APPENDIX B

METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS

Operations and Maintenance Costs
MPO Areas

Bowling Green FY 2024-2028 TIP
Financial Plan

Clarksville-Oak Grove FY 2026-2029 TIP
Financial Plan

Evansville-Henderson FY 2026-2030 TIP
Financial Plan

Louisville FY 2025-2028 TIP
Financial Plan

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

Lexington FY 2025-2028 TIP
Financial Plan

Cincinnati-Northern KY FY 2026-2029 TIP
Financial Plan

Owensboro FY 2023-2028 TIP
Financial Plan

Radcliff/Elizabethtown FY 2026-2030 TIP
Financial Plan

Paducah MPO TIP Financial Plan will be finalized in 2026

OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS

MPO		Ashland	Bowling Green	Cincinnati-Northern Kentucky	Clarksville	Elizabethtown	Henderson	Lexington	Louisville	Owensboro	
COUNTIES INCLUDED		Boyd, Greenup	Warren	Boone, Kenton, Campbell	Christian*	Hardin, Meade	Henderson	Fayette, Jessamine, Scott*	Bullitt, Jefferson, Oldham, Shelby*	Daviess	
		PROJECTED PERCENT OF STATEWIDE MAINTENANCE COST ALLOCATED TO MPO AREA									
YEAR	HB 501/VO STATEWIDE MAINTENANCE BUDGET AMOUNT	1.60%	1.80%	3.20%	0.20%	2.80%	1.20%	2.90%	6.00%	1.50%	MPO TOTALS
2027	$459,012,900	$7,344,206	$8,262,232	$14,688,413	$918,026	$12,852,361	$5,508,155	$13,311,374	$27,540,774	$6,885,194	$97,310,735
2028	$474,012,900	$7,584,206	$8,532,232	$15,168,413	$948,026	$13,272,361	$5,688,155	$13,746,374	$28,440,774	$7,110,194	$100,490,735
2029	$474,012,900	$7,584,206	$8,532,232	$15,168,413	$948,026	$13,272,361	$5,688,155	$13,746,374	$28,440,774	$7,110,194	$100,490,735
2030	$474,012,900	$7,584,206	$8,532,232	$15,168,413	$948,026	$13,272,361	$5,688,155	$13,746,374	$28,440,774	$7,110,194	$100,490,735

*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									
		NH	STP	HSIP	TAP	GR	BRO	BRX	BRZ	CRP	TOTAL
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 Bi-State MPO
FY 2026-2029 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 for TDOT projects are: FY26: 5.5%, FY27: 4.5%, FY28: 3.5%, FY29: 3.5%; and KYTC projects have an inflation rate of 4.0% for design, utilities, construction and 5% for ROW. These rates were used to project expenditure dollars for each future year in the TIP. Any new or current federal/state funded projects in the TIP are those projects awarded through TDOT's 3 Year Plan or the KYTC's SHIFT process. 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 2050 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 STBG-L 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.

STBG-L 2026	
Carryover Balance	$22,649,105
Transfers:	$0
Allocation :	$4,050,000
Total FundsAvailable :	$26,699,105
Projects :	$770,000
Remaining 2026 :	$25,929,105

STBG-L 2027	
Carryover Balance	$25,929,105
Transfers:	$0
Allocation :	$4,100,000
Total FundsAvailable :	$30,029,105
Projects :	$2,960,000
Remaining 2027 :	$27,069,105

STBG-L 2028	
Carryover Balance	$27,069,105
Transfers:	$0
Allocation :	$4,150,000
Total FundsAvailable :	$31,219,105
Projects :	$5,800,000
Remaining 2028 :	$25,419,105

STBG-L 2029	
Carryover Balance	$25,419,105
Transfers:	$0
Allocation :	$4,200,000
Total FundsAvailable :	$29,619,105
Projects :	$13,200,000
Remaining 2029 :	$16,419,105

KYTC STBG-L 2026	
Carryover Balance	$1,093,925
Transfers:	$0
Allocation :	$563,000
Total FundsAvailable :	$1,656,925
Projects :	$0
Remaining 2026 :	$1,656,925

KYTC STBG-L 2027	
Carryover Balance	$1,656,925
Transfers:	$0
Allocation :	$574,000
Total FundsAvailable :	$2,230,925
Projects :	$0
Remaining 2027 :	$2,230,925

22 KYTC: FISCALLY CONSTRAINT PROGRAMMED REVENUE AND COSTS:

Kentucky Funding Table 2 As of 10/1/2025 (By Year of Expenditure)				
Funding Source	**FY2026**	**FY2027**	**FY2028**	**FY2029**
	Available	**Available**	**Available**	**Available**
Federal National Highway System (NH)	$ 2,800,000	$ 12,000,000	$ 0	$ 0
State Surface Transportation Block Grant(STBG)	$ 0	$ 0	$ 0	$ 0
Local Surface Transportation Block Grant (STBG-L)	$ 1,656,925	$ 2,230,925	$ 2,805,925	$ 3,381,925
Transportation Alternatives (TAP)	$ 0	$ 0	$ 0	$ 0
Local Transportation Alternatives (TAP-L)	$ 171,271	$ 230,271	$ 290,271	$ 351,271
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ 0	$ 0	$ 0	$ 0
Highway Safety Improvement Project (HSIP)	$ 0	$ 0	$ 0	$ 0
KYD (Kentucky Discretionary)	$ 0	$ 0	$ 0	$ 0
Bridge Formula Program (BFP)	$ 5,600,000	$ 0	$ 0	$ 0
Carbon Reduction Program (CRP)	$ 129,727	$ 129,727	$ 129,727	$ 129,727
Local Match	$ 0	$ 0	$ 0	$ 0
SPB	$ 0	$ 0	$ 0	$ 0
SPP (State Construction - KY)	$ 2,000,000	$ 6,140,000	$ 9,720,000	$ 0
State Match	**$ 2,100,000**	**$ 3,000,000**	**$ 2,600,000**	**$ 0**
Total	**$ 14,457,923**	**$ 23,730,923**	**$ 15,545,923**	**$ 3,862,923**
Amount Programmed to be Spent				
Federal National Highway System (NH)	$ 2,800,000	$ 12,000,000	$ 0	$ 0
State Surface Transportation Block Grant (STBG)	$ 0	$ 0	$ 0	$ 0
Local Surface Transportation Block Grant (STBG-L)	$ 0	$ 0	$ 0	$ 0
Transportation Alternatives (TAP)	$ 0	$ 0	$ 0	$ 0
Local Transportation Alternatives (TAP-L)	$ 0	$ 0	$ 0	$ 0
Congestion Mitigation & Air Quality Improvement (CMAQ)	$ 0	$ 0	$ 0	$ 0
Highway Safety Improvement Project (HSIP)	$ 0	$ 0	$ 0	$ 0
KYD (Kentucky Discretionary)	$ 0	$ 0	$ 0	$ 0
Bridge Formula Program (BFP)	$ 5,600,000	$ 0	$ 0	$ 0
Carbon Reduction Program (CRP)	$ 0	$ 0	$ 0	$ 0
Local Match	$ 0	$ 0	$ 0	$ 0
SPB	$ 0	$ 0	$ 0	$ 0
SPP (State Construction - KY)	$ 2,000,000	$ 6,140,000	$ 9,720,000	$ 0
State Match	**$ 2,100,000**	$ 3,000,000	$ 2,600,000	$ 0
Total Programmed	**$ 12,500,000**	**$ 21,140,000**	**$ 12,320,000**	**$ 0**
Amount Remaining				
Federal National Highway System (NH)	$ 0	$ 0	$ 0	$ 0
State Surface Transportation Block Grant(STBG)	$ 0	$ 0	$ 0	$ 0
Local Surface Transportation Block Grant(STBG-L)	$ 1,656,925	$ 2,230,925	$ 2,805,925	$ 3,381,925
Transportation Alternatives (TAP)	$ 0	$ 0	$ 0	$ 0
Local Transportation Alternatives (TAP-L)	$ 171,271	$ 230,271	$ 290,271	$ 351,271

Congestion Mitigation & Air Quality Improvement (CMAQ)	$ 0	$ 0	$ 0	$ 0
Highway Safety Improvement Project (HSIP)	$ 0	$ 0	$ 0	$ 0
KYD (Kentucky Discretionary)	$ 0	$ 0	$ 0	$ 0
Bridge Formula Program (BFP)	$ 0	$ 0	$ 0	$ 0
Carbon Reduction Program (CRP)	$ 129,727	$ 129,727	$ 129,727	$ 129,727
Local Match	$ 0	$ 0	$ 0	$ 0
SPB	$ 0	$ 0	$ 0	$ 0
SPP (State Construction - KY)	$ 0	$ 0	$ 0	$ 0
State Match	**$ 0**	**$ 0**	**$ 0**	**$ 0**
Total Remaining	**$ 1,957,923**	**$ 2,590,923**	**$ 3,225,923**	**$ 3,862,923**

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2026
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307	2026	$7,822,918	$7,822,918	$4,757,261	$1,491,223	$1,574,434	$0	$0
5307	2027	$6,058,805	$6,058,805	$3,443,372	$1,164,223	$1,451,210	$0	$0
5307	2028	$5,599,061	$5,599,061	$3,067,613	$1,122,723	$1,408,725	$0	$0
5307	2029	$6,769,241	$6,769,241	$4,003,793	$1,239,723	$1,525,725	$0	$0
5310	2026	$1,163,300	$1,163,300	$930,640	$116,330	$116,330	$0	$0
5310	2027	$400,000	$400,000	$320,000	$40,000	$40,000	$0	$0
5310	2028	$260,000	$260,000	$208,000	$26,000	$26,000	$0	$0
5310	2029	$200,000	$200,000	$160,000	$20,000	$20,000	$0	$0
5339	2026	$2,205,000	$2,205,000	$1,764,000	$220,500	$220,500	$0	$0
5339	2027	$2,910,000	$2,910,000	$2,328,000	$291,000	$291,000	$0	$0
5339	2028	$20,960,000	$20,960,000	$16,768,000	$2,096,000	$2,096,000	$0	$0
5339	2029	$2,550,000	$2,550,000	$2,040,000	$255,000	$255,000	$0	$0
CRP-L	2026	$151,000	$151,000	$120,800	$0	$30,200	$0	$0
CRP-L	2027	$453,076	$453,076	$362,461	$0	$90,615	$0	$0
HPP	2026	$5,875,000	$0	$4,700,000	$0	$1,175,000	$0	$5,875,000
HSIP	2026	$911,300	$911,300	$820,170	$91,130	$0	$0	$0
HSIP	2027	$771,100	$771,100	$693,990	$77,110	$0	$0	$0
HSIP	2028	$560,800	$560,800	$504,720	$56,080	$0	$0	$0
HSIP	2029	$560,800	$560,800	$504,720	$56,080	$0	$0	$0
IMPV	2026	$5,500,000	$5,500,000	$0	$4,750,000	$750,000	$0	$0
IMPV	2027	$6,500,000	$6,500,000	$0	$5,800,000	$700,000	$0	$0
IMPV	2028	$7,000,000	$7,000,000	$0	$6,100,000	$900,000	$0	$0
IMPV	2029	$0	$0	$0	$0	$0	$0	$0
KYTC BFP	2026	$7,000,000	$7,000,000	$5,600,000	$1,400,000	$0	$0	$0
KYTC CRP	2026	$162,158	$0	$129,727	$0	$32,431	$0	$162,158
KYTC STBG-L	2026	$1,797,675	$0	$1,656,925	$0	$140,750	$1,093,925	$1,797,675
KYTC STBG-L	2027	$2,788,656	$0	$2,230,925	$0	$557,731	$1,656,925	$2,788,656
KYTC TAP-L	2026	$214,089	$0	$171,271	$0	$42,818	$0	$214,089
LOCAL	2026	$16,500,000	$16,500,000	$0	$0	$16,500,000	$0	$0
NH	2026	$3,500,000	$3,500,000	$2,800,000	$700,000	$0	$0	$0
NH	2027	$15,000,000	$15,000,000	$12,000,000	$3,000,000	$0	$0	$0
NH	2028	$0	$0	$0	$0	$0	$0	$0
NH	2029	$0	$0	$0	$0	$0	$0	$0

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2026
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
NHPP	2026	$662,400	$662,400	$529,920	$132,480	$0	$0	$0
NHPP	2027	$13,362,400	$13,362,400	$10,689,920	$2,672,480	$0	$0	$0
NHPP	2028	$552,000	$552,000	$441,600	$110,400	$0	$0	$0
NHPP	2029	$441,600	$441,600	$353,280	$88,320	$0	$0	$0
SPP	2026	$2,000,000	$2,000,000	$0	$2,000,000	$0	$0	$0
SPP	2027	$6,140,000	$6,140,000	$0	$6,140,000	$0	$0	$0
SPP	2028	$9,720,000	$9,720,000	$0	$9,720,000	$0	$0	$0
SPP	2029	$0	$0	$0	$0	$0	$0	$0
STBG-L	2026	$27,711,605	$962,500	$26,699,105	$0	$1,012,500	$22,649,105	$26,749,105
STBG-L	2027	$31,054,105	$3,700,000	$30,029,105	$0	$1,025,000	$25,929,105	$27,354,105
STBG-L	2028	$32,256,605	$7,250,000	$31,219,105	$0	$1,037,500	$27,069,105	$25,006,605
STBG-L	2029	$30,669,105	$16,500,000	$29,619,105	$0	$1,050,000	$25,419,105	$14,169,105
STBG-S	2026	$4,086,400	$4,086,400	$3,269,120	$817,280	$0	$0	$0
STBG-S	2027	$3,575,600	$3,575,600	$2,860,480	$715,120	$0	$0	$0
STBG-S	2028	$57,043,200	$57,043,200	$45,634,560	$11,408,640	$0	$0	$0
STBG-S	2029	$188,275,190	$188,275,190	$62,370,889	$125,904,301	$0	$0	$0
TAP-L	2026	$1,046,172	$450,000	$956,172	$0	$90,000	$956,172	$596,172
TAP-L	2027	$1,224,922	$626,064	$1,099,172	$0	$125,750	$596,172	$598,858

Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non- Profit Entities	Federal State Local	80% 10% 10%
UROP – Urban Operating Assistance Program	Local Government	TDOT Local TDOT Local	80%<$400,000 20%<$400,000 50%>$400,000 50%>$400,000

ADA and Title VI Inclusion in TIP Development:

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular ¾ mile access zone surrounding fixed route services.

The Clarksville MPO assures that no person shall on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. The Clarksville MPO planning process includes compliance with the Americans with Disabilities Act (ADA) of 1990 which mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. The CUAMPO office is an Americans with Disabilities Act (ADA) of 1990 compliant building and on a transit route which is also ADA compliant. The MPO does provide accommodations to those with disabilities. The Clarksville MPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether these programs or activities are federally funded or not. The Clarksville MPO will include Title VI nondiscrimination language in all written agreements and will monitor for compliance any governmental entity or contractor with which the MPO contracts and/or to which federal assistance funds are distributed.

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 4 to demonstrate that jurisdictions have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP for FY2026. 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 $18.2 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 $260,764 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 $850,000 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 $225,033 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 $900,133 annually to operate and maintain the existing state routes and interstate in Christian County, KY.

TDOT expends approximately $28,893,000 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 5; except for KYTC. KYTC has a growth rate of 0% through FY2028 per KYTC's FY2025-FY2028 STIP. In the event federal transportation funds are made available for maintenance and operations projects, it will be identified in the TIP.

Figure 4. Highway Operations and Maintenance Budgets – FY2026

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	$17,390,085.00	$ 17,390,085.00
Montgomery County, TN	$18,220,000.00	$18,220,000.00
City of Oak Grove, KY	$ 260,764.00	$ 260,764.00
City of Hopkinsville, KY	$ 850,000.00	$ 850,000.00
Christian County, KY*	$ 225,033.00	$ 225,033.00
KYTC-Christian County, KY	$ 900,133.00	$ 900,133.00
TDOT-Montgomery County/Clarksville, TN	$ 28,893,000.00	$ 24,893,000.00

Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	$ 5,690,658.00	$ 5,690,658.00
Total Maintenance and Operations	**$ 72,429,673.00**	**$ 72,429,673.00**

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided $900,133.00 in Transportation maintenance funds for Christian County.

Figure 5. Future Operations and Maintenance Budgets FY2027-FY2029

Maintenance and Operations	FY2027	FY2028	FY2029
City of Clarksville, TN	$18,085,688	$ 18,809,116	$ 19,561,481
Montgomery County, TN	$ 18,948,800	$ 19,706,752	$ 20,495,022
City of Oak Grove, KY	$ 271,195	$ 282,042	$ 293,324
City of Hopkinsville, KY	$ 884,000	$ 919,360	$ 956,134
Christian County, KY	$ 225,033	$ 225,033	$ 225,033
KYTC-Christian County, KY	$ 900,133	$ 900,133	$ 900,133
TDOT-Montgomery County/Clarksville, TN	$ 30,048,720	$ 31,250,669	$ 32,500,696
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local	$ 5,918,284	$6,155,016	$ 6,401,216
Total Maintenance and Operations	**$ 75,281,853**	**$ 78,248,121**	**$ 81,333,039**

Process For 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).

The Draft FY2026-FY2029 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP, the MPO and Clarksville Transit System staff met and reviewed projects and budget concerns. CTS staff submitted their projects to the MPO for inclusion into the TIP. The Draft TIP Project List was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hardcopy.

The MPO staff met with city and county personnel including the Mayors, Engineers, and Superintendents/Directors of Highway/Street Departments about their surface transportation needs and concerns for the city, county and regional projects. The City and County continue to work jointly on projects for the betterment of the residents in the city, county and region. The MPO held a meeting on December 4, 2024, this was the first discussion of the development of the new TIP. During the development of the TIP there was discussion at the Regional Planning Commission, City Council and County Commission meetings on road conditions, congestion and regional priorities and needs. Each of the Councilmen and Commissioners received a "Call for Projects" letter in an email from the MPO on February 24, 2025 asking

Evansville-Henderson FY 2026-2030 TIP Financial Plan

Federal regulations require the programming of state and local transportation programs and projects into a Transportation Improvement Program (TIP). There are a variety of funding options available for programmed improvements in the TIP. Many transportation projects programmed in the TIP involve a combination of federal, state, and local funding sources.

03 FUNDING THE TIP

Nurrenbern Road - Vanderburgh County

Federal Funds

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

Federal Highway Administration (FHWA) Administered
Surface Transportation Block Grant (STBG)
Highway Safety Improvement Program (HSIP)
Congestion Mitigation and Air Quality (CMAQ)
Carbon Reduction Program (CRP)
PROTECT Formula Program
National Highway Performance Program (NHPP)
National Highway Freight Program (NHFP)
Federal Transit Administration (FTA) Administered
Section 5303 - Metropolitan Planning Program
Section 5307 - Urbanized Area Formula Program
Section 5339 - Buses and Bus Facilities Formula Program
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). 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. 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)

The IIJA continues the HSIP for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The IIJA 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. The IIJA required State DOTs to develop a Carbon Reduction Strategy that identifies projects, strategies, and policies to reduce transportation emissions. Indiana published their strategy in July 2023, and KYTC published theirs in November 2023.

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 resilient 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. 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 provides Federal transit planning assistance with required local match to assist with the development of long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State as well as the establishment of performance targets that address national transit performance measures issued by the US DOT and based on goals outlined in law. The Evansville MPO receives Section 5303 funding through INDOT for transit planning in Vanderburgh and Warrick counties.

Section 5304 Statewide Planning

Section 5304 provides Federal statewide and non-metropolitan transit planning assistance with required local match to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people while working and coordinating with the State, regional transportation planning organizations and public transit operators. The Evansville MPO receives Section 5304 funding through KYTC for transit planning in Henderson County, Kentucky.

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 Urbanized Area's population and population density, and the revenue miles and passenger miles of METS. 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 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) 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 for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by METS 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 or non-profit organization.

Section 5311 Formula Grants for Rural Areas

This program is a formula-based program that provides funds for states and federally recognized Indian Tribes. Sub-recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Updated Census data from 2020 required HART to transition, from Section 5307 to Section 5311 through the State of Kentucky. The funding program provides capital, administrative and operating assistance to states to support public transportation in rural areas with populations less than 50,000. The federal share is 80% for capital projects and 50% for operating assistance. The local match is provided by the City of Henderson.

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 and Section 5311 programs. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match. METS' Section 5339 funds are allocated directly to them. HART's Section 5339 funds are applied for through the Kentucky Transportation Cabinet and distributed based on the needs of all Section 5311 recipients in the State of Kentucky.

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 capital projects under Section 5311, 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.

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 the 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, meaning there should be 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 2026-2030 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 eligible for Section 5311 and 5339 funding from the FTA. Through an application to KYTC, HART may receive Section 5311 funds. Additionally, the City of Henderson can send a letter to KYTC to request 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 2026 through 2030.

Table 3.1: Local Program Federal Fiscal Constraint

Table 3.1: Local Program Federal Fiscal Constraint						
Funding Source	All amounts in thousands					TIP Total
	2026	2027	2028	2029	2030	
Indiana LPA Program of Projects						
MPO Attributable						
STBG-U	$ 5,162	$ 5,160	$ 5,160	$ 5,160	$ 5,160	$ 25,802
HSIP	$ 880	$ 880	$ 880	$ 880	$ 880	$ 4,400
CMAQ	$ 993	$ 990	$ 990	$ 990	$ 990	$ 4,953
TA	$ 719	$ 720	$ 720	$ 720	$ 720	$ 3,599
CRP	$ 627	$ 625	$ 625	$ 625	$ 625	$ 3,127
PROTECT	$ 232	$ 230	$ 230	$ 230	$ 230	$ 1,152
MPO Transfers	$ (1,000)	$ -	$ (5,610)	$ -	$ (400)	$ (7,010)
Subtotal	**$ 7,614**	**$ 8,605**	**$ 2,995**	**$ 8,605**	**$ 8,205**	**$ 36,024**
State Attributable						
STBG-R/HSIP-R	$ 190	$ 3,213	$ 1,861	$ 504	$ 3,695	$ 9,463
Subtotal	**$ 190**	**$ 3,213**	**$ 1,861**	**$ 504**	**$ 3,695**	**$ 9,463**
Note: Indiana HSIP includes annual STBG penalty funding.						
Kentucky LPA program of projects						
Prior Year Balance/STBG	$ 526	$ 570	$ 1,744	$ 2,900	$ -	$ 5,740
Subtotal	**$ 526**	**$ 570**	**$ 1,744**	**$ 2,900**	**$ -**	**$ 5,740**
Local Project Federal Funding (Indiana & Kentucky)						
Source	2026	2027	2028	2029	2030	total
Available Federal	$ 8,329	$ 12,388	$ 6,600	$ 12,009	$ 11,900	$ 51,227
Programmed Federal	$ 7,261	$ 11,986	$ 6,349	$ 11,564	$ 11,970	$ 49,130

Table 3.2: Local Fiscal Constraint and Operations/Maintenance

Indiana	Projected Local Revenues 2026-2030	Programmed Local Matching Costs 2026-2030	Revenues Available for Operations/ Maintenance
Vanderburgh County	$ 55,923,163	$ 19,447,200	$ 36,475,963
City of Evansville	$ 54,286,751	$ 4,546,500	$ 49,740,251
Warrick County	$ 30,833,176	$ 14,163,646	$ 16,669,529
City of Boonville	$ 2,113,621	$ 1,223,400	$ 890,221
Kentucky			
Henderson County	$ 10,430,295	$ 1,120,000	$ 9,310,295
City of Henderson	$ 3,159,390	$ 280,000	$ 2,879,390

Table 3.3: Local Program Federal Fiscal Constraint for Transit

Evansville-Henderson Ubranized Area	FY 2026-2030
Estimated Federal Funds (5307, 5339, 5310)	$ 26,290,000
Estimated State & Local Funds (METS, HART, non-profits)	$ 48,712,000
Programmed	$ 75,002,000
Difference	$ -

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Louisville FY 2025-2028
TIP Financial Plan

03
FUNDING

Louisville FY 2025-2028
Transportation Improvement Program (TIP)
Financial Plan

Excerpt from the complete
FY25 - FY28 TIP

In this chapter:

- Roadway
- Financial Plans
- Operations and Maintenance
- Public Transportation

The IIJA furthers the commitment to funding programs for highways, transit, bicycle, and pedestrian programs that were established in previous transportation acts. The IIJA 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, supporting economic growth, supporting the Department of Transportation's safety agenda, streamlining transportation programs, accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs. The list of funding sources below is not exhaustive but merely highlights some of the major funding sources utilized within the TIP. 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.

KIPDA receives sub-allocated formula funds from some of the funding sources listed below. These sub-allocated MPO-dedicated funding sources are programmed to transportation projects in the KIPDA region based upon the approval of the TPC. For more information about how MPO-dedicated funding is programmed by KIPDA, see Chapter 06 - Project Specific Reports.

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.

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.

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 (referred to as Transportation Management Areas, or TMAs) will receive a portion based on their relative share of population
- Areas with a 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 a 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 KYTC or INDOT. These MPO-controlled STBG funds are referred to as "STBG-MPO" in the TIP. STBG monies obligated to the areas outside a 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. STBG funds controlled by a state department of transportation are referred to as "STBG-ST" in the TIP.

STBG funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.

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 MPO controls which projects are programmed with CMAQ funds. CMAQ funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%. CMAQ funds controlled by the MPO are referred to as "CMAQ-MPO" in the TIP, while CMAQ funds controlled by a state transportation agency are referred to as "CMAQ-ST" in the TIP.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for establishing priority for HSIP projects in Kentucky rests with KYTC. In Indiana, INDOT sub-allocates funds to the MPOs. HSIP funds controlled by a state transportation agency are referred to as "HSIP-ST" in the TIP. HSIP funds controlled by the MPO are referred to as "HSIP-MPO" in the TIP. The federal share of HSIP projects is typically 90%; although there are circumstances where the federal obligation can reach 100% of the cost of a project.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) program was established to fund alternative transportation projects, most notably for bicyclists and pedestrians. Eligible uses of transportation alternative funds include all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. 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 controlled by a state transportation agency are referred to as "TA-ST" in the TIP. TA funds controlled by the MPO are referred to as "TA-MPO" in the TIP. TA funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.

Carbon Reduction Program (CRP)

The IIJA 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. A portion of a states' CRP apportionment must be sub-allocated to MPOs based on the MPO's relative share of the states' population. CRP funds controlled by a state transportation agency are referred to as "CRP-ST" in the TIP. CRP funds controlled by the MPO are referred to as "CRP-MPO" in the TIP. CRP funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.

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

The IIJA established 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 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.

The federal share for PROTECT planning grants is 100% and the federal share for implementation projects are typically 80% with a few exceptions. An eligible entity may use federal funds other than federal funds provided under the PROTECT discretionary grant program to meet the non-federal cost share requirement for a project carried out with a grant under the PROTECT discretionary grant program.

Other Roadway Programs

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program, Bridge Investment Program (BIP), Bridge Formula Program (BFP), Off-system Bridge Replacement and Rehabilitation Program (BRO), Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Safe Streets and Roads for All (SS4A) grant program among other funding sources. The majority of these funding sources are competitively awarded by the FHWA. More information about all FHWA programs under IIJA is available here.

FINANCIAL PLANS

The IIJA 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. All agencies are instructed to submit project information to KIPDA based on the projected year of expenditure. KIPDA staff review submitted project cost estimates from MPO-dedicated project applications to ensure that estimates account for future inflation in a reasonable manner. For non-MPO-dedicated projects KIPDA relies upon cost estimate policy/guidance from KYTC, TARC, and INDOT. The TIP must be fiscally constrained, which means the MPO cannot program more dollars in the TIP than anticipated to be received between FY 2025 – FY 2028. A financial plan of federal funds programmed in the TIP for FY 2025 -FY 2028 is shown in **Figures 3A, 3B, 3C, 3D** for Indiana programs and **Figures 4A, 4B, 4C, 4C** for Kentucky programs. Fiscal constraint for state-controlled funding sources in the KIPDA TIP are confirmed by the state-wide fiscal constraint shown in both the Kentucky FY 2025-FY 2028 STIP and the Indiana FY 2024-FY 2028 STIP. Just as MPOs must update the TIP, it is anticipated that the state transportation agencies will update the STIPs.

FIGURE 3A: FY25 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	$ 14,298	$ 14,298	$ 3,574	$ 17,872
CMAQ-MPO	$ 200,000	$ 200,000	$ 50,000	$ 250,000
HSIP-MPO	$ 252,000	$ 252,000	$ 28,000	$ 280,000
HSIP-ST	$ 6,290,474	$ 6,290,474	$ 329,407	$ 6,619,881
IM	$ 153,000	$ 153,000	$ 17,000	$ 170,000
NHPP	$ 98,293,200	$ 98,293,200	$ 11,682,787	$ 110,319,409
NHS	$ 9,030,690	$ 9,030,690	$ 1,003,410	$ 10,034,100
Section 5310	$ 411,184	$ 411,184	$ 114,184	$ 525,368
STBG-MPO	$ 5,437,457	$ 5,437,457	$ 1,378,723	$ 6,816,180
STBG-ST	$ 18,382,038	$ 18,382,038	$ 4,574,359	$ 22,956,397
CRP-MPO	$ -	$ -	$ -	$ -
EVC-RAA	$ 139,989	$ 139,989	$ 35,002	$ 174,991
GRANT	$ -	$ -	$ -	$ -
Group III	$ 2,111,481	$ 2,111,481	$ 527,870	$ 2,639,351
NEVI	$ 7,093,710	$ 7,093,710	$ 1,773,427	$ 8,867,137
NHS	$ 9,030,690	$ 9,030,690	$ 1,003,410	$ 10,034,100
PROTECT	$ 144,000	$ 144,000	$ 28,000	$ 172,000
TA-MPO	$ 14,407	$ 14,407	$ 3,602	$ 18,009
TA-ST	$ 880,000	$ 880,000	$ 220,000	$ 1,100,000
Total	**$ 157,878,618**	**$ 157,878,618**	**$ 22,772,755**	**$ 180,994,795**

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FIGURE 3B: FY26 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	$ 3,415,430	$ 3,415,430	$ 853,858	$ 4,269,288
CMAQ-MPO	$ 200,000	$ 200,000	$ 50,000	$ 250,000
HSIP-MPO	$ 400,000	$ 400,000	$ 44,445	$ 444,445
HSIP-ST	$ 7,790,712	$ 7,790,712	$ 450,561	$ 8,241,273
IM	$ 810,000	$ 810,000	$ 90,000	$ 900,000
NHPP	$ 249,556,611	$ 249,556,611	$ 24,900,840	$ 274,457,451
NHS	$ 581,173	$ 581,173	$ 64,575	$ 645,748
Section 5310	$ -	$ -	$ -	$ -
STBG-MPO	$ 4,702,243	$ 4,702,243	$ 1,175,561	$ 5,877,804
STBG-ST	$ 7,566,850	$ 7,566,850	$ 1,891,711	$ 9,458,561
CRP-MPO	$ -	$ -	$ -	$ -
EVC-RAA	$ -	$ -	$ -	$ -
GRANT	$ 1,000,000	$ 1,000,000	$ -	$ 1,000,000
Group III	$ -	$ -	$ -	$ -
NEVI	$ 15,958,569	$ 15,958,569	$ 3,989,642	$ 19,948,211
NHS	$ 581,173	$ 581,173	$ 64,575	$ 645,748
PROTECT	$ -	$ -	$ -	$ -
TA-MPO	$ -	$ -	$ -	$ -
TA-ST	$ -	$ -	$ -	$ -
Total	**$ 292,562,761**	**$ 292,562,761**	**$ 33,575,768**	**$ 326,138,529**

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FIGURE 3C: FY27 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	$ 7,626	$ 7,626	$ 1,907	$ 9,533
CMAQ-MPO	$ 200,000	$ 200,000	$ 50,000	$ 250,000
HSIP-MPO	$ -	$ -	$ -	$ -
HSIP-ST	$ 772,200	$ 772,200	$ 85,800	$ 858,000
IM	$ -	$ -	$ -	$ -
NHPP	$ 130,189,208	$ 130,189,208	$ 15,012,510	$ 145,201,718
NHS	$ 27,000	$ 27,000	$ 3,000	$ 30,000
Section 5310	$ -	$ -	$ -	$ -
STBG-MPO	$ 4,475,000	$ 4,475,000	$ 1,118,750	$ 5,593,750
STBG-ST	$ 2,249,322	$ 2,249,322	$ 381,036	$ 2,630,358
CRP-MPO	$ -	$ -	$ -	$ -
EVC-RAA	$ -	$ -	$ -	$ -
GRANT	$ -	$ -	$ -	$ -
Group III	$ -	$ -	$ -	$ -
NEVI	$ 21,794,319	$ 21,794,319	$ 5,448,580	$ 27,242,899
NHS	$ 27,000	$ 27,000	$ 3,000	$ 30,000
PROTECT	$ -	$ -	$ -	$ -
TA-MPO	$ 1,167,940	$ 1,167,940	$ 291,985	$ 1,459,925
TA-ST	$ -	$ -	$ -	$ -
Total	**$ 160,909,615**	**$ 160,909,615**	**$ 22,396,568**	**$ 183,306,183**

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FIGURE 3D: FY28 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	$ -	$ -	$ -	$ -
CMAQ-MPO	$ 200,000	$ 200,000	$ 50,000	$ 250,000
HSIP-MPO	$ 256,460	$ 256,460	$ 409,174	$ 665,634
HSIP-ST	$ 3,830,895	$ 3,830,895	$ 425,655	$ 4,256,550
IM	$ 5,310,000	$ 5,310,000	$ 590,000	$ 5,900,000
NHPP	$ 34,802,901	$ 34,802,901	$ 3,872,442	$ 38,675,343
NHS	$ 35,205,541	$ 35,205,541	$ 3,911,727	$ 39,117,268
Section 5310	$ -	$ -	$ -	$ -
STBG-MPO	$ 3,648,420	$ 3,648,420	$ 912,105	$ 4,560,525
STBG-ST	$ 8,401,350	$ 8,401,350	$ 2,076,631	$ 10,477,981
CRP-MPO	$ 3,300,000	$ 3,300,000	$ 825,000	$ 4,125,000
EVC-RAA	$ -	$ -	$ -	$ -
GRANT	$ -	$ -	$ -	$ -
Group III	$ -	$ -	$ -	$ -
NEVI	$ 15,190,289	$ 15,190,289	$ 3,797,572	$ 18,987,861
NHS	$ 35,205,541	$ 35,205,541	$ 3,911,727	$ 39,117,268
PROTECT	$ -	$ -	$ -	$ -
TA-MPO	$ 1,293,060	$ 1,293,060	$ 323,265	$ 1,616,325
TA-ST	$ -	$ -	$ -	$ -
Total	**$ 146,644,457**	**$ 146,644,457**	**$ 21,105,298**	**$ 167,749,755**

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FIGURE 4A: FY25 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	$ 2,880,000	$ 2,880,000	$ 720,000	$ 3,600,000
BRO	$ 67,180,318	$ 67,180,318	$ 16,795,080	$ 83,975,398
BRX	$ -	$ -	$ -	$ -
BRZ	$ 1,117,200	$ 1,117,200	$ 279,300	$ 1,396,500
CMAQ-ST	$ -	$ -	$ -	$ -
CPF	$ 4,156,000	$ 4,156,000	$ 1,039,000	$ 5,195,000
CRP-MPO	$ 10,852,894	$ 10,852,894	$ 2,713,226	$ 13,566,120
FBP	$ 9,731,942	$ 9,731,942	$ 2,432,986	$ 12,164,928
FED	$ 5,280,000	$ 5,280,000	$ 1,320,000	$ 6,600,000
GR	$ 21,600	$ 21,600	$ 5,400	$ 27,000
HGC	$ -	$ -	$ 40,747,838	$ 40,747,838
HSIP-ST	$ 12,069,707	$ 12,069,707	$ 1,298,856	$ 13,368,563
NHPM	$ 1,832,985	$ 1,832,985	$ 203,665	$ 2,036,650
NHS	$ 100,018,160	$ 100,018,160	$ 25,004,540	$ 125,022,700
RAISE/BUILD	$ 1,558,400	$ 1,558,400	$ 204,000	$ 1,762,400
Section 5310	$ 2,423,215	$ 2,423,215	$ 881,654	$ 3,304,869
Section 5307	$ 15,812,901	$ 15,812,901	$ 3,953,226	$ 19,766,127
Section 5339	$ 9,523,997	$ 9,523,997	$ 1,871,937	$ 11,395,934
SPP	$ -	$ -	$ 49,486,550	$ 49,486,550
SS4A	$ 12,032,644	$ 12,032,644	$ 6,050,692	$ 18,083,336
State	$ -	$ -	$ 700,000	$ 700,000
STBG-MPO	$ 121,970,514	$ 121,970,514	$ 29,805,201	$ 151,775,715
STBG-ST	$ 5,122,807	$ 5,122,807	$ 1,280,702	$ 6,403,509
STP5	$ -	$ -	$ -	$ -
STPF	$ 18,052,000	$ 18,052,000	$ 4,513,000	$ 22,565,000
TA-MPO	$ 1,790,547	$ 1,790,547	$ 447,637	$ 2,238,184
Total	**$ 403,427,831**	**$ 403,427,831**	**$ 191,754,490**	**$ 595,182,321**

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FIGURE 4B: FY26 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	$ 8,446,873	$ 8,446,873	$ 2,111,719	$ 10,558,592
BRO	$ 23,669,647	$ 23,669,647	$ 6,749,148	$ 30,418,795
BRX	$ 3,857,499	$ 3,857,499	$ 964,374	$ 4,821,873
BRZ	$ -	$ -	$ -	$ -
CMAQ-ST	$ 1,849,000	$ 1,849,000	$ 462,250	$ 2,311,250
CPF	$ 3,280,282	$ 3,280,282	$ 820,070	$ 4,100,352
CRP-MPO	$ 2,754,000	$ 2,754,000	$ 688,500	$ 3,442,500
FBP	$ 77,279,025	$ 77,279,025	$ 19,319,757	$ 96,598,782
FED	$ 3,741,860	$ 3,741,860	$ 935,465	$ 4,677,325
GR	$ 56,800	$ 56,800	$ 14,200	$ 71,000
HGC	$ -	$ -	$ 13,095,000	$ 13,095,000
HSIP-ST	$ 4,680,000	$ 4,680,000	$ 520,000	$ 5,200,000
NHPM	$ 38,234,552	$ 38,234,552	$ 9,558,639	$ 47,793,191
NHS	$ 31,056,000	$ 31,056,000	$ 7,764,000	$ 38,820,000
RAISE/BUILD	$ 6,223,600	$ 6,223,600	$ -	$ 6,223,600
Section 5310	$ 1,539,600	$ 1,539,600	$ 384,900	$ 1,924,500
Section 5307	$ 16,212,441	$ 16,212,441	$ 4,053,111	$ 20,265,552
Section 5339	$ 1,891,000	$ 1,891,000	$ 472,750	$ 2,363,750
SPP	$ -	$ -	$ 40,565,000	$ 40,565,000
SS4A	$ 8,323,659	$ 8,323,659	$ 2,080,915	$ 10,404,574
State	$ -	$ -	$ 5,960,000	$ 5,960,000
STBG-MPO	$ 45,803,728	$ 45,803,728	$ 11,545,333	$ 57,349,061
STBG-ST	$ 1,744,000	$ 1,744,000	$ 436,000	$ 2,180,000
STP5	$ 760,000	$ 760,000	$ 190,000	$ 950,000
STPF	$ 9,360,000	$ 9,360,000	$ 2,340,000	$ 11,700,000
TA-MPO	$ 7,460,320	$ 7,460,320	$ 1,865,140	$ 9,325,460
Total	**$ 298,223,886**	**$ 298,223,886**	**$ 132,896,271**	**$ 431,120,157**

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FIGURE 4C: FY27 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	$ -	$ -	$ -	$ -
BRO	$ 31,511,200	$ 31,511,200	$ 7,877,800	$ 39,389,000
BRX	$ -	$ -	$ -	$ -
BRZ	$ -	$ -	$ -	$ -
CMAQ-ST	$ -	$ -	$ -	$ -
CPF	$ 650,000	$ 650,000	$ 162,500	$ 812,500
CRP-MPO	$ 872,000	$ 872,000	$ 218,000	$ 1,090,000
FBP	$ 23,544,000	$ 23,544,000	$ 5,886,000	$ 29,430,000
FED	$ 19,200,000	$ 19,200,000	$ 4,800,000	$ 24,000,000
GR	$ -	$ -	$ -	$ -
HGC	$ -	$ -	$ -	$ -
HSIP-ST	$ 5,400,000	$ 5,400,000	$ 600,000	$ 6,000,000
NHPM	$ 122,001,982	$ 122,001,982	$ 30,500,496	$ 152,502,478
NHS	$ 80,704,000	$ 80,704,000	$ 20,176,000	$ 100,880,000
RAISE/BUILD	$ 6,233,600	$ 6,233,600	$ 816,000	$ 7,049,600
Section 5310	$ -	$ -	$ -	$ -
Section 5307	$ -	$ -	$ -	$ -
Section 5339	$ -	$ -	$ -	$ -
SPP	$ -	$ -	$ 120,023,000	$ 120,023,000
SS4A	$ 4,813,187	$ 4,813,187	$ 1,203,297	$ 6,016,484
State	$ -	$ -	$ 500,000	$ 500,000
STBG-MPO	$ 32,143,725	$ 32,143,725	$ 8,031,932	$ 40,175,657
STBG-ST	$ 640,000	$ 640,000	$ 160,000	$ 800,000
STP5	$ 600,000	$ 600,000	$ 150,000	$ 750,000
STPF	$ 26,044,000	$ 26,044,000	$ 6,511,000	$ 32,555,000
TA-MPO	$ 5,540,000	$ 5,540,000	$ 1,260,000	$ 6,800,000
Total	**$ 359,897,694**	**$ 359,897,694**	**$ 208,876,025**	**$ 568,773,719**

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FIGURE 4D: FY28 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	$ 10,850,400	$ 10,850,400	$ 2,712,600	$ 13,563,000
BRO	$ 57,773,600	$ 57,773,600	$ 14,443,400	$ 72,217,000
BRX	$ -	$ -	$ -	$ -
BRZ	$ -	$ -	$ -	$ -
CMAQ-ST	$ -		$ -	$ -
CPF	$ -	$ -	$ -	$ -
CRP-MPO	$ 2,696,000	$ 2,696,000	$ 659,000	$ 3,355,000
FBP	$ 37,624,800	$ 37,624,800	$ 9,406,200	$ 47,031,000
FED	$ 7,460,720	$ 7,460,720	$ 1,865,180	$ 9,325,900
GR	$ -	$ -	$ -	$ -
HGC	$ -	$ -	$ -	$ -
HSIP-ST	$ -	$ -	$ -	$ -
NHPM	$ 72,307,513	$ 72,307,513	$ 18,076,879	$ 90,384,392
NHS	$ 26,648,000	$ 26,648,000	$ 6,662,000	$ 33,310,000
RAISE/BUILD	$ 1,558,400	$ 1,558,400	$ 204,000	$ 1,762,400
Section 5310	$ -	$ -	$ -	$ -
Section 5307	$ -	$ -	$ -	$ -
Section 5339	$ -	$ -	$ -	$ -
SPP	$ -	$ -	$ 14,950,000	$ 14,950,000
SS4A	$ 690,388	$ 690,388	$ 172,589	$ 862,977
State	$ -	$ -	$ -	$ -
STBG-MPO	$ 5,183,689	$ 5,183,689	$ 1,283,923	$ 6,467,612
STBG-ST	$ 15,096,000	$ 15,096,000	$ 3,774,000	$ 18,870,000
STP5	$ 8,120,000	$ 8,120,000	$ 2,030,000	$ 10,150,000
STPF	$ 25,028,000	$ 25,028,000	$ 6,257,000	$ 31,285,000
TA-MPO	$ -	$ -	$ -	$ -
Total	**$ 271,037,510**	**$ 271,037,510**	**$ 82,496,771**	**$ 353,534,281**

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OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the INDOT and the KYTC. 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. $259,122,141 is anticipated to be expended over the four-year period of the TIP to maintain the roadways in Clark and Floyd counties. $660,447,099 is anticipated to be expended over the four-year period to maintain roads in Bullitt, Jefferson, and Oldham counties. The majority of the transit revenue is derieved from Louisville's Mass Transit Trust Fund with additional funding from customer fare receipts, advertising and state contributions. TARC estimates a total revenue of $341,361,281 for the Capital Investment . This excludes federal formula funds but includes the local funds used for the required match funding. TARC estimates the total TARC revenue of $419,549,521 for the TIP years 2025-2028.

PUBLIC TRANSPORTATION

The IIJA also provides programmatic funding to enhance safety in public transportation and emphasizes restoring and replacing aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, as well as operating expenses in certain circumstances. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Operating costs in areas with fewer than 200,000 in population are also an eligible expense.

TARC receives an annual allocation of funds through this program. The federal share is 80% for capital assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service. TARC is generally not eligible to use these funds for operating assistance. TARC estimates a total of $71,883,816 in Federal Section 5307 Urbanized Area Formula grant funds for the current TIP years.

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 that operate in a separated right-of-way dedicated for public transportation use during peak periods, 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 before receiving grant funds. These funds are very competitive.

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 5339 (a) and (b): Bus and Bus Facilities Formula and Competitive Programs

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339(a)) makes federal resources available to states and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under the 5307 program.

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through competitive grants. TARC estimates a total of $6,304,424 in Federal Section 5339 Formula Bus and Bus Facility for the current TIP years. See figures 7A for the FY25 and 7B for the FY26 programmed funds. Fiscal years 2027 and 2028 have not been programmed at the time of this writing.

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 2025-2030 POP for FTA Sections 5307 are shown in **Figures 5A** (pg 41) and **5B** (pg 42). Fiscal years 2027 and 2028 have not been programmed at the time of this writing. 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** (pg 43). ARC's proposed Fiscal Year 2025 - 2030 POP for FTA Section 5339 funds can be found in **Figures 7A** and **7B** (pg. 44). Fiscal years 2027 and 2028 have not been programmed at the time of this writing. As additional funds are awarded, the TIP will be updated to add the newly awarded transit projects. 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 8A, 8B, 9A, 9B**, and **9C** (pgs. 45-48). TARC's five-year Capital Improvement Program is shown in **Figures 10A** and **10B** (pgs. 49-50).

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

Other Transit 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 non-federal 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 Transpor-tation 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 non-federal share required to match a
federal capital or operating grant by matching up to 100 percent of the 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.

FIGURE 5A: SECTION 5307 - URBANIZED AREA FORMULA GRANT 2025

KIPDA ID	Project Name	Project 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. Specifically, this project will support the replacement of TARC's CAD/AVL system.	$ 100,000	$ 25,000	$ 125,000
3169	Non-Fixed Route ADA Paratransit Service	The capital cost portion of paratransit operations and maintenance.	$ 4,567,274	$ 1,141,819	$ 5,709,093
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 security equipment for TARC facilities and vehicles.	$ 201,055	$ 50,264	$ 251,319

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FIGURE 5B: SECTION 5307 - URBANIZED AREA FORMULA GRANT 2026

KIPDA ID	Project Name	Project 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. Specifically, this project will support the replacement of TARC's CAD/AVL system.	$ 100,000	$ 25,000	$ 125,000
3169	Non-Fixed Route ADA Paratransit Service	The capital cost portion of paratransit operations and maintenance.	$ 4,567,274	$ 1,141,819	$ 5,709,093
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 security equipment for TARC facilities and vehicles.	$ 205,076	$ 51,269	$ 256,345
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	$ 395,519	$ 98,880	$ 494,399

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

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
2291	Section 5310 Program	TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.	$1,505,550	$376,388	$1,881,938
3337	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Cedar Lake Transportation of Individuals with Disabilities Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Louisville and La Grange, Kentucky.	$154,880	$154,880	$309,760
3338	Operating Expenses (Section 5310-24 OTHER Project)	Operating Assistance for Blue River Services Fleet Expansion for Floyd County Project to provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.	$15,184	$15,184	$30,368
3339	Operating Expenses (Section 5310-24 OTHER Project)	Operating Assistance to provide transportation to seniors participating in programming at the Elderserve Senior Center and the Elderserve Adult Day Health Center in Jefferson County, Kentucky.	$5,200	$5,200	$10,400
3340	Operating Expenses (Section 5310-24 OTHER Project)	Transit Authority of River City Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project. This funding will be Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.	$207,720	$207,720	$415,440
3341	Purchase Transit Vehicles (Section 5310-24 OTHER Project)	WHC KY, LLC (dba Ztrip) Empowering Mobility Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide shared-ride service as part of the existing TARC3 program.	$69,600	$17,400	$87,000
3342	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Blue River Services Fleet Expansion for Floyd County Project to purchase two (2) ADA-accessible full-size vans. The project will provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.	$154,880	$38,720	$193,600
3343	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Down Syndrome of Louisville for the Improving Mobility Options for those with Down Syndrome in Greater Louisville Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Jefferson County in Kentucky and in Floyd and Clark Counties in Indiana.	$154,880	$38,720	$193,600
3344	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Dreams with Wings Van Upgrade and Replacement 2024/25 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide transportation services in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.	$72,400	$18,100	$90,500
3345	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Harbor House of Louisville for Improving the Mobility of Seniors and Individuals with Disabilities Project to purchase one (1) ADA-accessible 12-2 cutaway bus; one (1) ADA-accessible full-size van; and preventive maintenance for the Section 5310 fleet from January 1 through December 31, 2025. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.	$175,545	$43,886	$219,431
3346	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Lifespan Resources Transportation Project to purchase two (2) ADA-accessible full-size vans with enhanced HVAC, all-wheel-drive, fog lights, and automatic sliding door. The project will provide transportation for individuals with disabilities to and from day services and work programs. The vehicles will also provide on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low-income residents.	$171,520	$42,880	$214,400
3347	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Southwest Center for the Reliable and Safe Transport for Individuals Using Wheelchairs Project to purchase one (1) ADA-accessible full-size van to provide door-to-door non-emergency medical transportation for adults with intellectual and/or developmental disabilities in Jefferson County, Kentucky.	$77,440	$19,360	$96,800
3348	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Volunteers of America for the VOA Community IN 2024 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will transport seniors and individuals with developmental and physical disabilities in Floyd and Clark Counties in Indiana to medical care appointments, recreation, and participation in the community, including enrichment activities.	$69,600	$17,400	$87,000

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FIGURE 7A: SECTION 5339 - GRANTS FOR BUSES & BUS FACILITIES FORMULA PROGRAM 2025

KIPDA ID	Project Name	Project 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/Maintenance Facilities	Rehabilitate an administrative and/or maintenance facility.	$400,000	$100,000	$500,000

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FIGURE 7B: SECTION 5339 - GRANTS FOR BUSES & BUS FACILITIES FORMULA PROGRAM 2026

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
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/Maintenance Facilities	Rehabilitate an administrative and/or maintenance facility.	$ 400,000	$ 100,000	$ 500,000

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FIGURE 8A: TARC PROJECTED REVENUES & EXPENSES

OPERATING PROJECTIONS							
Fiscal Year	**Operating Expenses**	**% Change**	**MTTF Contributions**	**Ind & Other Contributions**	**Operating Revenue**	**% Change**	**TOTAL**
2000	$37,382,722	ACT	$28,994,419	$844438	$7,543,865	ACT	$37,382,722
2001	$39,698,543	ACT	$30,982,874	$1223651	$7,492,018	ACT	$39,698,543
2002	$38,854,782	ACT	$30,357,284	$1,282,990	$7,214,508	ACT	$38,854,782
2003	$39,628,270	ACT	$31,649,169	$1,152,725	$6,826,376	ACT	$39,628,270
2004	$38,142,774	ACT	$30,686,583	$645346	$6,810,845	ACT	$38,142,774
2005	$40,351,969	ACT	$30,613,953	$1494009	$8,244,009	ACT	$40,351,971
2006	$44,348,514	ACT	$34,280,413	$1,422,251	$8,645,851	ACT	$44,348,515
2007	$47,941,963	ACT	$37,490,955	$1,420,961	$9,030,047	ACT	$47,941,963
2008	$51,284,977	ACT	$39,109,870	$1,351,725	$10,823,384	ACT	$51,284,979
2009	$51,620,981	ACT	$38,236,525	$1,691,666	$11,692,790	ACT	$51,620,981
2010	$48,960,386	ACT	$34,579,447	$3,292,003	$11,088,936	ACT	$48,960,386
2011	$49,029,118	ACT	$36,007,938	$1,906,565	$11,114,614	ACT	$49,029,117
2012	$52,145,780	ACT	$38,849,946	$1,260,785	$12,035,049	ACT	$52,145,780
2013	$55,719,321	ACT	$41,149,120	$1,442,813	$12,840,773	ACT	$55,432,706
2014	$54,587,384	ACT	$39,793,989	$1,640,374	$13,153,021	ACT	$54,587,384
2015	$63,251,427	ACT	$48,239,862	$1,686,322	$13,325,243	ACT	$63,251,427
2016	$61,143,301	ACT	$46,238,385	$1,535,985	$13,368,931	ACT	$61,143,301
2017	$65,856,370	ACT	$51,077,933	$1,589,679	$13,188,758	ACT	$65,856,370
2018	$63,365,749	ACT	$48,788,672	$1,640,547	$12,936,530	ACT	$63,365,749
2019	$67,733,803	ACT	$54,345,974	$1,631,866	$11,755,963	ACT	$67,733,803
2020	$66,289,745	ACT	$52,986,246	$2,170,947	$11,132,552	-5.3%	$66,289,745
2021	$58,597,253	ACT	$49,069,249	$1,263,847	$8,264,157	-25.8%	$58,597,253
2022	$62,979,875	ACT	$50,865,562	$4,251,745	$7,862,568	-4.9%	$62,979,875
2023	$70,810,095	ACT	$59,696,312	$2,227,816	$8,885,967	13.0%	$70,810,095
2024	$75,058,246	ACT	$62,616,384	$2,607,292	$9,834,570	10.7%	$75,058,246
2025	$84,200,393	EST	$68,415,255	$1,276,642	$14,508,496	47.5%	$84,200,393
2026	$83,325,171	BUD	$70,125,636	$2,067,809	$11,131,726	-23.3%	$83,325,171
2027	$85,776,506	2.94%	$71,878,777	$2,013,673	$11,884,055	6.8%	$85,776,506
2028	$88,059,211	2.66%	$73,675,747	$1,812,832	$12,570,633	5.8%	$88,059,211
2029	$89,433,332	1.56%	$75,517,640	$1,994,243	$11,921,449	-5.2%	$89,433,332
2030	$91,682,205	2.51%	$77,405,581	$1,969,353	$12,307,271	3.2%	$91,682,205
TOTALS	**$1,867,260,167**		**$1,483,725,701**	**$53,812,899**	**$329,434,955**		**$1,866,973,556**
2031	$93,622,862		$79,340,721	$1,954,358	$12,327,783		$93,622,862
2032	$188,436,297		$81,324,239	$15,156,704	$91,955,354		$188,436,297
2033	$213,917,896		$83,357,345	$18,496,678	$112,063,873		$213,917,896
2034	$169,964,812		$85,441,279	$12,047,285	$72,476,248		$169,964,812
2035	$195,770,780		$87,577,311	$15,462,059	$92,731,411		$195,770,780
2036	$198,218,078		$89,766,743	$15,565,371	$92,885,963		$198,218,078
2037	$193,045,887		$92,010,912	$14,573,612	$86,461,363		$193,045,887
2038	$200,885,914		$94,311,185	$15,428,353	$91,146,377		$200,885,914
2039	$202,701,304		$96,668,964	$15,416,949	$90,615,391		$202,701,304
2040	$205,787,709		$99,085,688	$15,366,733	$91,335,288		$205,787,709
2041	$208,685,416		$101,562,831	$15,635,072	$91,487,514		$208,685,416
2042	$211,408,707		$104,101,901	$15,705,011	$91,601,794		$211,408,707
2043	$214,439,161		$106,704,449	$15,802,473	$91,932,240		$214,439,161
2044	$217,454,177		$109,372,060	$15,949,898	$92,132,219		$217,454,177
2045	$220,655,166		$112,106,362	$16,056,414	$92,492,390		$220,655,166
2046	$223,730,870		$114,909,021	$16,175,305	$92,646,544		$223,730,870
2047	$226,969,030		$117,781,746	$16,301,447	$92,885,836		$226,969,030
2048	$230,284,976		$120,726,290	$16,420,388	$93,138,298		$230,284,976
2049	$233,642,657		$123,744,447	$16,543,533	$93,354,677		$233,642,657
2050	$237,218,895		$126,838,058	$16,668,116	$93,712,720		$237,218,895
Future	**$6,476,577,580**	**(Projection of total future operating expenses from 2025)**					

Notes: Operating Expenses include MTTF 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

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FIGURE 8B: TARC PROJECTED REVENUES & EXPENSES

Year Over Changes			
Fiscal Year	**MTTF**	**Ind & Other**	**Operating**
2010	90.44%	194.60%	94.84%
2011	104.13%	57.92%	100.23%
2012	107.89%	66.13%	108.28%
2013	105.92%	114.44%	106.69%
2014	96.71%	113.69%	102.43%
2015	121.22%	102.80%	101.31%
2016	95.85%	91.08%	100.33%
2017	110.47%	103.50%	98.65%
2018	95.52%	103.20%	98.09%
2019	111.39%	99.47%	90.87%
2020	97.50%	133.03%	94.70%
2021	92.61%	58.22%	74.23%
2022	103.66%	336.41%	95.14%
2023	117.36%	52.40%	113.02%
2024	104.89%	117.03%	110.68%
2025	109.26%	48.96%	147.53%
2026	102.50%	161.97%	76.73%
2027	102.50%	97.38%	106.76%
2028	102.50%	90.03%	105.78%
2029	102.50%	110.01%	94.84%
2030	102.50%	98.75%	103.24%
TOTALS	**105.05%**	**119.71%**	**97.70%**

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FIGURE 9A: 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^	Capital Purchases	Total Section 5307 Program of Projects
FY 2024	Actual	$18,321,285	$4,580,321	$22,901,606	$4,065,556	$13,078,563	$17,144,119
FY 2025	Budget*	$18,094,362	$4,523,591	$22,617,953	$4,487,974	$19,373,976	$23,861,950
FY 2026	Estimate	$17,870,250	$4,467,563	$22,337,813	$14,441,889	$39,253,717	$53,695,606
FY 2027	Estimate	$17,870,250	$4,467,563	$22,337,813	$17,252,936	$24,517,873	$41,770,809
FY 2028	Estimate	$18,048,953	$4,512,238	$22,561,191	$18,944,260	$10,701,717	$29,645,976
FY 2029	Estimate	$18,229,442	$4,557,361	$22,786,803	$19,417,866	$17,059,143	$36,477,009
FY 2030	Estimate	$18,411,737	$4,602,934	$23,014,671	$19,903,313	$17,025,218	$36,928,531
FY 2031	Estimate	$18,595,854	$4,648,964	$23,244,818	$20,400,896	$17,025,218	$34,738,226
TOTAL		**$145,442,134**	**$36,360,533**	**$181,802,667**	**$118,914,689**	**$158,035,425**	**$274,262,226**

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FIGURE 9B: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available
FY 2024	Actual	$1,606,831	$401,708	$2,008,539
FY 2025	Budget*	$1,586,929	$396,732	$1,983,662
FY 2026	Estimate	$1,567,274	$391,818	$1,959,092
FY 2027	Estimate	$1,567,274	$391,818	$1,959,092
FY 2028	Estimate	$1,582,947	$395,737	$1,978,683
FY 2029	Estimate	$1,598,776	$399,694	$1,998,470
FY 2030	Estimate	$1,614,764	$403,691	$2,018,455
FY 2031	Estimate	$1,630,912	$407,728	$2,038,639
TOTAL		**$12,755,706**	**$3,188,927**	**$15,944,633**

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FIGURE 9C: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

		Total Formula Funds Available	COVID Funds Available	Total Formula & COVID Funds	Variance (Surplus / Deficit)
FY 2024	Actual	$24,910,145	$22,870,736	$47,780,881	$30,636,762
FY 2025	Budget*	$24,601,614	$16,407,798	$41,009,412	$17,147,462
FY 2026	Estimate	$24,296,905	$1,472,451	$25,769,356	-$27,926,250
FY 2027	Estimate	$24,296,905	-	$24,296,905	-$17,473,904
FY 2028	Estimate	$24,539,874	-	$24,539,874	-$5,106,102
FY 2029	Estimate	$24,785,273	-	$24,785,273	-$11,691,736
FY 2030	Estimate	$25,033,126	-	$25,033,126	-$11,895,405
FY 2031	Estimate	$25,283,457	-	$25,283,457	-$9,454,769
TOTAL		**$197,747,300**	**$40,750,985**	**$238,498,285**	**-$35,763,942**

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FIGURE 10A: TARC CAPITAL IMPROVEMENT PROGRAM

		FY 2024	DBE		FY 2025	DBE1		FY 2026	DBE2		FY 2027	DBE3
	QTY	Actual	Potential	QTY	Estimate	Potential	QTY	Budget	Potential	QTY	Estimated	Potential
FTA Required 5307 Category	-	-	-	-	-	-	-	-	-	-	-	-
Security Enhancements	-	69,254	69,254	-	582,795	582,795	-	2,720,100	2,720,100		390,912	390,912
	-	-	-	-	-	-	-	-	-	-	-	-
Buses	-	-	-	-	-	-	-	-	-	-	-	-
35' & 40' Fixed Route	11	6,913,269	-	12	7,666,530	-	0	-	-	0	-	-
35' & 40' Full Electric	0	-	-	2	1,955,200	-	9	11,040,260	-	5	6,008,935	-
20' Paratransit	0	-	-	-	-	-	6	845,744	-	10	1,174,438	-
Paratransit Van	0	-	-	18	2,334,136	-	0	-	-	0	-	-
40' Commuter	0	-			-		0	-		0	-	-
Subtotal Revenue Vehicles	**11**	**6,913,269**	**-**	**32**	**11,955,866**	**-**	**15**	**11,886,004**	**-**	**15**	**7,183,373**	**-**
	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Lending Library	-	-	-	-	-	-	-	-	-	-	-	-
Support Vehicles	11	392,635	-	-	66,725	66,725	1	40,000	-	3	82,654	82,654
Service Trucks	0	-	-	-	242,620	242,620	3	137,380	-	2	79,411	79,411
	-	-	-	-	-	-	-	-	-	-	-	-
Facility Construction	-	122,575	61,288	-	190,736	-	-	5,086,890	-	-	5,000,000	-
Facility Renovation/Maintenance	-	1,166,376	1,166,376	-	160,088	160,088	-	8,120,505	8,120,505	-	6,090,379	6,090,379
Arch/Engineering/Environmental Consulting	-	133,613	133,613	-	387,517	387,517	-	757,437	757,437	-	730,845	730,845
Passenger Amenities	-	20,444	20,444	-	-	-	-	587,497	587,497	-	250,000	250,000
	-	-	-	-	-	-	-	-	-	-	-	-
Shop Equipment & Bus Parts	-	5,897	5,897	-	32,719	32,719	-	654,128	654,128	-	163,532	163,532
Office Equipment / Furniture	-	38,083	38,083	-	7,612	7,612	-	93,535	93,535	-	46,768	46,768
	-	-	-	-	-	-	-	-	-	-	-	-
Operational Infrastructure & Information Technology	-	3,726,652	-	-	4,161,298	-	-	6,150,920	-	-	2,000,000	-
Svc Planning & Proj Admin	-	489,765	489,765	-	1,586,000	1,586,000	-	3,059,321	3,059,321	-	2,500,000	2,500,000
Subtotal Other Capital	**-**	**6,096,040**	**-**	**-**	**6,835,315**	**-**	**-**	**24,647,613**	**-**	**-**	**16,943,589**	**-**
	-	-	-	-	-	-	-	-	-	-	-	-
Formula Preventive Maintenance	-	2,267,558	-	-	-	-	-	10,000,000	-	-	12,000,000	-
Formula Non-FR ADA Paratransit	-	1,458,338	-	-	3,857,241	-	-	4,000,000	-	-	4,800,000	-
Discretionary ADA Work Trips	-	317,632	-	-	601,008	-	-	415,440	-	-	425,826	-
Formula Contracted FR Service	-	22,028	-	-	29,725	-	-	26,449	-	-	27,110	-
Subtotal CEER*	**-**	**4,065,556**	**-**	**-**	**4,487,974**	**-**	**-**	**14,441,889**	**-**	**-**	**17,252,936**	**-**
	-	-	-	-	-	-	-	-	-	-	-	-
La Grange Subrecipient Share	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ Sponsored Service	-	-	-	-	1,786,320	-	-	-	-	-	800,000	-
	-	-	-	-	-	-	-	-	-	-	-	-
GROSS CAPITAL PROGRAM COST	**-**	**17,144,119**	**1,984,720**	**-**	**23,861,950**	**3,066,076**	**-**	**53,695,606**	**15,992,523**	**-**	**41,770,809**	**10,334,500**
Federal Share	-	13,715,295	-	-	19,089,560	-	-	42,279,890	-	-	32,477,097	-
Local, State & Other Shares	-	3,428,824	-	-	4,772,390	-	-	11,415,716	-	-	9,293,712	-
DBE 11% Goal	-	-	158,778	-	-	337,268	-	-	1,759,178	-	-	1,136,795
	-	-	-	-	-	-	-	-	-	-	-	-
COVID Emergency Operations Funding												
CARES Act Emergency Operations	-	-	-	-	-	-	-	-	-	-	-	-
CRSSA Act Emergency Operations	-	-	-	-	-	-	-	-	-	-	-	-
ARP Act Emergency Operations	-	22,870,736	-	-	16,407,798	-	-	1,472,451	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
Notes:	-	-	-	-	-	-	-	-	-	-	-	-
1) Maximum amount of contracted service eligible for capital contribution, given grantee (TARC) ownership of vehicles, is 40%.		-	-	-	-	-	-	-	-	-	-	-
*Capital Eligible Expense Reimbursements		-	-	-	-	-	-	-	-	-	-	-

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FIGURE 10B: TARC CAPITAL IMPROVEMENT PROGRAM

	FY 2028	DBE		FY 2029	DBE1		FY 2030	DBE2		FY 2031	DBE3	8 YEAR TOTAL (Covid)
QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimate	Potential	QTY	Estimate	Potential	EST/COST
-	394,821	394,821	-	398,769	398,769	-	402,757	402,757	-	406,784	406,784	5,366,192
5	4,047,788	-	5	4,148,983	-	5	4,252,707	-	0	-	-	27,029,277
0	-	-	5	6,313,138	-	5	6,470,966	-	6	7,959,288	-	39,747,787
7	842,659	-	10	1,233,893	-	7	885,319	-	7	907,451	-	5,889,504
0	-	-	0	-	-	0	-	-	0	-	-	2,334,136
0	-	-	0	-	-	0	-	-	0	-	-	-
12	4,890,447	-	20	11,696,014	-	17	11,608,992	-	13	8,866,740	-	75,000,704
												-
												-
3	84,720	84,720	3	86,839	86,839	3	89,009	89,009	3	91,235	91,235	1,031,197
2	81,396	81,396	2	83,431	83,431	2	85,517	85,517	2	87,655	87,655	660,029
												-
	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	11,400,201
	1,370,335	1,370,335	-	1,404,594	1,404,594	-	1,439,708	1,439,708	-	1,475,701	1,475,701	21,227,686
	164,440	164,440	-	168,551	168,551	-	172,765	172,765	-	177,084	177,084	2,692,253
	250,000	250,000	-	250,000	250,000	-	250,000	250,000	-	250,000	250,000	1,857,941
												-
	167,620	167,620	-	171,811	171,811	-	176,106	176,106	-	180,509	180,509	1,552,322
	47,937	47,937	-	49,135	49,135	-	50,363	50,363	-	51,623	51,623	385,055
												-
	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000	-	20,038,870
	2,000,000	2,000,000	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-	1,500,000	1,500,000	14,135,086
	5,416,449	-	-	4,964,360	-	-	5,013,469	-	-	5,063,806	-	74,980,641
												-
	13,200,000	-	-	13,530,000	-	-	13,868,250	-	-	14,214,956	-	79,080,764
	5,280,000	-	-	5,412,000	-	-	5,547,300	-	-	5,685,983	-	36,040,862
	436,472	-	-	447,383	-	-	458,568	-	-	470,032	-	3,572,361
	27,788	-	-	28,483	-	-	29,195	-	-	29,925	-	220,702
	18,944,260			19,417,866			19,903,313			20,400,896		118,914,689
												-
	-			-			-			-		-
												2,586,320
	29,645,976	4,561,270	-	36,477,009	4,113,129	-	36,928,531	4,166,226	-	34,738,226	4,220,590	274,262,226
	23,042,654	-	-	28,194,493	-	-	28,834,570	-	-	27,064,619	-	214,698,178
	6,603,322	-	-	8,282,517	-	-	8,093,961	-	-	7,673,606	-	59,564,048
	-	501,740	-	-	452,444	-	-	458,285	-	-	464,265	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	40,750,985

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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 th4e 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 programed 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 <u>not</u> 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 *(Programs Related to Group)*					
Discretionary / Earmark (40) *(Appalachian Development, Discretionary, Earmark)*	$1.0	$1.0	$1.0	$1.0	$4.0
Emergency (41) *(Emergency)*	$38.1	$10.5	$10.5	$10.5	$69.6
FLAP (42) *(Federal Lands Access Program)*	$2.6	$.7	$.7	$.7	$4.8
Local Programs (43) *(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)*	$129.3	$132.6	$130.1	$90.2	$482.2
Major Programs (44) *(Minor project activities funded by Major Programs)*	$109.3	$124.2	$120.4	$123.2	$477.2
MPO Capital (45) *(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)*	$4.8	$4.9	$5.0	$4.0	$18.7
National Highway Freight (46) *(National Highway Freight)*	$19.4	$9.9	$9.9	$9.9	$49.2
Other (47) *(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)*	$124.0	$81.4	$80.7	$44.7	$330.8
Preservation (48) *(District Preservation)*	$396.9	$554.4	$530.9	$532.9	$2015.1
Rail (49) *(Railroad Crossing Safety, Freight Rail Development)*	$7.6	$14.8	$14.8	$14.8	$51.9
Rec Trails (50) *(Recreational Trails Program)*	$1.7	$1.7	$1.7	$1.7	$6.7
Safety (51) *(Highway Safety Improvement Program)*	$111.0	$121.2	$99.3	$82.0	$413.5
State (52) *(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)*	$818.5	$549.6	$552.3	$556.9	$2477.3
RTPO Capital (53) *(Regional Transportation Planning Organizational Capital Program)*	$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.) ***(Programs Related to Group)***					
5310 Small Urban/ Rural *(Specialized Programs for Rural and Small Urban Regions)*	$12.2	$5.9	$6.1	$6.2	$30.4
5310 *(Specialized Programs for Rural and Small Urban Regions)*	$6.0	$3.5	$3.6	$3.7	$16.8
5311 *(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)*	$101.1	$36.9	$37.8	$38.6	$214.4
5339 *(Bus and Bus Facilities for Rural)*	$13.2	$4.0	$4.0	$4.0	$25.2
State (9999) *(General Revenue Match)*	$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
FINANCAL 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		
Year		STP Funds	TAP Funds	Comments	
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		
Year		STP Funds	TAP Funds	Comments	
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		
Year		STP Funds	TAP Funds	Comments	
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		
Year		STP Funds	TAP Funds	Comments	
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		
Year		STP Funds	TAP Funds	Comments	
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:	
				Flatwoods sidewalk (U/C)	$199,680
	FY 2020 Carry Forward	$ 7,808,035	$ 329,502	Turn lanes @ US-60/KY-180	$604,982
	Available 2021 Budget	$ 9,204,634	$ 404,068	Winchester Ave Streetscape - Ashland	$200,000
				Dawes Avenue - Ashland	$196,000
	Project Demand Total	**$2,251,262**	**$ -**	Turn lanes @ US23/KY5 (D)	$5,000
				Replace grass median along US-23 (D	$15,000
				Cont. green light on US60 at KY1012 (D)	$5,000
	Shortfall/Balance	$ 6,953,372	$ 404,068	KY-1 turn lane/Argillite Elem (D/R/U/C)	$980,000
				Lloyd Sidewalk (D)	$16,000
	Budget Transactions			McConnell House scalehouse (D)	$16,000
	Revised Budget			FY21 UPWP	$13,600
	Carry Over	$ 6,953,372	$ 404,068		

Year		STP Funds	TAP Funds	Comments	
2022	Suballocated Amount	$ 1,685,126	$ 74,566	STP Projects:	
				Turn lanes @ KY5/US23 ©	$214,323
	FY 2021 Carry Forward	$ 6,953,372	$ 404,068	Replace grass medial along US23 (C)	$501,337
	Available 2022 Budget	$ 8,638,498	$ 478,634	Cont. green light on US60 at KY1012 (C)	$154,547
				City of Greenup Riverwalk (D)	$28,800
	Project Demand Total	**$1,363,671**	**$ -**	Lloyd SRTS-Phase 2 ©	$124,800
				FY 2022 UPWP	$11,864
				Plan/Design Winchester Ave-Ashland	$328,000
	Shortfall/Balance	$ 7,274,827	$ 478,634		
	Budget Transactions				
	Revised Budget				
	Carry Over	$ 7,274,827	$ 478,634		

Year		STP Funds	TAP Funds	Comments	
2023	Suballocated Amount	$ 1,718,828	$ 74,566	STBG Projects:	
				"D" for KY716/3292 Roundabout (Expected)	$200,000
	FY 2022 Carry Forward	$ 7,274,827	$ 478,634	City of Greenup-Riverwalk (C)	$244,880
	Available 2023 Budget	$ 8,993,655	$ 553,200	McConnel House Scalehouse (C)	$64,000
				FY23 UPWP	$11,864
	Project Demand Total	**$520,744**	**$ -**		
	Shortfall/Balance	$ 8,472,911	$ 553,200		
	Budget Transactions				
	Revised Budget				
	Carry Over	$ 8,472,911	$ 553,200		

Year		STP Funds	TAP Funds	Comments	
2024	Suballocated Amount	$ 1,753,205	$ 74,566	"R/U" for KY716/3293 Roundabout (Expected)	$1,250,000
				FY 24 UPWP	$11,864
	FY 2023 Carry Forward	$ 8,472,911	$ 553,200		
	Available 2023 Budget	$ 10,226,116	$ 627,766		
	Project Demand Total	**$1,261,864**	**$ -**		
	Shortfall/Balance	$ 8,964,252	$ 627,766		
	Budget Transactions				
	Revised Budget				
	Carry Over	$ 8,964,252	$ 627,766		

Year		STP Funds	TAP Funds	Comments	
2025	Suballocated Amount	$ 1,788,269	$ 74,566	STP Projects:	
				"C" for KY716/3293 Roundabout (Expected)	$ 550,000
	FY 2024 Carry Forward	$ 8,964,252	$ 627,766	FY25 UPWP	$ 12,000
	Available 2025 Budget	$ 10,752,521	$ 702,332		
	Project Demand Total	**$ 562,000**	**$0**		
	Shortfall/Balance	$ 10,190,521	$ 702,332		
	Budget Transactions				
	Revised Budget				
	Carry Over	$ 10,190,521	$ 702,332		

Year		STP Funds	TAP Funds	Comments	
2026	Suballocated Amount	$ 1,824,034	$ 74,566	STP Projects:	
				FY26 UPWP	$12,000
	FY 2025 Carry Forward	$ 10,190,521	$ 702,332		
	Available 2026 Budget	$ 12,014,555	$ 776,898		
	Project Demand Total	**$12,000**	**$0**		
	Shortfall/Balance	$ 12,002,555	$ 776,898		
	Budget Transactions				
	Revised Budget				
	Carry Over	$ 12,002,555	$ 776,898		

Year		STP Funds	TAP Funds	Comments	
2027	Suballocated Amount	$ 1,824,034	$ 74,566	No Funds Encumbered FY 2021	
				STP Projects	
	FY 2026 Carry Forward	$ 12,002,555	$ 776,898	FY27 UPWP	$12,000
	Available 2027 Budget	$ 13,826,589	$ 851,464		
	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

Year	KYOVA Draft Suballocated Funds - Ohio KYOVA SFY 2023-2027 Capital Program	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		swiched $175,000 TE funds to CRRSSA
	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 SFY2024 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 SFY2025 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			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 SFY2026 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 SFY2027 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	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
KY09	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 Estimate	2025 Estimate	2026 Estimate	2027 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
KY09	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 2025-2028 TIP
Financial Plan

3 FINANCIAL PLAN

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) a listing of the financial resources that are available to carry out TIP programs and projects which demonstrates financial constraint by balancing the estimated cost of projects and the expected revenue; 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, public transit providers and regional county & municipal governments.

3.1 Financial Resources

The Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspects of IIJA 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, in general the match cannot come from any federally allocated source. The major IIJA funding programs are listed below.

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

3.1.1 Highway Fiscal Considerations

Local and KYTC managed highway programs and projects are listed in Table 4 and Table 6 with various funding categories identified and funding for each phase shown by fiscal year. Detailed project tables; Table 12 and Table 13 can be found in Appendix B. These detailed tables provide information on any costs previously authorized for the project and any future costs that are either beyond the TIP period or have not been reviewed for compliance with the MPO Complete Streets policy. 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 1 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 2025-2028 TOTALS
Total Programmed Expenditures	$275,126,113
Total Anticipated Revenues	$339,032,257
Ratio of Expenditures to Revenue	0.81

Table 1: Anticipated Highway Revenue and Expenditures

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing suballocated funds dedicated to the Lexington MPO area. These include funds from three federal programs; Surface Transportation Block Grant Program - Lexington (SLX), Transportation Alternatives Program (TAP) and Carbon Reduction Program (CARB). These suballocated funds must be matched with local program funds. The MPO has decision authority over these funds and is responsible for selecting and prioritizing projects within the fiscal constraints of the current allocation. Table 11 shows the total amount of suballocated funds programmed and the remaining balance for each program.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for suballocated 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

Tables outlining expected transit revenues and expenditures during the four-year TIP period can be found in Section 4.3. 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 primarily from property tax revenue and is used as the source for local match of federal funds and operating expenditures. The transit financial element is estimated to total approximately $190 million from FY 2025 through FY 2028.

TRANSIT ELEMENT	FY 2025-2028 TOTALS
Total Programmed Expenditures	$199,472,989
Total Anticipated Revenues	$199,472,989
Ratio of Expenditures to Revenue	1.0

Table 2: 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.

The estimated ratio of revenues to expenditures for all funding sources for FY 2025-2028 indicated in Tables 1 and 2 should not exceed 1.0, which means planned expenditures balance with our anticipated revenues. 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.

3.2 Operations, Maintenance and Preservation

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

3.2.1 State Role

Kentucky's Statewide Transportation Improvement Program (STIP) places an emphasis on operating and maintaining existing transportation infrastructure. The KYTC is primary agency tasked with ensuring the National Highway System and the State Road System is operated and maintained to greatest degree possible for safety and system reliability. The goal of local funding is to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

The KYTC is organized to provide services in key areas to ensure routine maintenance and operation of the regional freeway/highway network. This includes maintenance of the state's roadways, bridges and rest areas as well as traffic operations on state maintained roads. Example activities include:

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

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To this end, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities like those listed above. Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, Lextran has estimated they will spend approximately $123 million to operate and maintain transit service over the four year period of the TIP.

3.2.3 Operations and Maintenance Funding

The TIP and 2050 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain our transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding. The estimated maintenance expenditures for the FY 2025 - 2028 period are shown in Table 3.

Major O/M Funding Sources	O/M Funding Estimate FY 2025 - FY 2028
State Funding (KYTC)	$49,920,000
Local Funding	$37,440,000
Lextran (Operations)	$112,830,515
Lextran (Maintenance)	$20,309,493
Total	**$220,500,008**

Table 3: Maintenance/Operations Funding Estimates

Cincinnati-Northern KY FY 2026-2029 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). 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 federal funding types in the Ohio portion of the TIP. Budgets include any carryover from the prior fiscal year. In Ohio, ODOT sub-allocates Surface Transportation Block Grant Program (STBG), Carbon Reduction (CRP), and Transportation Alternatives (TA) federal funds to the MPO's, including OKI. The OKI budget is fiscally constrained in Ohio during the period fiscal year 2026 through 2029. 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.

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Discretionary / Earmark	$ -	$36,809,299	$36,809,299	$ -	$160,026,899	$160,026,899	$ -	$2,819,249	$2,819,249	$ -	$ -	$ -	$ -
Garvee / SIB	$ -	$ -	$ -	$ -	$43,420,000	$43,420,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Programs	$ -	$9,132,236	$9,132,236	$ -	$15,908,588	$15,908,588	$ -	$1,180,960	$1,180,960	$ -	$4,843,541	$4,843,541	$ -
Major Programs	$ -	$19,128,062	$19,128,062	$ -	$61,192,000	$61,192,000	$ -	$11,447,612	$11,447,612	$ -	$932,800	$932,800	$ -
MPO CMAQ	$7,630,007	-$7,264,602	$1,648,050	-$1,282,645	$6,202,827	$7,747,920	-$2,827,737	$14,202,827	$12,601,478	-$1,226,388	$14,202,827	$373,478	$12,602,961
MPO CRP	$11,454,094	$2,916,530	$11,040,212	$3,330,412	$2,916,530	$ -	$6,246,942	$2,916,530	$ -	$9,163,472	$2,916,530	$ -	$12,080,002
MPO CRRSAA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MPO STBG	$31,746,425	$27,675,784	$41,951,502	$17,470,707	$18,520,784	$20,230,364	$15,761,127	$18,520,784	$19,682,514	$14,599,397	$26,520,784	$870,712	$40,249,469
MPO TA	$2,993,968	$2,797,616	$2,308,187	$3,483,397	$2,797,616	$4,881,204	$1,399,808	$2,797,616	$3,061,752	$1,135,672	$2,797,616	$ -	$3,933,288
National Highway Freight	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ -	$2,150,000	$2,150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Preservation	$ -	$85,013,251	$85,013,251	$ -	$94,213,333	$94,213,333	$ -	$81,117,958	$81,117,958	$ -	$84,125,858	$84,125,858	$ -
PROTECT	$ -	$1,104,316	$1,104,316	$ -	$3,360,000	$3,360,000	$ -	$2,040,000	$2,040,000	$ -	$ -	$ -	$ -
Rail	$ -	$ -	$ -	$ -	$420,180	$420,180	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Safety	$ -	$14,251,997	$14,251,997	$ -	$14,946,840	$14,946,840	$ -	$6,217,023	$6,217,023	$ -	$1,624,500	$1,624,500	$ -
Total	$ -	$ -	$224,537,112	$23,001,870	$ -	$426,347,328	$20,580,139	$ -	$140,168,545	$23,672,152	$ -	$92,770,889	$68,865,719
Other Funds													
Bonds	$ -	$ -	$ -	$ -	$33,430,000	$33,430,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
State	$ -	$279,627,171	$279,627,171	$ -	$36,727,990	$36,727,990	$ -	$93,412,483	$93,412,483	$ -	$23,272,352	$23,272,352	$ -
Garvee / SIB Repayments	$ -	$16,631,256	$16,631,256	$ -	$16,585,003	$16,585,003	$ -	$16,538,748	$16,538,748	$ -	$16,492,496	$16,492,496	$ -
Labor	$ -	$17,205,287	$17,205,287	$ -	$18,687,692	$18,687,692	$ -	$15,677,457	$15,677,457	$ -	$6,114,826	$6,114,826	$ -
Local	$ -	$56,866,072	$56,866,072	$ -	$381,553,276	$381,553,276	$ -	$28,658,727	$28,658,727	$ -	$847,875	$847,875	$ -
N/A	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ -	$370,329,786	$ -	$ -	$486,983,960	$ -	$ -	$154,287,415	$ -	$ -	$46,727,549	$ -
Total	$53,824,493	$564,044,278	$594,866,895	$23,001,870	$910,909,557	$913,331,288	$20,580,139	$297,547,975	$294,455,962	$23,672,152	$184,692,006	$139,498,439	$68,865,719

Federal budgets are estimated full-year apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Table 3-2 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 table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2026 – 2029 TIP. Table 3-3 provides information on the Kentucky and Indiana funding in the TIP for all funding sources. In Indiana, the Indiana Department of Transportation (INDOT) does not sub-allocate federal capital funds to OKI. As of the 2020 Census, all portions of Dearborn County Indiana are outside of the Cincinnati Urban Area and therefore not eligible for sub-allocated funds.

Table 3-2: Kentucky OKI Sub-allocated Funds

FY 2026-FY 2029 TIP Fiscal Constraint (CRP, SNK and TAP)

FY	CRP Estimated Apportionment for Federal Fiscal Year	CRP Carry Over from previous year	CRP Available Budget	CRP Estimated Obligated/ Outstanding Project Costs for Fiscal Year	CRP Projected Carry Over
2026	$ 1,192,601	$ 962,218	$ 2,154,819	$0	$ 2,154,819
2027	$ 1,192,601	$ 2,154,819	$ 3,347,421	$0	$ 3,347,421
2028	$ 1,192,601	$ 3,347,421	$ 4,540,022	$0	$ 4,540,022
2029	$ 1,192,601	$ 4,540,022	$ 5,732,623	$0	$ 5,732,623
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**
2026	$ 10,056,599	$ (6,254,259)	$ 3,802,341	$8,675,951	$ (4,873,610)
2027	$ 10,056,599	$ (4,873,610)	$ 5,182,989	$6,615,266	$ (1,432,277)
2028	$ 10,056,599	$ (1,432,277)	$ 8,624,322	$7,630,489	$ 993,833
2029	$ 10,056,599	$ 993,833	$ 11,050,432	$236,700	$ 10,813,732
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**
2026	$1,041,974	$188,146	$1,230,119	$1,008,103	$222,016
2027	$1,041,974	$222,016	$1,263,990	$373,470	$890,520
2028	$1,041,974	$890,520	$1,932,494	$1,426,299	$506,195
2029	$1,041,974	$506,195	$1,548,169	$0	$1,548,169

Table 3-3: Kentucky Total Funding By State and Fiscal Year

	FY 26	FY 27	FY 28	FY 29	Total TIP Funding:
BRO	$24,000,000	$24,000,000	$28,000,000	$2,974,400	$78,974,400
BRX	$0	$3,788,000	$0	$0	$3,788,000
CMAQ	$480,000	$0	$0	$0	$480,000
Contrib Svcs	$21,975	$22,125	$22,125	$22,125	$88,350
Debt Service (Garvee)	$150,000,000	$0	$0	$0	$150,000,000
FBP	$320,000	$372,000	$36,049,400	$0	$36,741,400
GR	$51,000	$0	$0	$0	$51,000
HSIP	$4,800	$0	$0	$0	$4,800
KYD	$230,400,000	$172,000,000	$172,000,000	$158,270,000	$732,670,000
Local	$3,163,381	$2,052,909	$2,611,108	$37,050	$7,864,448
NH	$2,976,000	$48,800,000	$54,344,000	$97,064,000	$203,184,000
NHPM	$0	$15,576,000	$0	$0	$15,576,000
OKI-SNK	$7,166,430	$3,462,611	$4,174,489	$236,700	$15,040,230
OKI-TAP	$1,008,103	$373,470	$1,426,299	$0	$2,807,872
PM	$2,000,000	$0	$0	$0	$2,000,000
SGF	$74,600,000	$53,000,000	$48,000,000	$2,400,000	$178,000,000
SPP	$0	$0	$0	$3,000,000	$3,000,000
State	$12,212,600	$43,352,000	$60,574,600	$27,987,600	$144,126,800
STBG	$11,116,000	$56,200,000	$27,952,000	$3,928,000	$99,196,000
STP	$0	$4,992,000	$11,672,000	$0	$16,664,000
STP2	$6,000,000	$30,400,000	$22,400,000	$0	$58,800,000
STP5	$4,429,600	$280,000	$0	$400,000	$5,109,600
STPF	$0	$11,400,000	$39,480,000	$7,584,000	$58,464,000
Uncommitted	$50,910,000	$5,880,000	$120,880,000	$22,200,000	$199,870,000
Kentucky Total:	$580,859,889	$475,951,115	$629,586,021	$326,103,875	$2,012,500,900

Table 3-3: Indiana Total Funding By State and Fiscal Year

	FY 26	FY 27	FY 28	FY 29	Total TIP Funding:
Federal	$0	$1,030,339	$0	$1,932,000	$2,962,339
HSIP	$0	$0	$2,805,240	$0	$2,805,240
Local	$2,195,605	$43,000	$10,000	$501,000	$2,749,605
Local Bridge	$14,422	$0	$28,000	$0	$42,422
NH	$10,759,600	$24,387,876	$3,825,000	$11,250,000	$50,222,476
NHPP	$918,000	$2,924,963	$90,000	$8,820,000	$12,752,963
State	$9,963,035	$10,162,530	$3,498,505	$2,528,000	$26,152,070
STBG	$32,442,488	$18,378,216	$9,461,777	$1,266,000	$61,548,481
STBG (Group IV)	$2,984,000	$0	$0	$0	$2,984,000
STP	$1,600,000	$0	$0	$0	$1,600,000
Indiana Total:	$60,877,150	$56,926,924	$19,718,522	$26,297,000	$163,819,596

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 3-4 below, summarizes the transit funds and fiscal constraint for Ohio transit projects included in the TIP. Table 3-5 summarizes the transit funds and fiscal constraint for Kentucky transit projects included in the TIP. Table 3-6 shows the most recent funding split for all six agencies in the OKI region.

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Non-ODOT Administered Federal Funds													
5309 (Non-ODOT)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5339 (Non-ODOT)	$ -	$11,900,000	$11,900,000	$ -	$11,750,000	$11,750,000	$ -	$2,250,000	$2,250,000	$ -	$2,250,000	$2,250,000	$ -
5307	$2,597,857	$21,872,250	$24,353,491	$116,616	$22,283,251	$22,283,251	$116,616	$23,240,000	$23,240,000	$116,616	$22,995,000	$22,995,000	$116,616
5337	$ -	$367,123	$15,000	$352,123	$365,000	$365,000	$352,123	$395,000	$395,000	$352,123	$415,000	$415,000	$352,123
5310 (Non-ODOT)	$ -	$2,192,323	$1,950,701	$241,622	$2,192,323	$1,950,671	$483,274	$2,192,323	$ -	$2,675,597	$2,192,323	$ -	$4,867,920
Total	$ -	$ -	$38,219,193	$710,360	$ -	$36,348,922	$952,012	$ -	$25,885,000	$3,144,335	$ -	$25,660,000	$5,336,658
Flex Fund Transfer													
MPO CMAQ	$ -	$21,467,429	$21,467,429	$ -	$8,000,000	$8,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MPO CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MPO CRRSAA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MPO STBG	$ -	$ -	$ -	$ -	$8,000,000	$8,000,000	$ -	$8,000,000	$8,000,000	$ -	$ -	$ -	$ -
MPO TA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ -	$21,467,429	$ -	$ -	$16,000,000	$ -	$ -	$8,000,000	$ -	$ -	$ -	$ -
Other Funds													
Discretionary - CPF	$ -	$4,300,000	$4,300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Discretionary - 5339(c)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$10,000,000	$10,000,000	$ -	$10,000,000	$10,000,000	$ -
State	$ -	$3,158,100	$3,158,100	$ -	$3,072,458	$3,072,458	$ -	$3,210,000	$3,210,000	$ -	$3,231,000	$3,231,000	$ -
Local	$ -	$394,835,429	$394,835,429	$ -	$95,592,357	$95,592,357	$ -	$97,104,821	$97,104,821	$ -	$93,643,700	$93,643,700	$ -
Total	$ -	$ -	$402,293,529	$ -	$ -	$98,664,815	$ -	$ -	$110,314,821	$ -	$ -	$106,874,700	$ -
Total	$2,597,857	$460,092,654	$461,980,150	$710,360	$151,255,390	$151,013,738	$952,012	$146,392,144	$144,199,821	$3,144,335	$134,727,023	$132,534,700	$5,336,658

Federal budgets are estimated full-year apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

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

	FY 26	FY 27	FY 28	FY 29	Total Funding:
Kentucky					
5307-Urban Formula	$9,192,000	$8,340,000	$3,040,000	$0	$20,572,000
5310	$225,000	$0	$0	$0	$225,000
KYTC Match/TDC	$657,500	$417,500	$0	$0	$1,075,000
Local	$2,074,190	$2,614,354	$1,624,000	$0	$6,312,544
Local/Other	$26,030,000	$26,030,000	$26,000,000	$0	$78,060,000
OKI-SNK	$754,761	$3,907,415	$3,456,000	$0	$8,118,176
				Total	$114,362,720

Table 3-6: FY 2024 Cincinnati UZA Apportionment Funding Split to Transit Providers

	Final 5307/5340 Apportionment	Final 5339 Apportionment	Final 5337 Apportionment
SORTA	$19,186,569	$1,650,323	$37,376
CONNECTOR	$283,375	$0	$329,747
TANK	$5,897,607	$515,611	$0
BCRTA	$1,755,666	$224,985	$0
CTC	$0	$0	$0
WCTS	$673,640	$0	$0
TOTAL	$27,796,857	$2,390,919	$367,123

Authorized representatives from each agency have reviewed, discussed, and agreed upon these funding splits. In addition, the $2,192,171 FY24 Section 5310 funds apportioned to the UZA is awarded competitively to agencies providing transportation to seniors and those with disabilities.

Owensboro FY 2023-2028
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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-Various" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the 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

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7. Provide a Balance Between Development and Quality of Life
    - Recognize the need for transportation improvements, but be sensitive to environmental, social, and cultural resources in doing so

8. Enhance alternatives to traditional automobile/highway travel, such as transit, bicycle, and/or pedestrian travel
    - 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 Infrastructure Investment and Jobs Act (IIJA) 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 Infrastructure Investment and Jobs Act (IIJA) 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

*No FTA Funds were carried over

Public Participation

The 2026-2030 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, the newspaper, and through social media on Facebook. The public comment period began on July 18th and ended on August 17th, 2025 and was available to view and comment on online as soon as July 15th. 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-Various" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the 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. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. It should be expected that the costs of some individual projects may significantly exceed the amounts in the Grouped Projects Table. 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 4
Grouped Projects
HSIP - Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier, and Crash Cushion Projects
Railroad/Highway Crossing Protection
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Projects
Traffic Signal System Improvements
Highway Signing
Pavement Resurfacing, Restoration, and Rehabilitation
Pavement Markers and Striping
Bridge Replacement (no additional lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Recreational Trails Program
Transportation Alternatives Projects (TAP)
Commuter Ridesharing Programs
Bicycle and Pedestrian Facilities*
Park & Ride Facilities
Purchase of New Buses (to replace existing vehicles or for minor expansion)
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Transit Passenger Shelters and Information Kiosks
Construction or Renovation of Transit Facilities
Electric Vehicle Charging Station Projects
***Including pedestrian facility improvements identified in Local Public Agency Transition Plans to meet requirements of the Americans With Disabilities Act (ADA).**

Completed Projects from the Previous Radcliff/Elizabethtown MPO TIP

As required by Federal law, below is a table of projects from the FY 2022-2026 TIP that have been completed.

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE															
		BRO	BRX	NHPM	NH	HSIP	STP	SPP	STPF	State	FBP	TAP	Carbon Reduction	SS4A (Safe Streets for	EV	RRS	TOTAL
2022-2025*	Est. Cost	$ 150,000	$ 901,000	$ 11,530,000	$ 39,472,260	$6,825,938	$ 93,196,950	$ 19,867,800	$ 1,000,000	$ 3,100,000	$ 430,000	$ 94,712	$ 1,062,000	$ 257,224	$ 185,406	$ 4,400,000	$182,473,290
	Revenue	$ 150,000	$ 901,000	$ 11,530,000	$ 39,472,260	$6,825,938	$ 93,196,950	$ 19,867,800	$ 1,000,000	$ 3,100,000	$ 430,000	$ 94,712	$ 1,062,000	$ 257,224	$ 185,406	$ 4,400,000	$182,473,290
2026	Est. Cost			$ 1,000,000	$ 7,420,000	$650,000	$ 3,300,000	$ 6,910,000			$ 920,000				$1,724,167		$21,924,167
	Revenue			$ 1,000,000	$ 7,420,000	$650,000	$ 3,300,000	$ 6,910,000			$ 920,000				$1,724,167		$21,924,167
2027	Est. Cost				$ 3,820,000			$ 67,540,000									$71,360,000
	Revenue				$ 3,820,000			$ 67,540,000									$71,360,000
2028	Est. Cost				$ 3,270,000			$ 39,970,000									$43,240,000
	Revenue				$ 3,270,000			$ 39,970,000									$43,240,000
2029	Est. Cost			$ 10,445,000	$ 7,440,000			$ 19,040,000									$36,925,000
	Revenue			$ 10,445,000	$ 7,440,000			$ 19,040,000									$36,925,000
2030	Est. Cost		$ 3,700,000		$ 32,670,000		$ 18,600,000	$ 2,800,000									$57,770,000
	Revenue		$ 3,700,000		$ 32,670,000		$ 18,600,000	$ 2,800,000									$57,770,000

*Carryover from Previous TIP