the MPO to ensure the funds in the TIP are based on the Year of Expenditure, meaning they are adjusted to reflect how much each phase of a project will cost in the year in which they are scheduled. The TIP must be fiscally constrained, which means the MPO cannot program more dollars in the TIP than are anticipated to be received between FY 2023 – 2026. A financial plan of federal funds that are programmed in the TIP for FY 2023 -2026 is shown in **Figure 3** for Indiana programs and **Figure 4** for Kentucky programs.

TRANSIT PROGRAM OF PROJECTS (POP)

Transit projects requesting federal funds must be included in the TIP and endorsed by the TPC. TARC receives the majority of Federal Transit Administration

(FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the CMAQ, CRP, PROTECT, STBG, and TA programs.

TARC's proposed Fiscal Year 2023 – 2026 POP for FTA Section 5307 can be found in **Figure 5**. FTA Section 5310 projects are usually added to the TIP by administrative modification because the funds are awarded competitively on an annual basis. The anticipated annual allocations for FTA Section 5310 funds can be found in **Figure 6**. To date, TARC has not awarded any Section 5310 funds between FY 2023 – 2026. As additional FTA Section 5310 funds are awarded, the TIP will be updated to add the newly awarded transit projects. TARC's proposed Fiscal Year 2023 - 2026 POP for FTA Section 5339 funds can be found in **Figure 7**. Any FHWA funds that a transit agency receives are also listed in the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Figures 8 and 9. TARC's five-year Capital Improvement Program is shown in **Figure 10**.

These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. Other local agencies also have the responsibility of maintaining certain city/county-owned facilities. The amounts provided are the total costs including local,

state and federal funds. \$269,532,051 is anticipated to be expended over the four-year period of the TIP to maintain the roadways in Clark and Floyd counties. \$380,939,300 is anticipated to be expended over the four-year period to maintain roads in Bullitt, Jefferson, and Oldham counties. TARC has projected spending \$288,519,760 to operate transit in the five-county area over the next four years. Between Fiscal Year 2023 and Fiscal Year 2026 there will be approximately \$938,991,111 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.



INDOT

- National Highway Freight Program (NFHP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Section 130)
- Surface Transportation Block Grant (STBG)



KYTC

- Congestion Mitigation and Air Quality (CMAQ) - Statewide
- Highway Safety Improvement Program (HSIP) - Statewide
- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program
- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA)



TARC

- Section 5307: Urbanized Area Formula Grants
- Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities
- Section 5339: Grants for Buses and Bus Facilities Formula Program



KIPDA

- Congestion Mitigation and Air Quality (CMAQ) - Indiana Only
- Highway Safety Improvement Program (HSIP) - Indiana Only
- Surface Transportation Block Grant (STBG) - Both States
- Transportation Alternatives (TA) - Both States



FIGURE 3: FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

FY 2023

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$69,868,130	\$69,868,130	\$7,773,881	\$77,642,011
CMAQ-MPO	\$350,000	\$350,000	\$87,500	\$437,500
CRRSAA-MPO	\$1,262,685	\$1,262,685	\$315,672	\$1,578,357
HSIP-MPO	\$102,000	\$102,000	\$11,334	\$113,334
HSIP-ST	\$1,000,000	\$1,000,000	\$250,000	\$1,250,000
IM	\$225,000	\$225,000	\$25,000	\$250,000
NHPP	\$3,052,547	\$3,052,547	\$399,882	\$3,452,429
Section 5310	\$257,374	\$257,374	\$64,344	\$321,718
STBG-MPO	\$6,157,744	\$6,157,744	\$2,749,883	\$8,907,627
STBG-ST	\$27,966,768	\$27,966,768	\$6,182,294	\$34,149,062
Total	\$110,242,248	\$110,242,248	\$17,859,790	\$128,102,038

Source: KIRDA - Created With Datawrapper

FY 2024

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$5,202,320	\$5,202,320	\$608,176	\$5,810,496
CMAQ-MPO	\$1,295,942	\$1,295,942	\$840,058	\$2,136,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$181,194,388	\$181,194,388	\$20,158,815	\$201,353,203
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$8,022,918	\$8,022,918	\$1,805,343	\$9,828,261
STBG-ST	\$21,038,934	\$21,038,934	\$5,197,233	\$26,236,167
Total	\$216,754,502	\$216,754,502	\$28,609,625	\$245,364,127

Source: KIRDA - Created With Datawrapper

FY 2025

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$3,229,655	\$3,229,655	\$807,414	\$4,037,069
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$252,000	\$252,000	\$28,000	\$280,000
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$56,700,017	\$56,700,017	\$7,164,272	\$63,864,289
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$5,179,109	\$5,179,109	\$1,314,136	\$6,493,245
STBG-ST	\$25,824,128	\$25,824,128	\$3,395,283	\$29,219,411
Total	\$91,384,909	\$91,384,909	\$12,759,105	\$104,144,014

Source: KIPDA - Created with Datawrapper

FY 2026

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$13,890,396	\$13,890,396	\$1,543,378	\$15,433,774
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$2,024,926	\$2,024,926	\$3,233,824	\$5,258,750
STBG-ST	\$13,436,342	\$13,436,342	\$3,359,085	\$16,795,427
Total	\$29,551,664	\$29,551,664	\$8,186,287	\$37,737,951

Source: KIPDA - Created with Datawrapper

FIGURE 4: FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

FY 2023

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$400,000	\$400,000	\$0	\$400,000
Bridge	\$776,000	\$776,000	\$194,000	\$970,000
BRD	\$20,230,000	\$20,230,000	\$5,057,500	\$25,287,500
BRX	\$4,258,400	\$4,258,400	\$1,064,600	\$5,323,000
BRZ	\$1,425,600	\$1,425,600	\$356,400	\$1,782,000
CMAQ-ST	\$3,691,137	\$3,691,137	\$922,785	\$4,613,922
CRP-MPO	\$0	\$0	\$0	\$0
CRRSAA-MPO	\$6,491,799	\$6,491,799	\$0	\$6,491,799
FBP	\$0	\$0	\$0	\$0
GR	\$0	\$0	\$0	\$0
HSIP-ST	\$1,938,500	\$1,938,500	\$6,500	\$1,945,000
Local	\$0	\$0	\$0	\$0
NHPM	\$55,287,672	\$55,287,672	\$13,821,918	\$69,109,590
NHPP	\$380,000	\$380,000	\$95,000	\$475,000
NHSI	\$56,596,000	\$56,596,000	\$2,274,000	\$58,870,000
RAISE	\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000
RPRP	\$800,000	\$800,000	\$0	\$800,000
Section 5307	\$8,149,472	\$8,149,472	\$2,037,368	\$10,186,840
Section 5310	\$2,609,768	\$2,609,768	\$807,789	\$3,417,557
Section 5310-ARP	\$171,160	\$171,160	\$0	\$171,160
Section 5339	\$1,985,519	\$1,985,519	\$496,280	\$2,481,899
SPP	\$0	\$0	\$3,930,000	\$3,930,000
SSRAA	\$600,000	\$600,000	\$150,000	\$750,000
State	\$20,328,000	\$20,328,000	\$6,842,000	\$27,170,000
STBG-MPO	\$74,322,259	\$74,322,259	\$16,347,677	\$90,669,936
STBG-ST	\$29,858,240	\$29,858,240	\$7,464,560	\$37,322,800
STPS	\$0	\$0	\$0	\$0
STPF	\$15,929,600	\$15,929,600	\$3,982,400	\$19,912,000
TA-MPO	\$2,695,131	\$2,695,131	\$673,783	\$3,368,914
Total	\$313,923,277	\$313,923,277	\$67,774,680	\$381,697,957

FY 2024

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$0	\$0	\$0	\$0
Bridge	\$6,800,000	\$6,800,000	\$1,700,000	\$8,500,000
BRD	\$19,659,200	\$19,659,200	\$4,914,800	\$24,574,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$812,000	\$812,000	\$203,000	\$1,015,000
CRP-MPO	\$0	\$0	\$0	\$0
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$0	\$0	\$0	\$0
GR	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$1,650,000	\$1,650,000
NHPM	\$20,799,680	\$20,799,680	\$5,199,920	\$25,999,600
NHPP	\$15,803,349	\$15,803,349	\$3,089,261	\$18,892,610
NHSI	\$43,016,000	\$43,016,000	\$4,754,000	\$47,770,000
RAISE	\$0	\$0	\$0	\$0
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,813,274	\$14,813,274	\$3,703,318	\$18,516,592
Section 5310	\$1,478,422	\$1,478,422	\$369,616	\$1,848,038
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,055,519	\$2,055,519	\$513,880	\$2,569,399
SPP	\$0	\$0	\$580,000	\$580,000
SSRAA	\$0	\$0	\$0	\$0
State	\$1,584,000	\$1,584,000	\$2,626,000	\$4,210,000
STBG-MPO	\$31,358,281	\$31,358,281	\$7,621,297	\$38,979,578
STBG-ST	\$6,368,000	\$6,368,000	\$1,592,000	\$7,960,000
STPS	\$0	\$0	\$0	\$0
STPF	\$25,568,000	\$25,568,000	\$6,392,000	\$31,960,000
TA-MPO	\$5,083,978	\$5,083,978	\$1,163,245	\$6,247,223
Total	\$195,199,703	\$195,199,703	\$46,070,331	\$241,270,034

FY 2025

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0
BRO	\$12,284,800	\$12,284,800	\$3,071,200	\$15,356,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
CRP-MPO	\$1,684,239	\$1,684,239	\$443,561	\$2,127,800
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$3,368,000	\$3,368,000	\$842,000	\$4,210,000
GR	\$21,600	\$21,600	\$5,400	\$27,000
HSP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$390,000	\$390,000
NHPM	\$68,972,992	\$68,972,992	\$17,243,248	\$86,216,240
NHPP	\$0	\$0	\$0	\$0
NHSI	\$44,426,000	\$44,426,000	\$11,107,000	\$55,533,000
RAISE	\$1,558,400	\$1,558,400	\$204,000	\$1,762,400
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,844,621	\$14,844,621	\$3,711,155	\$18,555,776
Section 5310	\$1,505,550	\$1,505,550	\$376,388	\$1,881,938
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,165,519	\$2,165,519	\$541,380	\$2,706,899
SPP	\$0	\$0	\$14,488,000	\$14,488,000
SSR4A	\$0	\$0	\$0	\$0
State	\$0	\$0	\$5,585,000	\$5,585,000
STBG-MPO	\$7,029,070	\$7,029,070	\$7,689,098	\$14,718,168
STBG-ST	\$2,616,000	\$2,616,000	\$2,354,000	\$4,970,000
STPS	\$0	\$0	\$0	\$0
STPF	\$29,208,000	\$29,208,000	\$7,302,000	\$36,510,000
TA-MPO	\$5,550,769	\$5,550,769	\$1,387,693	\$6,938,462
Total	\$245,237,560	\$245,237,560	\$76,707,423	\$321,944,983

FY 2026

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APP	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0
BRO	\$12,082,400	\$12,082,400	\$3,020,600	\$15,103,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
CRP-MPO	\$1,622,000	\$1,622,000	\$405,500	\$2,027,500
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$11,720,800	\$11,720,800	\$2,930,200	\$14,651,000
GR	\$56,800	\$56,800	\$14,200	\$71,000
HSP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$1,500,000	\$1,500,000
NHPM	\$28,997,408	\$28,997,408	\$7,249,932	\$36,247,340
NHPP	\$0	\$0	\$0	\$0
NHSI	\$42,336,000	\$42,336,000	\$10,584,000	\$52,920,000
RAISE	\$6,233,600	\$6,233,600	\$0	\$6,233,600
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,848,642	\$14,848,642	\$3,712,160	\$18,560,802
Section 5310	\$1,539,600	\$1,539,600	\$384,900	\$1,924,500
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,250,519	\$2,250,519	\$571,680	\$2,822,199
SPP	\$0	\$0	\$29,105,000	\$29,105,000
SSR4A	\$0	\$0	\$0	\$0
State	\$0	\$0	\$2,890,000	\$2,890,000
STBG-MPO	\$14,638,939	\$14,638,939	\$3,636,236	\$18,275,175
STBG-ST	\$0	\$0	\$0	\$0
STPS	\$760,000	\$760,000	\$190,000	\$950,000
STPF	\$14,048,000	\$14,048,000	\$3,512,000	\$17,560,000
TA-MPO	\$1,276,000	\$1,276,000	\$319,000	\$1,595,000
Total	\$192,410,708	\$192,410,708	\$70,071,770	\$262,482,478

FIGURE 5: SECTION 5307 -
URBANIZED AREA FORMULA GRANT

FY 2023

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$80,000	\$20,000	\$100,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$4,000,000	\$1,000,000	\$5,000,000
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$192,064	\$48,016	\$240,080

FY 2024

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$80,000	\$20,000	\$100,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$196,049	\$49,012	\$245,061

FUNDING

FY 2025

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$100,000	\$25,000	\$125,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$80,000	\$20,000	\$100,000
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$201,055	\$50,264	\$251,319

FY 2026

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$100,000	\$25,000	\$125,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$80,000	\$20,000	\$100,000
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$205,076	\$51,269	\$256,345

Source: KIPDA • Created with Datawrapper

FIGURE 6: SECTION 5310 - ENHANCED MOBILITY OF SENIORS WITH DISABILITIES PROGRAM

Section 5310 - FY 2022 (Apportioned Year is 2022 / Programmed in FY 2023)

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3060	Operating Expenses (Section 5310-22 OTHER Project)	Operating expenses for Transit Authority of River City (TARC) for the "Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area" project to continue to provide paratransit work trips for people with disabilities who live or work outside the ADA service area.	\$254,532	\$254,532	\$509,064
3061	Operating Expenses (Section 5310-22 OTHER Project)	TARC performance of Program Administration of the Section 5310 Program for the period from July 1, 2022 through June 30, 2023	\$142,209	\$0	\$142,209
3045	Preventive Maintenance (Section 5310-22 TRADITIONAL Project)	Day Spring Wheelchair Van Maintenance Project. Purchase of preventive maintenance for its wheelchair-accessible van. The project will enable Day Spring to provide for individuals with disabilities in the Louisville Urbanized Area.	\$2,400	\$600	\$3,000
3046	Purchase Transit Vehicles (Section 5310-21 TRADITIONAL Project)	Purchase one (1) ADA-accessible full-size van with enhanced HVAC and extended warranty; and one (1) non-ADA-accessible standard 12-passenger van with extended warranty. The project will provide fixed route and on-demand transportation service in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.	\$109,600	\$27,400	\$137,000
3064	Purchase Transit Vehicles (Section 5310-22 OTHER Project)	Ztrip (WHC SAF, LLC, dba Ztrip) for the Wheelchair Van Project. Purchase four (4) ADA-accessible minivans to provide shared ride service as part of the existing TARC3 program.	\$243,200	\$60,800	\$304,000
3043	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Blue River Services, Inc. Floyd County Urbanized Area Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel-drive. The project will provide transportation for seniors and individuals with disabilities in the urbanized area of Floyd County, Indiana.	\$68,494	\$17,124	\$85,6183057
3058	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Rauch, Inc. Accessible Vehicle Project. Purchase of one (1) ADA-accessible minivan; and one (1) non-ADA-accessible standard minivan with all-wheel-drive. The project will transport individuals with disabilities to work, doctor appointments, shopping, community activities, entertainment, dining, and volunteer opportunities.	\$103,600	\$25,900	\$129,500
3044	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Christian Care Communities Old Louisville Area Seniors Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC. The project will provide transportation for seniors in the Old Louisville area of Louisville, Kentucky.	\$62,400	\$15,600	\$78,000
3063	Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)	Zoom Group, Inc. for the Zoom Group Transportation Project. Purchase one (1) ADA-accessible full-size van with enhanced HVAC; one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel drive; two (2) GPS Lockbox (Wayfinder) systems; and four (4) signage graphics. The project will provide transportation for seniors and individuals with disabilities to jobs, job training, job interviews, classes, and medical and mental health appointments. The project will serve approximately 250 physically and developmentally disabled adults, many of whom would be otherwise unable to acquire and maintain employment and access the community.	\$135,200	\$33,800	\$169,000
3048	Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)	Harbor House of Louisville, Inc. Improve Mobility for Seniors and Individuals with Disabilities Project. Purchase of two (2) ADA-accessible full-size vans with enhanced HVAC; one (1) non-ADA-accessible standard minivan; six (6) vehicle wrap graphics; six (6) in-vehicle cameras; and six (6) dispatch radios. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.	\$215,178	\$53,795	\$268,973
3060	Operating Expenses (Section 5310-22 OTHER Project)	Operating expenses for Transit Authority of River City (TARC) for the "Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area" project to continue to provide paratransit work trips for people with disabilities who live or work outside the ADA service area.	\$154,062	\$0	\$154,062
3061	Operating Expenses (Section 5310-22 OTHER Project)	TARC performance of Program Administration of the Section 5310 Program for the period from July 1, 2022 through June 30, 2023	\$17,118	\$0	\$17,118

Source: KIPDA's Office of Transportation

FIGURE 7: SECTION 5339 - GRANTS FOR BUSES & BUS FACILITIES FORMULA PROGRAM

Section 5339 - FY 2023

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$190,000	\$47,500	\$237,500
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,000,000	\$250,000	\$1,250,000
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA - Created with Datawrapper

Section 5339 - FY 2024

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,100,000	\$275,000	\$1,375,000
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA - Created with Datawrapper

Section 5339 - FY 2025

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,210,000	\$302,500	\$1,512,500
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA - Created with Datawrapper

Section 5339 - FY 2026

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$359,519	\$98,880	\$458,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,331,000	\$332,750	\$1,663,750
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA • Created with Datawrapper

FIGURE 8: TARC PROJECTED REVENUES & EXPENSES

OPERATING PROJECTIONS						
Fiscal Year	Operating Expenses	% Change	MTTF Contributions	Ind & Other Contributions	Operating Revenue	% Change
2000	\$37,382,722	ACT	\$28,994,419	\$844,438	\$7,543,865	ACT
2001	\$39,698,543	ACT	\$30,982,874	\$1,223,651	\$7,492,018	ACT
2002	\$38,854,782	ACT	\$30,857,284	\$1,282,990	\$7,214,508	ACT
2003	\$39,628,270	ACT	\$31,649,169	\$1,152,725	\$6,826,376	ACT
2004	\$38,142,774	ACT	\$30,686,583	\$645,346	\$6,810,845	ACT
2005	\$40,351,969	ACT	\$30,613,953	\$1,494,009	\$8,244,009	ACT
2006	\$44,348,514	ACT	\$34,280,413	\$1,422,251	\$8,645,851	ACT
2007	\$47,941,963	ACT	\$37,490,955	\$1,420,961	\$9,030,047	ACT
2008	\$51,284,977	ACT	\$39,109,870	\$1,351,725	\$10,823,384	ACT
2009	\$51,620,981	ACT	\$38,236,525	\$1,691,666	\$11,692,790	ACT
2010	\$48,960,386	ACT	\$34,579,447	\$3,292,003	\$11,088,936	ACT
2011	\$49,029,118	ACT	\$36,007,938	\$1,906,565	\$11,114,614	ACT
2012	\$52,145,780	ACT	\$38,849,946	\$1,260,785	\$12,035,049	ACT
2013	\$55,719,321	ACT	\$41,149,120	\$1,442,813	\$12,840,773	ACT
2014	\$54,587,384	ACT	\$39,793,989	\$1,640,374	\$13,153,021	ACT
2015	\$63,251,427	ACT	\$48,239,862	\$1,686,322	\$13,325,243	ACT
2016	\$61,143,301	ACT	\$46,238,385	\$1,535,985	\$13,368,931	ACT
2017	\$65,856,370	ACT	\$51,077,933	\$1,589,679	\$13,188,758	ACT
2018	\$63,365,749	ACT	\$48,788,672	\$1,640,547	\$12,936,530	ACT
2019	\$67,733,803	ACT	\$54,345,974	\$1,631,866	\$11,755,963	ACT
2020	\$66,289,745	ACT	\$52,986,246	\$2,170,947	\$11,132,552	-5.3%
2021	\$58,597,253	ACT	\$49,069,249	\$1,263,847	\$8,264,157	-25.8%
2022	\$62,666,906	EST	\$50,865,563	\$4,220,430	\$7,580,913	-8.3%
2023	\$69,112,431	BUD	\$59,696,312	\$1,661,142	\$7,754,977	2.3%
2024	\$71,512,269	3.47%	\$61,188,720	\$2,417,533	\$7,906,016	1.9%
2025	\$73,395,951	2.63%	\$62,718,438	\$2,807,864	\$7,869,649	-0.5%
2026	\$74,499,110	1.50%	\$64,286,399	\$2,329,946	\$7,882,765	0.2%
2027	\$76,696,789	2.95%	\$66,214,991	\$2,556,224	\$7,925,574	0.5%
2028	\$78,736,715	2.66%	\$68,201,440	\$2,603,148	\$7,932,126	0.1%
TOTALS	\$1,642,555,302		\$1,306,700,668	\$52,187,783	\$283,380,239	

Notes:

- Operating Expenses include MTF capital match.
- MTTF Contributions +0.02% occupational tax receipts per Louisville Metro ordinance (1974)
- Ind & Other Contributions are revenue from INDOT & KYTC (discretionary)
- Operating Revenue includes fare receipts, corporate contracts and advertising

Created with Datawrapper

FIGURE 9: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

Programmable Capital Revenues		Total Projected Expenses					
5307 Formula Program		Federal Share	Local Match	Total 5307 Funds Available	CEER ^a	Capital Purchases	Total Section 5307 Program of Projects
FY 2022	Actual	\$19,510,228	\$4,877,557	\$24,387,785	\$7,182,265	\$16,258,101	\$23,440,366
FY 2023	Budget	\$19,919,646	\$4,979,911	\$24,899,557	\$7,170,400	\$35,577,198	\$42,747,598
FY 2024	Estimate*	\$20,442,057	\$5,110,514	\$25,552,572	\$7,252,758	\$27,069,955	\$34,322,712
FY 2025	Estimate*	\$20,866,150	\$5,216,537	\$26,082,687	\$14,459,044	\$50,164,908	\$64,623,953
FY 2026	Estimate*	\$21,398,833	\$5,349,708	\$26,748,542	\$15,901,284	\$42,454,484	\$58,355,768
FY 2027	Estimate	\$21,612,822	\$5,403,205	\$27,016,027	\$16,298,817	\$22,608,362	\$38,907,179
FY 2028	Estimate	\$21,828,950	\$5,457,237	\$27,286,187	\$16,706,287	\$47,912,422	\$64,618,709
TOTAL		\$102,136,914	\$25,534,229	\$127,671,143	\$51,965,751	\$171,524,646	\$223,490,397

*Fiscal Years (FY) 2023 - 2028 based on projections from the Bill.
^aCapital Expense Match/Overmatch

Continued on the following page

5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available
FY 2022	Actual	\$1,672,863	\$418,216	\$2,091,079
FY 2023	Budget*	\$1,718,460	\$429,615	\$2,148,075
FY 2024	Estimate*	\$1,786,099	\$446,525	\$2,232,623
FY 2025	Estimate*	\$1,841,008	\$460,252	\$2,301,260
FY 2026	Estimate*	\$1,909,977	\$477,494	\$2,387,471
FY 2027	Estimate	\$1,929,076	\$482,269	\$2,411,346
FY 2028	Estimate	\$1,948,367	\$487,092	\$2,435,459
TOTAL		\$8,928,406	\$2,232,102	\$11,160,508

*Fiscal Years (FY) 2023 - 2028 based on projections from the Bill.

Continued on the following page

Total Formula Funds Available		
FY 2022	Actual	\$26,478,864
FY 2023	Budget	\$27,047,632
FY 2024	Estimate	\$27,785,195
FY 2025	Estimate	\$28,383,947
FY 2026	Estimate	\$29,136,012
FY 2027	Estimate	\$29,427,373
FY 2028	Estimate	\$29,721,646
TOTAL		\$138,831,651

Continued on the following page

FIGURE 10: TARC CAPITAL IMPROVEMENT PROGRAM

	FY 2022		DBE		FY 2023		DBE1		FY 2024		DBE2		FY 2025		DBE3	
	QTY	Actual	Potential	QTY	Estimate	Potential	QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimated	Potential	
FTA Required 5307 Category																
Security Enhancements		-	-		1,577,862	1,577,862		2,755,526	2,755,526		456,447	456,447				
Buses																
35' & 40' Fixed Route	31	14,849,519		14	7,364,000		8	5,007,520		8	5,383,084					
35' & 40' Full Electric	0	-		8	7,250,210		4	4,471,766		7	8,412,509					
20' Paratransit	2	140,841		0	-		7	764,750		0	-					
LF Paratransit Van	0	-		12	1,091,922		0	-		8	756,229					
40' Commuter	0	-		0	-		0	-		0	-					
Subtotal Revenue Vehicles	33	14,990,360		34	15,706,132		19	10,244,036		23	14,551,822					
Support Vehicles	0	-	-	5	132,494	132,494	3	86,264	86,264	3	92,734	92,734				
Service Trucks	0	-	-	2	72,068	72,068	1	41,439	41,439	2	89,094	89,094				
Facility Construction					2,556,683			-			20,000,000					
Facility Renovation/Maintenance		8,323	8		5,897,294	5,897,294		6,508,531	6,508,531		6,671,244	6,671,244				
Arch/Engineering/Environmental Consulting		583,724	584		416,494	416,494		781,024	781,024		800,549	800,549				
Passenger Amenities		296,350	296		492,607	492,607		250,000	250,000		250,000	250,000				
Shop Equipment & Bus Parts		12,192	12		764,548	764,548		200,000	200,000		205,000	205,000				
Office Equipment / Furniture		-	-		45,704	45,704		46,847	46,847		48,018	48,018				
Operational Infrastructure & Information Technology		367,152	-		6,945,281	-		5,000,000	-		4,500,000	-				
Svc Planning & Proj Admin		-	-		970,031	970,031		1,156,289	1,156,289		2,500,000	2,500,000				
Subtotal Other Capital		1,267,741			18,293,204			14,070,393			35,156,639					
Formula Preventive Maintenance		5,011,865			5,000,000			4,975,000			9,950,000					
Formula Non-FR ADA Paratransit		2,123,900			2,123,900			2,230,095			4,460,190					
Formula Contracted FR Service		46,500			46,500			47,663			48,854					
Subtotal CEER*		7,182,265			7,170,400			7,252,758			14,459,044					
La Grange Subrecipient Share		71,046			72,467			73,916			75,395					
CMAQ Sponsored Service					800,000			800,000			800,000					
GROSS CAPITAL PROGRAM COST		23,440,366	901		42,747,598	10,369,102		34,322,712	11,825,919		64,623,953	11,113,086				
Federal Share		18,639,620			34,198,078			26,846,370			51,699,162					
Local, State & Other Shares		4,800,746			8,549,520			7,476,342			12,924,791					
DBE 11% Goal			72			1,140,601			1,300,851			1,222,439				
COVID Emergency Operations Funding																
CARES Act Emergency Operations		10,387,177														
CRSSA Act Emergency Operations		16,478,674			4,896,014											
ARP Act Emergency Operations					20,504,079			24,000,000								
Notes:																
1) Maximum amount of contracted service eligible for capital contribution, given grantee (TARC) ownership of vehicles, is 40%.																
*Capital Eligible Expense Reimbursements																

**Huntington-Ashland-Ironton FY 2024-2027 TIP
Financial Plan**



Section 7: Financial Plan

One of the planning requirements of the IIJA/BIL is that the TIP must include “a financial plan that demonstrates how the TIP can be implemented and indicates resources from public and private sources that are reasonably expected to be available to carry out the program.” (23 U.S.C. 134 (j)(2)(B)(i-ii))

KYOVA's 2024-2027 TIP Financial Plan demonstrates that existing transportation facilities are being adequately operated and maintained by designating 80% of the final TIP funding for system maintenance and preservation.

In this TIP, those projects that have been selected by WVDOT, KYTC, or ODOT will be analyzed by the respective state and will be programmed accordingly. The burden of financial constraint will be the responsibility of the respective states.

Federal Aid Highway Program Funds

Under the IIJA, there are 9 basic highway formula funding programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
 - Transportation Alternatives Set-Aside
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program

- Congestion Mitigation & Air Quality (CMAQ)
- National Highway Freight Program (NHFP)
- Metropolitan Planning Program
- Carbon Reduction Program (new)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)(new)

Other highway funding programs include the Appalachian Development Highway System (ADHS) and the Bridge Program, and. The IIJA also includes several new discretionary grant programs such as Safe Streets and Roads for All (SS4A), Bridge Investment Program (BIP), Strengthening Mobility and Revolutionizing Transportation (SMART) Grant, Rural Surface Transportation Grant Program, and Reconnecting Communities Pilot Program.

The National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program (formerly TAP) are managed by the West Virginia Department of Transportation, the Kentucky Transportation Cabinet, and the Ohio Department of Transportation; additionally, STBG, and CRP funds are also sub-allocated to KYOVA. Projects funded through the STBG program are selected by KYOVA in cooperation with WVDOT, KYTC and ODOT. A list of funding source designations used in this document can be found in the table below.



Table 7-1: TIP Funding Sources

Program Funds		Programming Agency
NHPP	National Highway Performance Program	WVDOT, ODOT, KYTC
NH	National Highway	WVDOT, ODOT, KYTC
NHPG	National Highway Performance Safety (G)	WVDOT, ODOT, KYTC
HSIP	Highway Safety Improvement Program	WVDOT, ODOT, KYTC
STP	Surface Transportation Program	WVDOT, ODOT, KYTC, & KYOVA
NRT	National Recreational Trails	WVDOT, ODOT, KYTC
TAP	Transportation Alternatives Program	WVDOT, ODOT, KYTC, & KYOVA
TAP <5K POP	Transportation Alternatives Program Population < 5,000	WVDOT, ODOT, KYTC, & KYOVA
TAP 5-50K POP	Transportation Alternatives Program Population 5,000-50,000	WVDOT, ODOT, KYTC, & KYOVA
TAP 50-200K POP	Transportation Alternatives Program Population 50,000-200,000	WVDOT, ODOT, KYTC, & KYOVA
TAP TMA	Transportation Alternatives Program Transportation Management Area	WVDOT, ODOT, KYTC, & KYOVA
TE	Transportation Enhancements	WVDOT, ODOT, KYTC
STBG	Surface Transportation Block Grant Program	WVDOT, ODOT, KYTC & KYOVA
STBG FLEX	Surface Transportation Block Grant Program FLEX	WVDOT, ODOT, KYTC & KYOVA
STBG <5,000 POP	Surface Transportation Block Program under 5K Population	WVDOT, ODOT, & KYTC
STBG-OFF	Surface Transportation Block Grant Program – Off System Bridge	WVDOT, ODOT, & KYTC
STBG-TMA	Surface Transportation Block Grant Program – Transportation Management Area	WVDOT, ODOT, & KYTC
CMAQ	Congestion Mitigation & Air Quality Program	WVDOT, ODOT, KYTC, & KYOVA
CMAQ-FLEX	Congestion Mitigation & Air Quality Program - FLEX	WVDOT, ODOT, & KYTC
MTP	Metropolitan Transportation Planning	KYOVA
RRP	Railroad Protective Devices	WVDOT, ODOT, & KYTC
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	WVDOT, ODOT, & KYTC
SAH (DED STP)	Dedicated STP	KYTC
MTP	Metropolitan Transportation Planning	KYOVA
HWI – BR	Highway Infrastructure - Bridge	WVDOT
MSTP	MPO Surface Transportation Program (Ohio)	KYOVA
CSTP	County Surface Transportation Program (Ohio)	COUNTY ENGINEER
OTHER-BOND	Other Bond (Go-Bond Funding)	WVDOT
FLAP	Federal Lands Access Program	WVDOT, ODOT, KYTC
5339	Bus and Bus Facilities	WVDOT, ODOT, KYTC
5307/5340	FTA Formula (Operating Capital)	WVDOT, ODOT, KYTC
5310	FTA Elderly/Handicapped Capital Grants	KYOVA/TTA
5303	Transit Planning	KYOVA
4BG	Ohio Reference for Local Share	ODOT
002	Ohio Reference for State Share	ODOT



Innovative Financing – ODOT & WVDOT

Using innovative financing tools allows ODOT, WVDOT and MPOs such as KYOVA to develop and create innovative procedures to build, manage, maintain, and operate our transportation infrastructure. These tools assist all agencies in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing include Advance Construction, Public-Private-Partnerships (P3s), and Toll Credits.

Advance Construction

WVDOT and KYOVA utilize advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows agencies to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA confirms that WVDOT and KYOVA follow all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA does not guarantee funding for the project, but is indicating that the activities would be eligible.

By utilizing advance construction in short-term projects, WVDOT and ODOT can convert its appropriations and obligation limitation for costs that are currently being incurred and maintain a balance throughout the federal fiscal year. The long-term projects can be used primarily for State DOTs, MPOs or CEAO SIB (County Engineers Association of Ohio State Infrastructure Bank) loans that are utilized and managed by State DOTs and MPOs, such as KYOVA. The SIB loans are taken out by a local sponsor and paid off utilizing federal MPO or CEAO funding. These loans have a typical repayment term of 10 years and are paid down using a level principal amortization schedule. These loans typically have two annual payments due. At the designated payment dates, advance construction is converted in the amount of the federal participating principal and interest due.

An example of a long-term project using the SIB loan method in the KYOVA region is the South Point Intermodal Cargo Dock/Intermodal Facility. This SIB loan was in the amount of \$2,600,000 to facilitate the initial construction of this piling/intermodal dock facility.

Public-Private Partnerships (P3c)

Chapter 5501 of Title LV of the Ohio Revised Code governs the use of public private partnerships (P3s) for state transportation projects in Ohio. P3s can provide numerous benefits in the finance, design, construction, maintenance and operation of transportation facilities.

One of the P3 projects in the KYOVA regional area is the Portsmouth Bypass project in Scioto County, Ohio, which opened to traffic in 2018. This project was a new roadway just outside of Portsmouth, connecting U.S. Route 52 east of New Boston to U.S. Route 23 north and west of Lucasville. This project was procured as a Design Build Finance Operate and Maintain (DBFOM) with availability payments. DBFOM with availability payments combines the complete spectrum of equity finance and delivery. The project was financed by the private partner with a combination of private debt and equity along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loans through FHWA. ODOT will repay the private partner using availability payments for the capital and operations costs over a thirty-year period provided the transportation facility meets the performance specifications of the public-private agreement.

Toll Credits

Toll Credits are credits that states earn from nonfederal capital expenditures that public or private agencies make “to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce.”

Section 120(j) of Title 23 permits the use of Toll Credits to fulfill some or all of the federal matching fund requirements normally associated with the financing of eligible Title 23 and Title 49 surface transportation capital, operating, or planning



projects. The application of TCs increases the federal share of a project, thereby reducing required non-federal match requirements.

It is important to note that TCs are not “cash” or additional funding, but instead are credits that can be applied to surface transportation federal aid projects. Utilizing TCs increases the percentage and amount of federal funding that is used to finance an eligible project. These credits are made available to some ODOT capital programs, including the MPO and Large City Program.

Grouped Projects

West Virginia

With the new 2023-2028 STIP, the WVDOH includes “Groupable Buckets” which most projects will fall into. Projects with a phase cost larger than \$10,000,000, Safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity and projects that affect air quality are considered not groupable. All other projects will be considered groupable under the new STIP/TIP operating guidelines. The groupable buckets are described below and can be further explained in Appendix C of the 2023-2028 STIP.

Table 7-2: West Virginia Grouped Projects

Bucket Group #	Bucket Program Name	Bucket Program Description
1	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint
2	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects
3	Localized Mobility Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction
4	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program
5	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other
6	Pavement Program	Fed Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement
7	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR signals; Lighting
8	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339



TIP Amendment vs. Administrative Adjustment Process

Under groupable projects, an amendment is a major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding, deleting or moving across federal fiscal years a number of projects with a sum cost greater than 10% of the bucket size, which is found in the WV STIP; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA - rolling stock or facility type), changing capital category (FTA), and may include changing termini which changes the project from groupable to not groupable; or
- Any change requiring a new regional air quality conformity finding which changes the project from groupable to not groupable; or
- A greater than \$10,000,000 cost increase or cost decrease in a phase of a project listed in the current STIP/TIP which changes the project from groupable to not groupable.

For projects considered not groupable, an amendment is any major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding or deleting any safety project; or
- Adding or deleting any project that adds new traffic signals; or
- Adding or deleting any project that affects air quality; or

- Adding or deleting any project that changes traffic capacity of a road or bridge; or
- Adding or deleting any expansion project; or
- Adding or deleting any regionally significant, non-federal aid project; or
- Major change in scope of work or cost changes greater than \$2,000,000.

Amendments may be made to the STIP/TIP at any time during the life of the STIP/TIP and require federal approval by FHWA and/or FTA. The amendment, when required, must be consistent with 23 CFR 450 including public involvement procedures, air quality conformity and fiscal constraint.

An administrative adjustment is a minor change in the approved STIP/TIP. Adjustments may be made to the STIP/TIP at any time during the life of the STIP/TIP and do not require federal approval, but will be submitted to FHWA and/or FTA for informational purposes. The administrative adjustment is to meet requirements of the 23 CFR 450 and is defined as follows:

- A minor change in project description that does not change the Air Quality conformity finding in maintenance and nonattainment areas or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the STIP/TIP); or
- Moving programmed projects from year to year within an approved STIP/TIP, except those that cross Air Quality horizon years; or
- A cost change to a groupable project that is less than \$10,000,000 and doesn't change the groupable bucket size by more than 10%; or
- A change to a project that is considered groupable as long as the change does not make it not groupable



Kentucky

Transportation planning regulations applicable to the development and content of TIPs 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, system preservation, etc. Typically, these projects are not generated through the metropolitan planning process; they are usually initiated by traffic operations or maintenance staff to correct existing problems or deficiencies, or they are the result of successful grant applications by local government agencies.

For the reasons noted above, KYTC and KYOVA 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 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.

Table 7-3: Kentucky Grouped Project List

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



Description (All projects are located in Boyd or Greenup County)
Guardrail/median barriers/crash cushions
Pavement markers and markings
Railroad/highway crossing safety improvements and warning devices
Highway Safety Improvement Program projects
Driver education programs
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plan to meet requirements of the Americans with Disabilities Act ADA
Operating assistance to transit agencies
Rehabilitation of transit vehicles
Construction of transit passenger shelters and information kiosks
Transportation Enhancement activities including streetscaping, landscaping, plantings, and informational signs
Planning and Technical Studies

Ohio

Ohio utilizes Grouped Projects in the TIPs and STIP as shown in the following Grouped Project List. Federal regulations establish the parameters as to whether a project is able to be included on the STIP/TIP as part of a Group. ODOT has automated the Group Process for determining if an individual project was eligible for inclusion in a Group.

Process

When a project is programmed in Ellis, an automated report determines whether the project meets the requirements for inclusion in a Group. If the project is eligible to be part of a Group, the *CO Approved STIP Line Item Eligibility* field on the Project Overview screen in Ellis is marked with a *Yes*. A Group Report is generated monthly for projects/phases within the current STIP period that are Group eligible. This monthly report is sent to Districts, MPOs, RTPOs and program managers for a coordinated review (1 week). After the review period, Ellis is updated with the STIP Group Reference ID and the Group Report is posted to the STIP website. All projects identified on the

posted Group Report are considered to be on the TIP/STIP via the Group(s) identified.

Exceptions

As the Group Process is automated, it may be possible for a project to be misidentified as eligible or ineligible to be included in a Group. As such during the review period, the District, MPO, RTPO, and/or program manager may request that a project be reviewed to further determine eligibility or ineligibility.

An MPO, RTPO, District, or program manager may submit a waiver request via email to the Statewide STIP Coordinator to remove or add a project from or to the Group Report. The request is to include the project name, PID, reason for the request, and action being requested. The request will be reviewed and processed accordingly.

Fiscal Constraint

STIP/TIP fiscal constraint is maintained by fiscal year per Group and not on the individual projects utilizing the Group "OHIO ONLY".



Table 7-4: Ohio 2024-2027 Highway STIP Group Summary

November 2022 Costs in \$Millions	2024 Budgets	2025 Budgets	2026 Budgets	2027 Budgets	Total Budgets
STIP Group <i>(Programs Related to Group)</i>					
Discretionary / Earmark (40) <i>(Appalachian Development, Discretionary, Earmark)</i>	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0
Emergency (41) <i>(Emergency)</i>	\$38.1	\$10.5	\$10.5	\$10.5	\$69.6
FLAP (42) <i>(Federal Lands Access Program)</i>	\$2.6	\$.7	\$.7	\$.7	\$4.8
Local Programs (43) <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>	\$129.3	\$132.6	\$130.1	\$90.2	\$482.2
Major Programs (44) <i>(Minor project activities funded by Major Programs)</i>	\$109.3	\$124.2	\$120.4	\$123.2	\$477.2
MPO Capital (45) <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$4.8	\$4.9	\$5.0	\$4.0	\$18.7
National Highway Freight (46) <i>(National Highway Freight)</i>	\$19.4	\$9.9	\$9.9	\$9.9	\$49.2
Other (47) <i>(Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs, Carbon Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)</i>	\$124.0	\$81.4	\$80.7	\$44.7	\$330.8
Preservation (48) <i>(District Preservation)</i>	\$396.9	\$554.4	\$530.9	\$532.9	\$2015.1
Rail (49) <i>(Railroad Crossing Safety, Freight Rail Development)</i>	\$7.6	\$14.8	\$14.8	\$14.8	\$51.9
Rec Trails (50) <i>(Recreational Trails Program)</i>	\$1.7	\$1.7	\$1.7	\$1.7	\$6.7
Safety (51) <i>(Highway Safety Improvement Program)</i>	\$111.0	\$121.2	\$99.3	\$82.0	\$413.5
State (52) <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue, State Road Improvements)</i>	\$818.5	\$549.6	\$552.3	\$556.9	\$2477.3
RTPO Capital (53) <i>(Regional Transportation Planning Organizational Capital Program)</i>	\$5.5	\$2.7	\$2.7	\$2.7	\$13.7
Total Grouped Projects	\$1769.7	\$1609.7	\$1560.0	\$1475.3	\$6414.7



Table 7-5: Ohio 2024-2027 Transit STIP Group Summary

January 2023 Costs in \$Millions	2024 Estimates	2025 Estimates	2026 Estimates	2027 Estimates	Total Estimates
STIP SLI Groups (Reference No.)					
<i>(Programs Related to Group)</i>					
5310 Small Urban/ Rural <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$12.2	\$5.9	\$6.1	\$6.2	\$30.4
5310 <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$6.0	\$3.5	\$3.6	\$3.7	\$16.8
5311 <i>(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)</i>	\$101.1	\$36.9	\$37.8	\$38.6	\$214.4
5339 <i>(Bus and Bus Facilities for Rural)</i>	\$13.2	\$4.0	\$4.0	\$4.0	\$25.2
State (9999) <i>(General Revenue Match)</i>	\$36.5	\$36.5	\$36.5	\$36.5	\$146.0
Total Grouped Projects	\$169.0	\$86.8	\$88.0	\$88.9	\$432.8



Transit Allocated Funds

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter which is

then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

Fiscal Constraint Analysis for FY 2024-2027

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible and can be expected to be funded as programmed within the timeframe of the TIP. Transit projects are based on future section 5307 funding at current levels and Section 5339 funding which can be reasonably anticipated. Tables 7-6 through 7-8 display the Financial Plan for West Virginia, Kentucky, and Ohio.



Table 7-6: TIP Financial Plan for West Virginia per Fiscal Year by Funding Category (FY 2024-2027)

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024 - 2027)					
Type of Federal Funds	Federal Fund Usage FY 2024	Federal Fund Usage FY 2025	Federal Fund Usage FY 2026	Federal Fund Usage FY 2027	TOTAL
HWI-OFF	\$1,070,000	\$700,000	\$1,680,000	\$1,950,000	\$5,400,000
NHPP	\$3,569,200	\$1,468,000	\$12,583,200	\$0	\$17,620,400
NRT	\$120,000	\$0	\$0	\$0	\$120,000
STBG	\$2,443,000	\$0	\$0	\$0	\$2,443,000
STBG-TMA	\$18,601,224	\$3,401,224	\$3,401,224	\$10,203,672	\$35,607,344
STBG-FLEX	\$1,906,163	\$2,619,040	\$1,960,628	\$8,617,871	\$15,103,702
TAP-TMA	\$539,466	\$539,466	\$371,832	\$371,832	\$1,822,596
CMAQ	\$0	\$1,600,000	\$0	\$0	\$1,600,000
TOTAL	\$28,249,053	\$10,327,730	\$19,996,884	\$21,143,375	\$79,717,042
SECTION 5310 FTA ALLOCATION	\$367,983	\$382,703	\$398,011	\$413,931	\$1,562,627
Section 5307 & SECTION 5340	\$1,746,128	\$1,815,973	\$1,888,612	\$1,964,156	\$7,414,869
Section 5339	\$143,643	\$149,388	\$155,364	\$161,579	\$609,974
TOTAL	\$2,257,754	\$2,348,064	\$2,441,986	\$2,539,666	\$9,587,470



Table 7-7: TIP Financial Plan for Kentucky per Fiscal Year by Funding Category (FY 2024-2027)

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024-2027)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2024	FEDERAL FUND USAGE FY 2025	FEDERAL FUND USAGE FY 2026	FEDERAL FUND USAGE FY 2027	TOTAL
HSIP					\$0
NH		\$13,216,000	\$31,056,000	\$2,000,000	\$46,272,000
GR	\$68,000				\$68,000
SAH-TAP (DED. STP)					\$0
SAH (DED. STP)	\$1,550,000				\$1,550,000
SAH-STP (DED. STP)	\$11,864	\$13,600	\$13,600	\$13,600	\$52,664
STPF	\$4,624,000	\$3,200,000		\$8,000,000	\$15,824,000
STP	\$416,000				\$416,000
STP1					\$0
STP5		\$1,560,000			\$1,560,000
BRO					\$0
FBP	\$264,000	\$4,400,000	\$506,400	\$5,891,200	\$11,061,600
FBP2		\$246,400			\$246,400
TOTAL	\$6,933,864	\$22,636,000	\$31,576,000	\$15,904,800	\$77,050,664
Section 5307 & SECTION 5340	\$425,248	\$442,258	\$459,948	\$478,346	\$1,805,800
FY 23 Max Amt. 5307 operating asst. allowed 5307(a)(2)(B)*	\$467,771	\$486,482	\$505,941	\$526,179	\$1,986,373
Section 5339	\$73,127	\$76,052	\$79,094	\$82,257	\$310,529
TOTAL	\$966,146	\$1,004,792	\$1,044,983	\$1,086,782	\$4,102,702



Table 7-8: TIP Financial Plan for Ohio per Fiscal Year by Funding Category (FY 2024-2027)

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024-2027)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2024	FEDERAL FUND USAGE FY 2025	FEDERAL FUND USAGE FY 2026	FEDERAL FUND USAGE FY 2027	TOTAL
CRP	\$80,000	\$0	\$283,576	\$0	\$363,576
HSIP	\$103,426	\$0	\$0	\$0	\$103,426
CMAQ	\$136,258	\$0	\$0	\$0	\$136,258
TE	\$0	\$0	\$111,560	\$0	\$111,560
STBG	\$483,812	\$240,000	\$461,864	\$308,000	\$1,493,676
OTPP	\$0	\$0	\$0	\$2,500,000	\$2,500,000
CRRSAA	\$29,603	\$0	\$0	\$0	\$29,603
TOTAL	\$833,099	\$240,000	\$857,000	\$2,808,000	\$4,738,099
Section 5307 & SECTION 5340	\$528,387	\$549,522	\$571,503	\$594,363	\$2,243,775
Section 5339	\$44,399	\$46,175	\$48,022	\$49,942	\$188,537
TOTAL	\$572,785	\$595,697	\$619,524	\$644,305	\$2,432,312

KYOVA Sub-Allocated Funds

WVDOT, KYTC, and ODOT sub-allocate federal funding to KYOVA for the Congestion Mitigation and Air Quality (CMAQ) Program (Ohio only) and the Surface Transportation Block Grant Program (STBG), which includes a set-aside for Transportation Alternatives (TA). As part of the development of the TIP, WVDOT, ODOT, and KYTC provided a forecast of these funds anticipated to be available during the fiscal years 2024 through 2027 as shown in tables 7-9 through 7-11.

KYOVA uses an application process to award these funds to project sponsors and is outlined on the

KYOVA website under Funding Opportunities. The project selection policy was approved by the Policy Committee and provides all project sponsors with an understanding of the process utilized by this planning agency for developing the TIP and for the administration of STBG (including TA) and CMAQ Ohio funds. New applications are reviewed for eligibility, completeness and required prerequisites to be included in the program. All of the project requests must be reviewed by the Policy Committee and are subjected to a ranking process to prioritize the projects for funding priority.

Table 7-9: West Virginia Suballocated Funds

KYOVA Suballocated Funds - West Virginia*					
FY 2022-2027					
Year		STP Funds	TAP Funds	Comments	
2022	Suballocated Amount	\$ 3,782,554	\$ 167,701	Huntington Streetscapes (CP) (Total - \$1,200,000)	\$960,000
				Huntington Streetscapes (RW) (Total - \$300,000)	\$240,000
	FY 2021 Carry Forward	\$ 6,196,405	\$ 148,646		
	Available 2022 Budget	\$ 9,978,959	\$ 316,347		
	Project Demand Total	\$ 1,200,000	\$ -		
	Shortfall/Balance	\$ 8,778,959	\$ 316,347		
	Budget Transactions Revised Budget				
Carry Over	\$ 8,778,959	\$ 316,347			
2023	Suballocated Amount	\$ 3,475,456	\$ 167,701	Huntington Streetscape Project (Construction) (Total - \$10,600,000)	\$8,480,000
	FY 2022 Carry Forward	\$ 8,778,959	\$ 316,347		
	Available 2023 Budget	\$12,254,415	\$ 484,048		
	Project Demand Total	\$8,480,000	\$ -		
	Shortfall/Balance	\$ 3,774,415	\$ 484,048		
	Budget Transactions Revised Budget				
	Carry Over	\$ 3,774,415	\$ 484,048		
2024	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2024	
	FY 2023 Carry Forward	\$ 3,774,415	\$ 484,048		
	Available 2024 Budget	\$ 7,249,871	\$ 651,749		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 7,249,871	\$ 651,749		
	Budget Transactions Revised Budget				
	Carry Over	\$ 7,249,871	\$ 651,749		
2025	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2025	
	FY 2024 Carry Forward	\$ 7,249,871	\$ 651,749		
	Available 2025 Budget	\$10,725,327	\$ 819,450		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$10,725,327	\$ 819,450		
	Budget Transactions Revised Budget				
	Carry Over	\$10,725,327	\$ 819,450		
2026	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2026	
	FY 2025 Carry Forward	\$10,725,327	\$ 819,450		
	Available 2026 Budget	\$14,200,783	\$ 987,151		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$14,200,783	\$ 987,151		
	Budget Transactions Revised Budget				
	Carry Over	\$14,200,783	\$ 987,151		
2027	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2027	
	FY 2026 Carry Forward	\$14,200,783	\$ 987,151		
	Available 2027 Budget	\$17,676,239	\$1,154,852		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$17,676,239	\$1,154,852		
	Budget Transactions Revised Budget				
	Carry Over	\$17,676,239	\$1,154,852		

* Subject to change based on updated information

Table 7-10: Kentucky Suballocated Funds Tables

FY 2021-2027					
Year		STP Funds	TAP Funds	Comments	
2021	Suballocated Amount	\$ 1,396,599	\$ 74,566	STP Projects:	
	FY 2020 Carry Forward	\$ 7,808,035	\$ 329,502	Flatwoods sidewalk (U/C) \$199,680	
	Available 2021 Budget	\$ 9,204,634	\$ 404,068	Turn lanes @ US-60/KY-180 \$604,982	
	Project Demand Total	\$2,251,262	\$ -	\$ -	Winchester Ave Streetscape - Ashland \$200,000
					Dawes Avenue - Ashland \$196,000
					Turn lanes @ US23/KY5 (D) \$5,000
	Shortfall/Balance	\$ 6,953,372	\$ 404,068	Replace grass median along US-23 (D) \$15,000	
Budget Transactions Revised Budget			Cont. green light on US60 at KY1012 (D) \$5,000		
Carry Over	\$ 6,953,372	\$ 404,068	KY-1 turn lane/Argillite Elem (D/R/U/C) \$980,000		
			Lloyd Sidewalk (D) \$16,000		
			McConnell House scalehouse (D) \$16,000		
			FY21 UPWP \$13,600		
2022	Suballocated Amount	\$ 1,685,126	\$ 74,566	STP Projects:	
	FY 2021 Carry Forward	\$ 6,953,372	\$ 404,068	Turn lanes @ KY5/US23 @ \$214,323	
	Available 2022 Budget	\$ 8,638,498	\$ 478,634	Replace grass medial along US23 (C) \$501,337	
	Project Demand Total	\$1,363,671	\$ -	\$ -	Cont. green light on US60 at KY1012 (C) \$154,547
					City of Greenup Riverwalk (D) \$28,800
					Lloyd SRTS-Phase 2 @ \$124,800
	Shortfall/Balance	\$ 7,274,827	\$ 478,634	FY 2022 UPWP \$11,864	
Budget Transactions Revised Budget			Plan/Design Winchester Ave-Ashland \$328,000		
Carry Over	\$ 7,274,827	\$ 478,634			
2023	Suballocated Amount	\$ 1,718,828	\$ 74,566	STBG Projects:	
	FY 2022 Carry Forward	\$ 7,274,827	\$ 478,634	"D" for KY716/3292 Roundabout (Expected) \$200,000	
	Available 2023 Budget	\$ 8,993,655	\$ 553,200	City of Greenup-Riverwalk (C) \$244,880	
	Project Demand Total	\$520,744	\$ -	\$ -	McConnell House Scalehouse (C) \$64,000
					FY23 UPWP \$11,864
	Shortfall/Balance	\$ 8,472,911	\$ 553,200		
Budget Transactions Revised Budget					
Carry Over	\$ 8,472,911	\$ 553,200			
2024	Suballocated Amount	\$ 1,753,205	\$ 74,566	"R/U" for KY716/3293 Roundabout \$1,250,000	
	FY 2023 Carry Forward	\$ 8,472,911	\$ 553,200	Expected	
	Available 2023 Budget	\$ 10,226,116	\$ 627,766	FY 24 UPWP \$11,864	
	Project Demand Total	\$1,261,864	\$ -	\$ -	
	Shortfall/Balance	\$ 8,964,252	\$ 627,766		
Budget Transactions Revised Budget					
Carry Over	\$ 8,964,252	\$ 627,766			
2025	Suballocated Amount	\$ 1,788,269	\$ 74,566	STP Projects:	
	FY 2024 Carry Forward	\$ 8,964,252	\$ 627,766	"C" for KY716/3293 Roundabout (Expected) \$ 550,000	
	Available 2025 Budget	\$ 10,752,521	\$ 702,332	FY25 UPWP \$ 12,000	
	Project Demand Total	\$ 562,000	\$ 0	\$ 0	
	Shortfall/Balance	\$ 10,190,521	\$ 702,332		
Budget Transactions Revised Budget					
Carry Over	\$ 10,190,521	\$ 702,332			
2026	Suballocated Amount	\$ 1,824,034	\$ 74,566	STP Projects:	
	FY 2025 Carry Forward	\$ 10,190,521	\$ 702,332	FY26 UPWP \$12,000	
	Available 2026 Budget	\$ 12,014,555	\$ 776,898		
	Project Demand Total	\$12,000	\$ 0	\$ 0	
	Shortfall/Balance	\$ 12,002,555	\$ 776,898		
Budget Transactions Revised Budget					
Carry Over	\$ 12,002,555	\$ 776,898			
2027	Suballocated Amount	\$ 1,824,034	\$ 74,566	No Funds Encumbered FY 2021	
	FY 2026 Carry Forward	\$ 12,002,555	\$ 776,898	STP Projects	
	Available 2027 Budget	\$ 13,826,589	\$ 851,464	FY27 UPWP \$12,000	
	Project Demand Total	\$12,000	\$ -	\$ -	
	Shortfall/Balance	\$ 13,814,589	\$ 851,464		
Budget Transactions Revised Budget					
Carry Over	\$ 13,814,589	\$ 851,464			

* Subject to change based on updated information

Table 7-11: Ohio Suballocated Funds Tables

KYOVA Draft Suballocated Funds - Ohio							
KYOVA SFY 2023-2027 Capital Program							
Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	C337 (CRRSAA)	4CD7 (CRP)	Comments
2023	Current Budget	\$720,269	\$408,042	\$55,470		\$148,373	
	SFY 2022 Carry Forward	\$1,089,269	\$65,650	\$275,161	\$204,603	\$0	
	Net SFY 2023 Budget	\$1,809,538	\$473,692	\$330,631	\$204,603	\$148,373	
	Project Demand						
	92753 - Intermodal debt service		\$271,332				
	106508 - LAW TID-US52/SR243	\$2,160,000			\$175,000		switched \$175,000 TE funds to CRRSAA
	113227-LCT New Fixed Route Service		\$164,000				
	117283 - Ironton paving (Design)	\$44,080					
	110295 - South Point Sidewalks (RW)			\$104,400		\$78,000	
	New O/D Data Service Contract	\$1,071					
	MPO to MPO Loan (Payment)	-\$450,000					
	SFY 2023 Program Totals	\$1,755,151	\$435,332	\$104,400	\$175,000	\$78,000	
	Shortfall/Balance	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2022 SAC budget trade
	New Available Budget	\$1,809,538	\$473,692	\$330,631	\$29,603	\$70,373	
	Carry Over	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
2024	Current Budget	\$655,340	\$408,042	\$55,470		\$76,200	
	SFY 2023 Carry Forward	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
	Net SFY 2024 Budget	\$709,727	\$446,402	\$281,701	\$29,603	\$146,573	
	Project Demand						
	92753 - Intermodal debt service		\$136,258				
	113228-LCT New Fixed Route Service		\$164,000				
	110295 - South Point Sidewalk (Env+DD)			\$101,081			
	117283 - Ironton paving (Con)	\$323,852					
	118829 - SRTS Study				\$29,603		
	112187 - Multimodal Parking Deck (Design)			\$180,000		\$20,000	
	MPO to MPO loan (Payback)	\$450,000					
	SFY 2024 Program Totals	\$773,852	\$300,258	\$281,081	\$29,603	\$20,000	
	Shortfall/Balance	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
	SAC Budget transactions	\$0	\$0	\$0	\$0	\$0	Repay SFY 2023 SAC budget trade
	New Available Budget	\$709,727	\$446,402	\$281,701	\$29,603	\$146,573	
	Carry Over	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
							SAC budget trade balance must equal \$0
2025	Current Budget	\$554,702	\$408,042	\$55,470		\$77,724	
	SFY 2024 Carry Forward	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
	Net SFY 2025 Budget	\$490,577	\$554,186	\$56,090	\$0	\$204,297	
	Project Demand						
	119448 - 3rd Roundabout (Design)	\$240,000					
	SFY 2025 Program Totals	\$240,000	\$0	\$0	\$0	\$0	
	Shortfall/Balance	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
	SAC Budget transactions	\$0	\$0	\$0	\$0	\$0	Repay SFY 2023 SAC budget trade
	New Available Budget	\$490,577	\$554,186	\$56,090	\$0	\$204,297	
	Carry Over	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
2026	Current Budget	\$554,702	\$408,042	\$55,470		\$79,279	
	SFY 2025 Carry Forward	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
	Net SFY 2026 Budget	\$805,279	\$962,228	\$111,560	\$0	\$283,576	
	Project Demand						
	91067 - Union Rome Trails (Con)	\$428,000					
	110295 - South Point Sidewalk (Con)	\$461,864		\$111,560		\$283,576	
	119448 - 3rd Roundabout (RW)	\$80,000					
	SFY 2026 Program Totals	\$969,864	\$0	\$111,560	\$0	\$283,576	
	Shortfall/Balance	(\$164,585)	\$962,228	\$0	\$0	\$0	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2023 SAC budget trade
	New Available Budget	\$805,279	\$962,228	\$111,560	\$0	\$283,576	
	Carry Over	(\$164,585)	\$962,228	\$0	\$0	\$0	
2027	Current Budget	\$554,702	\$408,042	\$55,470		\$79,279	
	SFY 2026 Carry Forward	(\$164,585)	\$962,228	\$0	\$0	\$0	
	Net SFY 2027 Budget	\$390,117	\$1,370,270	\$55,470	\$0	\$79,279	
	Project Demand						
	112187 - Multi-modal Parking Deck (Con)* - \$2,500,000						*ODOT's award will be using ODOT STBG funds and processed as a flex fund transfer for PID 112187 construction
	112187 - Multi-modal Parking Deck (RW)	\$228,000					
	SFY 2027 Program Totals	\$228,000	\$0	\$0	\$0	\$0	
	Shortfall/Balance	\$162,117	\$1,370,270	\$55,470	\$0	\$79,279	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2023 SAC budget trade
	New Available Budget	\$390,117	\$1,370,270	\$55,470	\$0	\$79,279	
	Carry Over	\$162,117	\$1,370,270	\$55,470	\$0	\$79,279	



Table 7-12: Draft Summary of Highway STIP Estimates for KYOVA 2024-2027

Sum of Highway STIP Estimates for KYOVA Region				
KYOVA	2024	2025	2026	2027
KY09	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program				
Garvee Debt Service	\$ -	\$ -	\$ -	\$ -
Discretionary / Earmark	\$ -	\$ -	\$ -	\$ -
Emergency	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$ -	\$ -	\$ -
Major Programs	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ 293,570	\$ 520,000	\$ 428,000	\$ -
MPO CMAQ	\$ 136,258	\$ -	\$ 428,000	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ 16,000	\$ -	\$ -
MPO **CRRSAA	\$ -	\$ -	\$ -	\$ -
RTPO STBG	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -
Preservation	\$ 877,502	\$ -	\$ 160,000	\$ -
Rail	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ -	\$ -	\$ -	\$ -
Safety	\$ 170,926	\$ 730,409	\$ -	\$ -
Total Federal	\$ 1,478,256	\$ 1,266,409	\$ 1,016,000	\$ -
Other Funds				
State	\$ 407,713	\$ 581,157	\$ 40,000	\$ 413,000
Local	\$ 25,908	\$ 134,000	\$ 200,000	\$ 2,168,000
Labor	\$ 88,636	\$ 171,810	\$ 14,000	\$ -
Total Other	\$ 522,257	\$ 886,966	\$ 254,000	\$ 2,581,000
Total	\$ 2,000,513	\$ 2,153,375	\$ 1,270,000	\$ 2,581,000
* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.				
** Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)				



Table 7-13: TIP Fiscal Constraint for Ohio

Highway TIP Fiscal Constraint for KYOVA Region

KYOVA	2023	2024		2024	2025			2026			2027		
	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 440,906	\$ 1,297,272	\$ 429,828	\$ 1,308,350	\$ 1,323,219	\$ 536,000	\$ 2,095,569	\$ 1,349,686	\$ 856,000	\$ 2,589,255	\$ 1,018,214	\$ -	\$ 3,607,469
MPO STBG	\$ 27,158	\$ 655,340	\$ 293,570	\$ 388,928	\$ 668,448	\$ 520,000	\$ 537,376	\$ 681,818	\$ 428,000	\$ 791,194	\$ 554,702	\$ -	\$ 1,345,896
MPO CMAQ	\$ 175,084	\$ 489,335	\$ 136,258	\$ 528,161	\$ 499,122	\$ -	\$ 1,027,283	\$ 509,105	\$ 428,000	\$ 1,108,388	\$ 408,042	\$ -	\$ 1,516,430
MPO TA	\$ 138,688	\$ 76,397	\$ -	\$ 215,085	\$ 77,925	\$ 16,000	\$ 277,010	\$ 79,484	\$ -	\$ 356,494	\$ 55,470	\$ -	\$ 411,964
MPO CRP	\$ 70,373	\$ 76,200	\$ -	\$ 146,573	\$ 77,724	\$ -	\$ 224,297	\$ 79,279	\$ -	\$ 303,576	\$ -	\$ -	\$ 303,576
MPO CRRSAA	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603

1: Budgets represent apportionment amounts and assume no inflation.



Table 7-14: Draft Summary of Transit TIP Estimates for KYOVA 2024-2027

Summary of 2024-2027 Transit TIP Estimates for the KYOVA Region				
KYOVA	2024	2025	2026	2027
	Estimate	Estimate	Estimate	Estimate
ODOT Administered Federal Funds by Program				
5310 Small Urban/Rural (ODOT)	\$ -	\$ -	\$ -	\$ -
5310 Large Urban (ODOT)	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$ -	\$ -	\$ -
Flex Transfer STBG (ODOT)	\$ -	\$ -	\$ -	\$ 2,500,000.00
Total Federal	\$ -	\$ -	\$ -	\$ 2,500,000.00
Non-ODOT Administered Federal Funds by Program				
5307	\$ 400,000.00	\$ 307,321.00	\$ 275,000.00	\$ 275,000.00
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ 40,000.00	\$ -	\$ -	\$ -
Flex Transfer CMAQ	\$ 164,000.00	\$ -	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ -
Flex Transfer CRP	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ 604,000.00	\$ 307,321.00	\$ 275,000.00	\$ 275,000.00
Other Funds				
Discretionary	\$ -	\$ -	\$ -	\$ -
State	\$ 61,000.00	\$ 66,704.00	\$ 61,000.00	\$ 61,000.00
Local	\$ 258,750.00	\$ 224,500.00	\$ 233,500.00	\$ 1,096,500.00
Labor	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 319,750.00	\$ 291,204.00	\$ 294,500.00	\$ 1,157,500.00
Total	\$ 923,750.00	\$ 598,525.00	\$ 569,500.00	\$ 3,932,500.00



Table 7-15: Transit TIP Fiscal Constraint for Ohio

Transit TIP Fiscal Constraint for KYOVA Region													
KYOVA	Prior Years	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
5300	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
5307	\$ -	\$ 507,859	\$ 400,000	\$ 107,859	\$ 520,555	\$ 307,321	\$ 213,234	\$ 533,569	\$ 275,000	\$ 258,569	\$ 544,241	\$ 275,000	\$ 269,241
5310 (Non-ODOT)	\$ -	\$ 61,091	\$ -	\$ 61,091	\$ 62,619	\$ -	\$ 62,619	\$ 64,184	\$ -	\$ 64,184	\$ 65,468	\$ -	\$ 65,468
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ 41,617	\$ 40,000	\$ 1,617	\$ 42,657	\$ -	\$ 42,657	\$ 43,724	\$ -	\$ 43,724	\$ 44,598	\$ -	\$ 44,598

**Lexington FY 2021-2024 TIP
Financial Plan**

3 FINANCIAL PLAN

Updated February 16, 2024

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; 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

The FAST Act identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspects of the FAST Act include flexibility of funds, empowerment of local jurisdictions in assigning project priorities, an emphasis on public participation 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. The major FAST Act funding programs are listed below. A detailed overview of these programs can be found in Appendix B.

- Surface Transportation Block Grant Program (STBG)
- STBG Suballocation for Lexington (STBG-SLX)
- STBG Set-Aside for Transportation Alternatives (STBG-TA)
- National Highway Performance Program (NHPP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Federal Transit Administration (FTA) Programs

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables in Appendix 4 with various funding categories identified and funding for each phase shown by fiscal year. Two quick-lookup tables, Table 5 and Table 10 are also provided. The quick-lookup tables also provide an estimated total project cost including any and all costs previously authorized for the project, the required FY 2021 - FY 2024 costs and any future costs beyond the TIP period. The TIP provides programming information on planned future-year funding for 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. Table 2 shows a summary of the anticipated highway revenue and expenditures, for both locally and KYTC sponsored non-transit projects over the TIP years.

HIGHWAY ELEMENT	FY 2021-2024 TOTALS
Total Programmed Expenditures	\$371,323,140
Total Anticipated Revenues	\$371,323,140
Ratio of Expenditures to Revenue	1.0

Table 2: Anticipated Highway Revenue and Expenditures

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Block Grant Program funds dedicated to the Lexington MPO area (STBG-SLX). The STBG-SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the STBG-SLX funds and is responsible for selecting and prioritizing STBG-SLX projects within the fiscal constraints of the current STBG-SLX allocation (see Table 1 for STBG-SLX projects). The MPO currently receives approximately \$9.0 million available for programming projects and programs for STBG-SLX funds (\$7.2 million federal funds matched with \$1.8 million local 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 STBG-SLX projects), it should be understood that the MPO does not have direct control over many Federal, State, and other funding sources identified in the TIP. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address transportation needs on a statewide level and within the Lexington urbanized area, the Cabinet and Legislature make use of a variety of available revenue sources.



3.1.2 Transit Fiscal Considerations

The transit financial element shown in Table 14 identifies the various Federal Transit Administration (FTA) funding categories as well as an annual STBG-SLX allocation for Lextran. 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, financial trends and projections. Local share funding for Lextran comes from property tax revenue and is used as the source for local match of federal funds and operating expenditures. In addition to the revenue outlined in Table 14, local transit providers (predominantly Lextran) receive funding from a variety of other sources. The total anticipated transit revenue and expenditures are shown in Table 3. The transit financial element is estimated to total approximately \$190 million from FY 2021 through FY 2024.



TRANSIT ELEMENT	FY 2021-2024 TOTALS
Expenditures	
Operating & Maintenance Expenditures	\$108,000,000
Capital Outlays	\$86,685,156
Total	\$194,685,156
Revenue	
FTA 5307	\$19,789,201
FTA 5310	\$4,972,120
FTA 5311	\$39,454,765
FTA 5339	\$9,990,200
FTA 5339(c) Grant	\$7,624,850
FTA AIM Grant	\$528,625
FTA B & BF Grant	\$5,134,552
CMAQ Grant	\$5,880,084
Carbon Reduction Program	\$943,581
Local Tax Levy	\$79,794,331
Passenger Fares	\$5,518,085
University of Kentucky Partnership	\$9,457,548
State Revenue	\$550,000
Lex MPO STBG-SLX Allocation	\$3,000,000
Fuel Tax Refund	\$651,214
Advertising Sales	\$1,396,000
Total	\$194,685,156
Ratio of Expenditures to Revenue	1.0

Table 3: Anticipated Transit Revenue and Expenditures

3.1.3 Fiscal 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 Tables 2 and 3, the estimated ratio of revenues to expenditures for all funding sources for FY 2021-2024 is 1.0, which means our planned expenditures balance with our anticipated revenues. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated. The specific projects and the program or planned revenue source and schedule shown in the Project Tables have been identified by the KYTC in the Statewide Transportation Improvement Program and/or the Kentucky State Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules or planned revenue source due to adjustments that must be made to balance costs and revenues 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.

**Cincinnati-Northern KY FY 2024-2027 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

Federal Funds

Federal transportation funding is authorized through the federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law. The IIJA was signed into law on November 15, 2021. The IIJA represents a historic investment to modernize the nation's roads, bridges, transit, rail, ports, airports, broadband, drinking and wastewater infrastructure. The Federal Highway Administration (FHWA) and Federal Transit Administration have many formula-based and discretionary funding programs. Most FHWA and FTA funding programs require a state or local match. Fiscal Constraint for Federal Funds Allocated to the States

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. Table 3-1 shows budgets, estimates, and balances for funding types in the Statewide TIP (STIP). Budgets include any carryover from the prior fiscal year.

Table 3-1: Ohio Highway STIP Fiscal Constraint

Ohio Highway STIP Fiscal Constraint

March 2024	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
Amount in Millions	Budget*	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
Federal Funds by Program												
Brent Spence Bridge	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$187.1	\$187.1	\$ 0	\$ 0	\$ 2.2	(\$2.2)
Garvee Debt Service	\$116.4	\$116.4	\$ 0	\$122.1	\$122.1	\$ 0	\$120.7	\$120.7	\$ 0	\$114.9	\$114.9	\$ 0
Discretionary / Earmark	\$54.7	\$21.7	\$33.0	\$ 1.1	\$21.4	\$12.6	\$ 1.1	\$180.1	(\$166.4)	\$ 1.1	\$ 3.0	(\$168.4)
Emergency	\$16.7	\$ 0	\$16.7	\$10.5	\$ 0	\$27.2	\$10.5	\$ 0	\$37.7	\$ 0	\$ 0	\$37.7
FLAP	\$3.9	\$ 1	\$ 3.8	\$ 9	\$ 3	\$ 4.4	\$ 9	\$ 9	\$ 4.4	\$ 9	\$ 0	\$ 5.3
Garvee / SIB	\$154.1	\$61.8	\$92.3	\$88.1	\$24.6	\$155.9	\$63.0	\$ 0	\$218.9	\$63.0	\$ 0	\$281.9
Local Programs	\$282.8	\$71.0	\$211.8	\$171.0	\$142.8	\$240.0	\$162.6	\$214.3	\$188.4	\$112.8	\$65.5	\$235.6
Major Programs	\$678.5	\$179.9	\$498.7	\$444.1	\$396.2	\$546.6	\$401.5	\$436.5	\$511.6	\$390.2	\$265.7	\$636.1
MPO STBG	\$174.8	\$96.5	\$78.3	\$144.8	\$109.8	\$113.3	\$155.6	\$164.9	\$104.0	\$145.8	\$120.3	\$129.5
MPO CMAQ	\$56.6	\$28.8	\$27.8	\$63.0	\$57.2	\$33.6	\$56.7	\$78.9	\$11.4	\$63.9	\$32.1	\$43.2
MPO CRP	\$46.2	\$10.9	\$35.3	\$16.7	\$11.2	\$40.8	\$16.5	\$11.2	\$46.1	\$17.0	\$21.6	\$41.5
MPO TA	\$31.0	\$5.9	\$25.0	\$15.9	\$10.4	\$30.5	\$16.2	\$24.4	\$22.2	\$16.2	\$5.8	\$32.6
MPO **CRRSAA	\$12.2	\$ 8	\$11.4	\$ 0	\$ 0	\$11.4	\$ 0	\$ 0	\$11.4	\$ 0	\$ 0	\$11.4
RTPO STBG	\$8.8	\$1.9	\$6.9	\$5.3	\$2.1	\$10.1	\$5.3	\$ 4	\$15.0	\$5.3	\$ 0	\$20.2
National Highway Freight	\$90.8	\$ 0	\$90.8	\$43.8	\$ 0	\$134.6	\$43.8	\$45.0	\$133.4	\$43.8	\$ 0	\$177.2
Other	\$217.3	\$58.2	\$159.0	\$100.1	\$61.2	\$197.9	\$99.2	\$53.1	\$244.0	\$88.5	\$11.6	\$320.9
Preservation	\$744.6	\$156.1	\$588.5	\$606.0	\$624.3	\$570.2	\$706.4	\$731.2	\$545.4	\$706.4	\$651.1	\$600.7
Rail	\$47.1	\$28.5	\$18.6	\$14.8	\$28.9	\$4.5	\$14.8	\$ 9	\$18.4	\$14.8	\$ 5	\$32.7
Rec Trails	\$3.1	\$ 0	\$3.1	\$1.7	\$ 0	\$4.8	\$1.7	\$ 0	\$6.4	\$1.7	\$ 0	\$8.1
Safety	\$223.1	\$72.4	\$150.6	\$134.8	\$136.5	\$148.9	\$152.0	\$195.7	\$105.2	\$131.4	\$81.8	\$154.8
Total Federal	\$2962.6	\$910.9	\$2051.7	\$1984.4	\$1748.9	\$2287.2	\$2215.4	\$2445.2	\$2057.4	\$1917.4	\$1376.0	\$2598.8
Other Funds												
State	\$1828.5	\$473.8	\$1354.7	\$871.6	\$878.9	\$1347.4	\$708.0	\$414.5	\$1641.0	\$727.5	\$312.9	\$2055.6
Local	\$289.6	\$289.6	\$ 0	\$292.8	\$292.8	\$ 0	\$558.4	\$558.4	\$ 0	\$124.5	\$124.5	\$ 0
Labor	\$42.4	\$42.4	\$ 0	\$93.3	\$93.3	\$ 0	\$115.2	\$115.2	\$ 0	\$69.6	\$69.6	\$ 0
Total Other	\$2160.5	\$805.8	\$1354.7	\$1257.7	\$1265.0	\$1347.4	\$1381.7	\$1088.1	\$1641.0	\$921.6	\$507.0	\$2055.6
Total	\$5123.1	\$1716.7	\$3406.4	\$3242.2	\$3013.9	\$3634.6	\$3597.0	\$3533.3	\$3698.3	\$2839.0	\$1882.9	\$4654.4

Fiscal Constraint for Federal Funds Allocated to the OKI Region

In Ohio, ODOT sub-allocates Surface Transportation Block Grant Program (STBG), Carbon Reduction (CRP), and Transportation Alternatives (TA) federal funds to OKI for the fiscal years covered by the current TIP. Table 3-2 shows OKI’s sub-allocated federal funds for Ohio. The OKI budget is fiscally constrained in Ohio during the period fiscal year 2024 through 2027. The Ohio CMAQ program is a statewide program for the MPO’s, and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

Table 3-3 provides information on the fiscal constraint analysis for OKI’s sub-allocated federal funds for Kentucky. The Kentucky Transportation Cabinet sub-allocates Surface Transportation Program for Northern Kentucky (SNK) funds, CRP, and TA 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 2024 – 2027 TIP.

Table 3-4 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STBG, CMAQ, HSIP, Carbon Reduction, PROTECT and TA 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 2024 – 2027.

Table 3-2: Ohio OKI Sub-Allocated Federal Funds
TIP FY 2024-2027 Fiscal Constraint (CRP, STBG and TA funds)
Updated March 2024

	Estimated Apportionment and Adjustments	CarryForward from Previous FY	Available Budget	TIP Programmed Project Costs	Projected Carryover
FY 2024					
OKI-CRP	\$ 3,355,789	\$ 5,936,228	\$ 9,292,016	\$ 1,245,533	\$ 8,046,483
OKI-STBG	\$ 17,761,552	\$ 4,453,199	\$23,534,751	\$ 24,793,323	\$ (1,258,572)
OKI-TA	\$ 3,182,167	\$ 2,735,235	\$ 6,003,768	\$ 3,484,011	\$ 2,519,757
FY 2025					
OKI-CRP	\$ 2,848,436	\$ 8,046,483	\$10,449,427	\$ -	\$ 10,449,427
OKI-STBG	\$ 32,149,885	\$ (1,258,572)	\$31,134,326	\$ 11,571,570	\$ 19,562,756
OKI-TA	\$ 2,720,902	\$ 2,519,757	\$ 5,417,565	\$ 2,571,995	\$ 2,845,570
FY 2026					
OKI-CRP	\$ 2,905,409	\$ 10,449,427	\$13,354,836	\$ -	\$ 13,354,836
OKI-STBG	\$ 26,485,897	\$ 19,562,756	\$46,968,380	\$ 53,075,180	\$ (6,106,800)
OKI-TA	\$ 2,775,323	\$ 2,845,570	\$ 5,660,187	\$ 5,926,968	\$ (266,781)
FY 2027					
OKI-STBG	\$ 25,807,109	\$ (6,106,800)	\$19,700,309	\$ 24,078,509	\$ (4,378,200)
OKI-TA	\$ 2,775,323	\$ (266,781)	\$ 2,508,542	\$ 2,028,862	\$ 479,680

**Table 3-3: Kentucky OKI Sub-allocated Funds
FY 2024-FY 2027 TIP Fiscal Constraint (CRP, SNK and TAP)**

Updated March 2024

FY	SNK Estimated Apportionment for Federal Fiscal Year	SNK Carry Over from previous year	SNK Available Budget	SNK Estimated Obligated/ Outstanding Project Costs for Fiscal Year	SNK Projected Carry Over
2024	\$ 9,087,450	\$ 9,382,817	\$ 18,470,267	\$38,515,238	\$ (20,044,971)
2025	\$ 9,269,199	\$ (20,044,971)	\$ (10,775,772)	\$6,945,092	\$ (17,720,864)
2026	\$ 9,454,583	\$ (17,720,864)	\$ (8,266,281)	\$8,675,951	\$ (16,942,232)
2027	\$ 9,643,675	\$ (16,942,232)	\$ (7,298,558)	\$5,850,666	\$ (13,149,224)
FY	TAP Estimated Apportionment for Federal Fiscal Year	TAP Carry Over from previous year	TAP Available Budget	TAP Estimated Obligated/ Outstanding Project Costs for Fiscal Year	TAP Projected Carry Over
2024	\$1,000,214	\$2,765,276	\$3,765,490	\$3,469,524	\$295,966
2023	\$1,020,218	\$295,966	\$1,316,184	\$853,769	\$462,415
2024	\$1,040,623	\$462,415	\$1,503,038	\$973,665	\$529,373
2027	\$1,061,435	\$529,373	\$1,590,808	\$373,470	\$1,217,338

Table 3-4: Indiana OKI Sub-allocated Funds

As of 2/24/2023	Dearborn County Indiana - Cincinnati MPO Spending Plan					
Fiscal Year 2024						
CA	STBG	CMAQ/ Carbon Reduction	HSIP	TA	PROTECT	Total
Allocation	\$ 258,297	\$ 65,091	\$ 34,536	\$ 35,964	\$ 11,596	\$ 405,484
<u>CA Commitments</u>						\$ -
2200183 County Small Structure	\$ 220,000					\$ 220,000
UPWP OKI Supplemental Planning	\$ 30,000					\$ 30,000
CA Commitments Total	\$ 250,000	\$ -	\$ -	\$ -		\$ 250,000
Expected End of Year CA Remaining	\$ 8,297	\$ 65,091	\$ 34,536	\$ 35,964	\$ 11,596	\$ 155,484
Fiscal Year 2025						
CA	STBG	CMAQ/ Carbon Reduction	HSIP	TA	PROTECT	Total
Allocation	\$ 258,297	\$ 65,091	\$ 34,536	\$ 35,964	\$ 11,596	\$ 405,484
<u>CA Commitments</u>						\$ -
UPWP OKI Supplemental Planning	\$ 30,000					\$ 30,000
CA Commitments Total	\$ 30,000	\$ -	\$ -	\$ -		\$ 30,000
Expected End of Year CA Remaining	\$ 228,297	\$ 65,091	\$ 34,536	\$ 35,964	\$ 11,596	\$ 375,484
Fiscal Year 2026						
CA	STBG	CMAQ/ Carbon Reduction	HSIP	TA	PROTECT	Total
Allocation	\$ 274,107	\$ 82,181	\$ 49,955	\$ 38,166	\$ 12,306	\$ 456,715
<u>CA Commitments</u>						\$ -
UPWP OKI Supplemental Planning	\$ 30,000					\$ 30,000
CA Commitments Total	\$ 30,000	\$ -	\$ -	\$ -		\$ 30,000
Expected End of Year CA Remaining	\$ 244,107	\$ 82,181	\$ 49,955	\$ 38,166	\$ 12,306	\$ 426,715
Fiscal Year 2027						
CA	STBG	CMAQ/ Carbon Reduction	HSIP	TA	PROTECT	Total
Allocation	\$ 274,107	\$ 82,181	\$ 49,955	\$ 38,166		\$ 444,409
<u>CA Commitments</u>						
UPWP OKI Supplemental Planning	\$ 30,000					
CA Commitments Total	\$ 30,000	\$ -	\$ -	\$ -		\$ 30,000
Expected End of Year CA Remaining	\$ 244,107	\$ 82,181	\$ 49,955	\$ 38,166		\$ 414,409

Fiscal Constraint for Funds Allocated to Transit Agencies

There are six transit agencies in the OKI region: Butler County RTA, City of Cincinnati Streetcar, Clermont Transportation Connection, SORTA, TANK and Warren County Transit System. These agencies rely on federal, state, and local funds for operations, maintenance and capital expenses. The Federal Transit Administration (FTA) has several funding sources for operating, maintenance and capital expenses. Section 5307 funds can cover up to 50% of annual operating costs and 80% of annual capital and planning costs, after excluding projected annual fare revenue. Section 5339 funds can cover up to 80% of capital costs to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Section 5310 funds are used for the transportation needs of seniors and persons with disabilities and can cover up to 80% of capital costs to replace, rehabilitate and purchase paratransit vehicles and equipment. OKI acts as the designated recipient for the Section 5310 program. 5310 funds have been awarded to various private non-profit agencies in the region. In addition, the transit agencies can apply to receive OKI sub-allocated FHWA STBG and CMAQ funds.

Table 3-5 below, summarizes the transit funds included in the TIP. Table 3-6 demonstrates fiscal conformity for FTA funds and Table 3-7 shows the most recent funding split for all six agencies in the OKI region.

Table 3-5: Total Transit Funding by Type and Fiscal Year

	FY 24	FY 25	FY 26	FY 27	Total Funding:
Ohio					
5307-Urban Formula	\$24,693,541	\$21,418,007	\$21,539,410	\$21,664,379	\$89,315,337
5310	\$2,167,446	\$2,167,416	\$2,167,446	\$2,167,416	\$8,669,724
5337	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
5339 (Non-ODOT)	\$0	\$600,000	\$11,500,000	\$11,500,000	\$23,600,000
5339-Bus & Bus Facilities	\$13,984,044	\$11,150,000	\$500,000	\$0	\$25,634,044
Federal Flex (DERG)	\$2,328,800	\$961,000	\$768,800	\$768,800	\$4,827,400
Local	\$257,783,061	\$95,112,962	\$95,290,265	\$89,209,423	\$537,395,711
OKI-CMAQ	\$5,854,695	\$14,354,111	\$0	\$0	\$20,208,806
OKI-STBG	\$0	\$0	\$14,336,311	\$0	\$14,336,311
State	\$2,765,744	\$519,152	\$2,533,606	\$2,542,780	\$8,361,282
				Total	\$732,408,615
Kentucky					
5307-Urban Formula	\$6,098,902	\$6,300,000	\$8,780,000	\$8,780,000	\$29,958,902
5339-Bus & Bus Facilities	\$1,385,082	\$0	\$0	\$0	\$1,385,082
CMAQ	\$0	\$2,836,089	\$0	\$0	\$2,836,089
CRSSAA	\$4,240,500	\$0	\$0	\$0	\$4,240,500
KYTC Match/TDC	\$1,158,691	\$1,186,522	\$1,097,500	\$1,097,500	\$4,540,213
Local	\$1,158,691	\$25,704,437	\$1,444,880	\$1,067,500	\$29,375,508
Local/Other	\$21,983,988	\$30,000	\$24,030,000	\$24,030,000	\$70,073,988
OKI-SNK	\$1,785,544	\$2,191,658	\$1,509,521	\$0	\$5,486,723
				Total	\$147,897,005

Table 3-6: FY 2024-2027 Fiscal Constraint for Cincinnati UZA

Fiscal Year	Fund Type	Amount Available	TIP \$ Programmed
Prior Years Carry-Over	5307	\$ 26,714,288	
2024	5307	\$ 22,618,898	\$ 31,279,529
2025	5307	\$ 23,184,370	\$ 27,718,007
2026	5307	\$ 23,763,980	\$ 30,319,410
2027	5307	\$ 24,239,259	\$ 30,444,379
TOTAL	5307	\$ 120,520,795	\$ 119,761,325
Prior Years Carry-Over	5337	\$ 40,972	
2024	5337	\$ 17,930	\$ 15,000
2025	5337	\$ 18,378	\$ 15,000
2026	5337	\$ 18,837	\$ 15,000
2027	5337	\$ 19,214	\$ 15,000
TOTAL	5337	\$ 115,331	\$ 60,000
Prior Years Carry-Over	5310 (Non-ODOT)	\$ 2,371,883	
2024	5310 (Non-ODOT)	\$ 2,192,323	\$ 2,167,446
2025	5310 (Non-ODOT)	\$ 2,247,131	\$ 2,167,446
2026	5310 (Non-ODOT)	\$ 2,303,309	\$ 2,167,446
2027	5310 (Non-ODOT)	\$ 2,349,375	\$ 2,167,446
TOTAL	5310 (Non-ODOT)	\$ 11,464,021	\$ 8,669,784
Prior Years Carry-Over	5339 (Non-ODOT)	\$ 1,030,000	
2024	5339 (Non-ODOT)	\$ 1,724,425	\$ -
2025	5339 (Non-ODOT)	\$ 1,767,536	\$ 600,000
2026	5339 (Non-ODOT)	\$ 1,811,724	\$ 11,500,000
2027	5339 (Non-ODOT)	\$ 1,847,959	\$ 11,500,000
TOTAL	5339 (Non-ODOT)	\$ 8,181,643	\$ 23,600,000

Table 3-7: FY 2022 Cincinnati UZA Apportionment Funding Split to Transit Providers

	FY 22 Section 5307	FY 22 Section 5339	FY 22 Section 5337	Totals
SORTA	\$16,006,959	\$1,414,527	\$17,578	\$17,439,064
CONNECTOR	\$256,517	\$0	\$0	\$256,517
TANK	\$5,487,225	\$492,398	\$0	\$5,979,623
BCRTA	\$2,218,851	\$229,051	\$0	\$2,447,902
CTC	\$1,056,447	\$0	\$0	\$1,056,447
WCTS	\$575,800	\$0	\$0	\$575,800
TOTAL	\$25,601,799	\$2,135,976	\$17,578	\$27,755,353

Authorized representatives from each agency have reviewed, discussed, and agreed upon these funding splits. With no fixed route public transit service in the Indiana portion of the Cincinnati UZA, the six transit agencies agreed that those funds will be allocated to the transit authorities based on each authority's proportionate share of the allocation for each factor. WCTS will not be a part of the 5339 allocations until, and if, WCTS establishes fixed route service.

In addition, the \$2,149,336 FY22 Section 5310 funds apportioned to the UZA is awarded competitively to agencies providing transportation to seniors and those with disabilities.

**Owensboro FY 2023-2028
TIP Financial Plan**

SHIFT

In 2017, KYTC developed a data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, congestion, asset management, economic growth and benefit cost to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO uses its planning process to evaluate and add points to boost project scores, which makes up 15% of the overall project score. The final 15% comes from the KYTC Highway Districts through their own planning process. This process takes place every two years to prioritize projects in preparation for the development of the KYTC Highway Plan. The SHIFT process begins in odd-numbered years, so KYTC can prepare a plan to deliver to legislators for the biennium beginning in even-numbered years.

Through these prioritization and ranking processes, projects are advanced into the KYTC's Highway Plan and ultimately in the MPO TIP:

1. Support the economic vitality of the United States, the states, nonmetropolitan areas and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
10. Enhance travel and tourism.

FISCAL CONSTRAINT

The Bipartisan Infrastructure Law (BIL) identifies federal funding sources for road, highway, transit and other transportation-related improvements. Federal law requires the Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. This requirement helps the MPO and the state develop a deliverable program of projects. Although the MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the programming of funds (project selection, revenue source, schedule etc.) are made by the Kentucky Transportation Cabinet and the state Legislature. Projects scheduled in the current biennium (Fiscal Years 2022-2023) of the Kentucky State Highway Plan have an associated commitment of the funding identified in the Plan by KYTC and the State Legislature. Funding identified in this document for the years 2024 and beyond represent "reasonably expected" funding to carry out those projects based on their inclusion in the Plan. In order to address the full range of transportation needs, on a statewide level and within the Owensboro-Daviess County 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 Owensboro-Daviess County area are identified on Pages 5.

The specific projects shown in the Project Listing tables on Pages 9 and 10 have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's 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 because of 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.

Table 3 on Page 8 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 Funding Classifications

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the Fixing America's Surface Transportation Act (FAST) and State Highway Plan. They are abbreviated as follows:

Federal Transit Programs

- FTA – Federal Transit Administration
 - Section 5307 – Capital Projects and Operating Assistance for Transit Systems
 - Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities
 - Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP/SAF – Highway Safety Improvement Program
- NHPP/NH – National Highway Performance Program
 - IM – Interstate Maintenance
 - NH – National Highway
 - BRO – Federal Bridge Replacement on Federal System
- RRP – Safety – Railroad Protection
- RRS – Safety – Railroad Separation
- STPG/STP – Surface Transportation Block Grant Program
 - TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Program)
 - BRX – Federal Bridge Replacement off Federal System
 - BRZ – Federal Bridge Replacement Local System

State Programs

- SP – State Construction Funds
- SPB – State Bonds
- SPP – State Construction High Priority

GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow 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 noncontroversial 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 for funding. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories used by the Owensboro-Daviess County MPO are shown in Table 1 on Page 6. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the

KYTC/FHWA Consolidated Planning Guidance. This process was used for applicability to the Owensboro-Daviess 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 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, please see to the Fiscal Constraint section of this document on Page 4 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. 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 KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 1: GROUPED PROJECTS
HSIP – Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier and Crash Cushion Projects
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Improvements
Traffic Signal System Improvements
Highway Signing
Pavement Markers and Striping
Pavement Resurfacing, Restoration and Rehabilitation
Bridge Replacement (No Additional Lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Railroad/Highway Crossing Protection
Recreational Trails Projects
Transportation Alternative Projects
Congestion Mitigation Air Quality (CMAQ)
Commuter Ridesharing Program
Bicycle Accommodation/Facilities
Pedestrian Improvement/Facilities
Park and ride Facilities
Purchase of New Buses
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Small Transit Passenger Shelters and Informational Kiosks
Reconstruction or Renovation of Transit Facilities

COMPLETED PROJECTS

Federal law requires the TIP to contain a list of projects from the previous TIP that have been completed.

Table 2: COMPLETED PROJECTS FROM THE 2019-2024 TIP						
KYTC ID	Route	Phase	Year	Funding Type	Amount	Project Description
2-237	US 60	C	2019	STP	\$2,900,000	Reconstruction on US 60 between Oakford Loop Road (CR 1370) to address flooding in the vicinity of Kimberly Clark.
2-2092.1	WN 9007	R	2019	NH	\$200,000	I-65 Spur Corridor: Modernization of existing Natcher Parkway from the Ohio-Butler County line (MP 37.143) to the US 60 interchange (MP 72.264) in Owensboro
		C	2020		\$30,994,040	
2-9004.1	KY 2831	C	2018	SAF	\$243,000	Offset left turn lanes along KY 2831, install supplemental signal heads and rebuild the traffic signal at the intersection of KY 2831, KY 54 and KY 81
2-9004.2	US 431	C	2018	SAF	\$462,000	Construct turn lane improvements, rebuild the traffic signal and update the striping at the intersection of US 431 and Goetz/ Salem Drive
2-10003	CR 1129	D	2019	STP	\$175,000	Address deficiencies of old KY 54 bridge over branch of north fork of Panther Creek
		C	2020		\$647,500	
2-10023	KY 764	D	2019	STP	\$70,000	Address deficiencies of KY 764 bridge over unnamed stream
		C	2020		\$350,000	
2-20020	WN 9007	C	2020	STP	\$1,059,500	Address pavement condition of William Natcher Parkway (both directions) from MP 61.553 to MP66.08
				NH	\$3,178,500	
2-20021	WN 9007	C	2020	STP	\$1,442,000	Address pavement condition of William Natcher Parkway (both directions) from MP 66.08 to MP 72.26
				NH	\$4,326,000	
2-20047	US 60	C	2022	STP	\$402,250	Address pavement conditions on US 60 from MP 23.77 to MP 27.54
				NH	\$1,206,750	
2-293	CR 1215	C	2021	SAF	\$90,059	Roadway improvements (use of High Friction Surface) to enhance safety on CR 1215 (Veach Road) between MP 0.1 and MP 0.6
		C	2019	RTP	\$23,315	Development of trailhead and trailhead facilities and maintenance of existing loop trail at Joe Ford Nature Trail.
		C	2020	RTP	\$28,776	Resurface trail through Whitesville Community Park.

SUMMARY OF FUNDING

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

Table 3: SUMMARY OF PROJECT FUNDING BY TYPE

Fiscal Year		Funding Type						Total
		BRO	BRZ	FBP	HSIP	NH	STP	
2023	Estimated Cost	\$0	\$5,000	\$2,640,000	\$500,000	\$0	\$1,600,000	\$4,745,000
	Revenue	\$0	\$5,000	\$2,640,000	\$500,000	\$0	\$1,600,000	\$4,745,000
2024	Estimated Cost	\$0	\$360,000	\$4,360,000		\$0	\$13,800,000	\$18,520,000
	Revenue	\$0	\$360,000	\$4,360,000		\$0	\$13,800,000	\$18,520,000
2025	Estimated Cost	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,396,560
	Revenue	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,396,560
2026	Estimated Cost	\$0	\$0	\$0		\$0	\$15,000,000	\$15,000,000
	Revenue	\$0	\$0	\$0		\$0	\$15,000,000	\$15,000,000
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	\$4,620,000	\$365,000	\$10,850,000	\$500,000	\$14,541,560	\$46,390,000	\$77,266,560
	Revenue	\$4,620,000	\$365,000	\$10,850,000	\$500,000	\$14,541,560	\$46,390,000	\$77,266,560

*** 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

**Radcliff/Elizabethtown FY 2022-2026
TIP Financial Plan**

- Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
- Study the potential need and possible implementation of a public transit system in the Elizabethtown/Fort Knox/Radcliff/ Vine Grove area

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 Fixing America's Surface Transportation Act (FAST) 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 (KYTC). 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 Tables 1, 2, and 3 on pages 10 and 11.

The specific projects shown in the Project Listing tables beginning in Appendix A have been identified by KYTC, along with the associated programmed or planned revenue source and schedule, in the KYTC'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 25 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 Fixing America's Surface Transportation Act (FAST) and are abbreviated as follows:

Table 1 Kentucky Funding Sources		
Funding Program	Abbreviation	Source
JP 2 BRAC Bond Projects - Second Program	BR2	KYTC
State Construction Projects	SP	KYTC
State Bonds	SB2	KYTC
State Bonds	SBP	KYTC
State Construction High Priority	SPP	KYTC

Table 2			
Current Federal Funding Sources under the FAST Act			
Funding Program	Abbreviation	Source	Funding Share
Surface Transportation Block Grant Program/Surface Transportation Program	STBG/STP	FHWA	80% Federal 20% Match
National Highway Performance Program	NHPP	FHWA	80% Federal 20% Match
Surface Transportation Block Grant Program set-aside for Transportation Alternatives	TA	FHWA	80% Federal 20% Match
Highway Safety Improvement Program	HSIP	FHWA	90% Federal 10% Match
Rail-Highway Crossings Program	RRX/RRP	FHWA	90% Federal 10% Match
Section 5307 Urbanized Area Formula	5307	FTA	80% Federal 20% Match
Section 5307 Operating Expenses	5307	FTA	50% Federal 50% Match
Section 5303 Planning Funds	5303	FTA	80% Federal 20% Match
Section 5309 Bus and Bus Facilities Program (Ladders of Opportunity)	5309	FTA	80% Federal 20% Match
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	5310	FTA	80% Federal 20% Match
Section 5337 State of Good Repair	5337	FTA	80% Federal 20% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal 20% Match

Table 3			
Carryover Federal Funding Sources from Previous Transportation Bills			
Funding Program	Abbreviation	Source	Funding Share
Interstate Maintenance	IM	FHWA	90% Federal 10% Match
National Highway System	NHS	FHWA	80% Federal 20% Match
Transportation Alternatives Program	TAP	FHWA	80% Federal 20% Match
Federal Bridge Replacement - On-System	BRO	FHWA	80% Federal 20% Match
Federal Bridge Replacement - Off System	BRZ	FHWA	80% Federal 20% Match

Public Participation

The 2022-2026 Transportation Improvement Program (TIP) was developed in accordance with the MPO Participation Plan. To ensure that the TIP received adequate public review, the Radcliff/ Elizabethtown MPO shared the TIP on the MPO website and through social media on Facebook and Twitter. The public comment period began on August 13 and ended on September 13, 2021. The document was also available for review at the Lincoln Trail ADD office in Elizabethtown. The MPO website is www.radcliff-elizabethtown-mpo.org.

Summary of Public Comments is located in Appendix C.

TIP Amendments/Administrative Modifications

Occasionally, 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.

Amendments

Amendment means a revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes) that requires federal action and is not eligible for an Administrative Modification (see Administrative Modification description below). An amendment is a revision that requires public review and comment and redemonstration of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period and approval by the Policy Committee.

Administrative Modifications

Some changes to a transportation project are minor and only require an administrative modification to show the change in the TIP. Administrative modification means a minor revision to the TIP that includes changes to project costs or schedule (that do not impact fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (see Grouped Projects section on page 13) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a redemonstration of fiscal constraint.

Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan (https://radcliff-elizabethtown-mpo.org/wp-content/uploads/2021/04/2021_Participation_Plan.pdf)

All TIP Amendments and Administrative Modifications will be placed on the MPO website at <https://radcliff-elizabethtown-mpo.org/index.php/library/transportation-improvement-plan/>.

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 (STIP). 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 and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Radcliff-Elizabethtown MPO are shown in Table 4. 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 pages 8 and 9 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. 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 KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

There may be instances where the MPO receives sub-allocated funds and the MPO has the authority to award to specific projects in the MPO planning area. Sub-allocated funds are provided directly to the MPO and are identified revenue sources and, therefore, will not require additional financial constraint analysis.

Table 10 - Summary of Highway Funding Types

FUNDING TYPE												
Fiscal Year		BRO	BRX	IM	NHPM	NH	HSIP	STP	STPF	TAP	CRP (Carbon Reduction Program)	TOTAL
2020-2021*	Est. Cost					\$550,000	\$7,896,000	\$6,250,000		\$642,294		\$15,338,294
	Revenue					\$550,000	\$7,896,000	\$6,250,000		\$642,294		\$15,338,294
2022	Est. Cost					\$17,552,000	\$4,036,042	\$4,384,000				\$25,972,042
	Revenue					\$17,552,000	\$4,036,042	\$4,384,000				\$25,972,042
2023**	Est. Cost	\$150,000	\$4,422,000		\$100,000	\$30,502,000		\$21,862,950	\$1,000,000			\$58,036,950
	Revenue	\$150,000	\$4,422,000		\$100,000	\$30,502,000		\$21,862,950	\$1,000,000			\$58,036,950
2024**	Est. Cost					\$7,175,660	\$420,000	\$60,172,800		\$86,770	\$400,000	\$68,255,230
	Revenue					\$7,175,660	\$420,000	\$60,172,800		\$86,770	\$400,000	\$68,255,230
2025	Est. Cost		\$370,000		\$11,000,000	\$18,195,000		\$18,065,000				\$47,630,000
	Revenue		\$370,000		\$11,000,000	\$18,195,000		\$18,065,000				\$47,630,000
2026	Est. Cost					\$1,950,000		\$65,000				\$2,015,000
	Revenue					\$1,950,000		\$65,000				\$2,015,000

*Carryover from Previous TIP

**The figures under STP for 2023 and 2024 are correct as presented in previous Administrative Modifications already published.