

# KENTUCKY

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

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### ADMINISTRATIVE MODIFICATION #2024.022

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#### **I. Proposed Action:**

Modify the KYTC's FY 2025-2028 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Administrative Modification #20 to the FY 2023-2026 Transportation Improvement Program (TIP).

#### **Location:**

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

#### **II. Scope of Activity:**

For detail information see the attached list of projects.

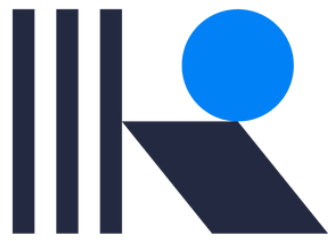
#### **III. Additional Remarks:**

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

#### **IV. Administrative Modification Approval:**

Modification Recommended for Approval:

Ronald B. Rigney 1/27/2025  
Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director  
Division of Program Management



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

# Administrative Modification 20

January 23, 2025

Fiscal Year 2023 - 2026 Transportation

Improvement Program (TIP)

and

Connecting Kentuckiana 2050

Metropolitan Transportation Plan

(MTP)



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new group project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2400591
<b>County:</b>	Clark,Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	Soil nail repair on Mechanically Stabilized Earth failures - INDOT South Districts	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$2,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,000,000	
<b>Description:</b>	IDIQ contract, specific locations not yet determined, Soil nail repair on MSE failures - INDOT South Districts Vincennes & Seymour				
<b>Justification:</b>	Repair failed / failing MSE walls, asset preservation				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Construction (CN) Phase with STBG-ST funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new group project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2401479
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	Small Structure and drain construction on SR 3, 4.85 miles N of SR 62	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$536,000		<b>Total Cost Programmed in TIP to date:</b>	\$536,000	
<b>Description:</b>	Small structure and drain repair/replacement on SR 3, 4.85 miles N of SR 62.				
<b>Justification:</b>	This project will improve the condition of the culvert, prevent damage to roadway, and assist with drainage.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) Phase with STBG-ST funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)  *FY 2027 Right of Way (ROW) Phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)  *FY 2027 Utilities (U) Phase with STBG-ST funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)  *FY 2028 Construction (CN) Phase with STBG-ST funds: \$212,800 (Federal) + \$53,200 (Other) = \$266,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new group project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2401349
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	Small structure repair/replacement on SR 60, 5.38 miles E of SR 335	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$2,590,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,590,000	
<b>Description:</b>	Repair/replacement of culvert on SR 60, 5.38 miles E of SR 335.				
<b>Justification:</b>	This project will improve the condition of the existing culvert and prevent damage to the roadway and improve drainage.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) Phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)  *FY 2027 Right of Way (ROW) Phase with STBG-ST funds: \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total)  *FY 2028 Utilities (U) Phase with STBG-ST funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  *FY 2029 Construction (CN) Phase with STBG-ST funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2314	<b>State ID:</b>	1593192
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 31	<b>Funding Source:</b>	Surface Transportation Block Group - State (STBG-ST)	<b>Open to Public Date:</b>	<del>2027</del> 2028
<b>Total Estimated Project Cost:</b>	\$1,634,425 <del>\$1,492,879</del>		<b>Total Cost Programmed in TIP to date:</b>	\$1,634,425 <del>\$1,419,047</del>	
<b>Description:</b>	Construct a bridge deck overlay on US 31, 1.94 miles south of IN 160 over Caney Fork.				
<b>Justification:</b>	Bridge deck overlay.				
<b>FY 23-26 TIP Funding:</b>	<p><del>*FY 2028 Construction (CN) phase with STBG-ST funds: \$1,135,238 (Federal) + \$283,809 (Other) = \$1,419,047 (Total)</del></p> <p>FY 2026 Construction (CN) phase with STBG-ST funds: \$1,163,540 (Federal) + \$290,885 (Other) = \$1,454,425 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Phase shift and update OTP				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2845	<b>State ID:</b>	2000301
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 31 Bridge Deck Overlay	<b>Funding Source:</b>	Surface Transportation Block Group - State (STBG-ST)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$2,285,476 <b>\$2,389,476</b>		<b>Total Cost Programmed in TIP to date:</b>	\$2,268,666 <b>\$2,372,666</b>	
<b>Description:</b>	Bridge rehabilitation project on US 31 constructing a bridge deck overlay over Silver Creek, 00.87 miles south of SR 60.				
<b>Justification:</b>	To repair and correct the structural deficiencies of the bridge and prolong the life of the structure.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Railroad (RR) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p><b>FY 2025 Railroad (RR) phase with STBG-ST funds: \$91,200 (Federal) + \$22,800 (Other) = \$114,000 (Total)</b></p> <p>FY 2026 Construction (CN) phase with STBG-ST funds: \$1,702,933 (Federal) + \$425,733 (Other) = \$2,128,666 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new 2675 Group Project				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	5-80353
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	KY 3082	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$300,000		<b>Total Cost Programmed in TIP to date:</b>	\$300,000	
<b>Description:</b>	Planning Study for improvements to KY 3082 (Bank Street) (MP O.O-1.538).				
<b>Justification:</b>	Bank St serves as a one-way couplet with KY 3064 (Portland Ave). Two-way conversion modeling has shown slightly decreased travel speeds and negligible to moderate increases in travel time. CDAT LOSS: KAB - 3; CO - 3				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Planning (P) phase with SPP funds: \$0 (Federal) + \$300,000 (Other) = \$300,000 (Total)				



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3042	<b>State ID:</b>	5-80110.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	KY 2055	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO) & State Construction Funds (SPP)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$360,000</del> \$850,000		<b>Total Cost Programmed in TIP to date:</b>	<del>\$360,000</del> \$850,000	
<b>Description:</b>	Construct a sidewalk along Mount Holly Road from Charlene Drive to Fox Avenue for Coral Ridge Elementary. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual.				
<b>Justification:</b>	The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the KIPDA Online Resource Center through their Gap Analysis.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Design (D) phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p><b>FY 2024 Design (D) phase with SPP funds:</b> \$0 (Federal) + \$150,000 (Other) = \$150,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p><b>FY 2025 Right of Way (ROW) phase with SPP funds:</b> \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p><b>FY 2025 Utilities (U) phase with SPP funds:</b> \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p><b>FY 2026 Construction (C) phase with SPP funds:</b> \$0 (Federal) + \$280,000 (Other) = \$280,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3069	<b>State ID:</b>	5-80200.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	2114	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 2050	<b>Funding Source:</b>	STBG-MPO	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	<del>\$2,794,000</del> <b>\$3,359,000</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$2,794,000</del> <b>\$3,359,000</b>	
<b>Description:</b>	Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.				
<b>Justification:</b>	<p>Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great.</p> <p>Herr Lane experiences operational delays directly related to the intersection at Westport Road. Lack of turn lane storage at that intersection leads to queued traffic and extensive delays on Herr Lane during both morning and afternoon peaks. The traffic queues also lead to an excessive number of crashes. The proximity of Prince Valiant Drive to Westport Road also leads to conflicts between left-turning vehicles and queued traffic on Herr Lane.</p> <p>Pedestrian facilities are provided along the east side of Herr Lane through the project corridor. However, there are no pedestrian facilities on the west side of Herr Lane between Graymoor Road and Westport Road.</p>				

<p><b>KIPDA ID 3069 cont.</b> <b>FY 23-26 TIP Funding:</b></p>	<p>FY 2024 Design Phase (D) with STBG-MPO funds: \$335,200 (Federal) + \$83,800 (Other) = \$419,000 (Total)</p> <p>FY 2024 Design Phase (D) with SPP funds: \$0 (Federal) + \$350,000 (Other) = \$350,000 (Total)</p> <p>FY 2025 Right of Way (ROW) Phase with STBG-MPO funds: \$44,000 (Federal) + \$11,000 (Other) = \$55,000 (Total)</p> <p>FY 2025 Right of Way (ROW) with SPP funds: \$0 (Federal) + \$55,000 (Other) = \$55,000 (Total)</p> <p>FY 2026 Utilities (U) Phase with STBG-MPO funds: \$128,000 (Federal) + \$32,000 (Other) = \$160,000 (Total)</p> <p>FY 2026 Utilities (U) with SPP funds: \$0 (Federal) + \$160,000 (Other) = \$160,000 (Total)</p> <p>*FY 2027 Construction (C) Phase with STBG-MPO funds: \$1,728,000 (Federal) + \$432,000 (Other) = \$2,160,000 (Total)</p>
<p>*Funds programmed in fiscal years outside of the current 2023-2026 TIP years</p>	
<p></p>	

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding and combine construction				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1922	<b>State ID:</b>	5-804.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-264 / US 42	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$68,205,000 \$82,386,000		<b>Total Cost Programmed in TIP to date:</b>	\$68,205,000 \$82,386,000	
<b>Description:</b>	Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 1447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (12CCR)(14CCR). Project length is 1.7 miles. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.				
<b>Justification:</b>	The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264. The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with NHPP funds: \$8,000,000 (Federal) + \$2,000,000 (Other) = \$10,000,000 (Total)  FY 2025 Construction phase with NHPP funds: \$24,000,000 (Federal) + \$6,000,000 (Other) = \$30,000,000 (Total)  FY 2025 Construction phase with NHPP funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)  <b>FY 2025 Construction phase with NHPP funds:</b> <b>\$59,344,800 (Federal) + \$14,836,200 (Other) = \$74,181,000 (Total)</b>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1017	<b>State ID:</b>	5-136.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-265	<b>Funding Source:</b>	National Highway- Performance Plan- (NHPP) Bridge Replacement - On System (BRO)	<b>Open to Public Date:</b>	2025 2027
<b>Total Estimated Project Cost:</b>	\$9,037,500 \$15,848,700		<b>Total Cost Programmed in TIP to date:</b>	\$9,037,500 \$15,848,700	
<b>Description:</b>	Clean and paint all steel bridges and steel bearings on the Gene Snyder Freeway (10CCR)(SD). CHAF ID: 20190129.				
<b>Justification:</b>	To maintain the network in state of good repair				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Design phase with STBG-ST funds: \$30,000 (Federal) + \$7,500 (Other) = \$37,500 (Total)</p> <p>FY 2023 Design phase with BRO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2024 Construction phase with NHPP funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)</p> <p>FY 2025 Construction phase with BRO funds: \$7,854,960 (Federal) + \$1,963,740 (Other) = \$9,818,700 (Total)</p> <p>FY 2025 Construction phase with BRO funds: \$4,800,000 (Federal) + \$1,200,000 (Other) = \$6,000,000 (Total)</p>				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1790	<b>State ID:</b>	5-8509.00
<b>County:</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 245	<b>Funding Source:</b>	High Growth County (HGC)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$20,453,500		<b>Total Cost Programmed in TIP to date:</b>	\$20,453,500	
<b>Description:</b>	<p>Widen KY 245 from Bernheim Forest to the Community College. (08CCN)(10CCR)(14CCR)(16CCR) From Milepoint 4.425 to Milepoint 6.415. CHAF ID IP20150316.</p> <p>Additional Considerations: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.</p>				
<b>Justification:</b>	<p>The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to I-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Construction phase with HGC funds: \$10,512,000 (Federal) + \$2,628,000 (Other) = \$13,140,000 (Total)</p> <p>FY 2025 Construction phase with HGC funds: \$0 (Federal) + \$13,140,000 (Other) = \$13,140,000 (Total)</p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update funding source, OTP, phase shift and move funding between phases				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	365	<b>State ID:</b>	5-122.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Outer Loop, Fegenbush Lane, and Beulah Church Intersection	<b>Funding Source:</b>	High Growth County (HGC)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	<del>\$20,017,340</del> \$15,147,430		<b>Total Cost Programmed in TIP to date:</b>	<del>\$20,017,340</del> \$14,447,340	
<b>Description:</b>	Major revision of the intersection located at the Outer Loop, Fegenbush Lane, and Beulah Church Road. Turn lane to be completed by Transportation Cabinet per agreement. (O4CCN)(O8CCR)(10CCR)(12CCR) CHAF IP20160080.				
<b>Justification:</b>	The primary purpose of the project is to relieve the vehicle delay and improve safety while considering the possible residential, commercial, environmental, and historical impacts of any solution. Currently KY 1065 (Outer Loop), Fegenbush Lane, Beulah Church Road, and Watterson Trail (CR-1005H) converge within 900' of each other. The junction is controlled by two signalized intersections. Both are plagued by excessive vehicle delay during the morning and evening peak periods. The Critical Rate Factor (CRF) for this section of KY 1065 is 1.817 from 2012 to 2016.				
<b>FY 23-26 TIP Funding:</b>	<p>*FY 2016 Construction (C) phase with State funds: \$0 (Federal) + \$5,570,000 (Other) = \$5,570,000 (Total)</p> <p>FY 2025 Construction (C) phase with HGC funds: \$0 (Federal) + \$7,077,340 (Other) = \$7,077,340 (Total)</p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1819	<b>State ID:</b>	5-8203.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$9,575,000 \$13,125,498		<b>Total Cost Programmed in TIP to date:</b>	\$9,575,000 \$13,125,498	
<b>Description:</b>	Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)				
<b>Justification:</b>	Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,535,000 (Other) = \$1,535,000 (Total)  <b>FY 2025 Construction (C) phase with HGC funds:</b> <b>\$0 (Federal) + \$3,550,498 (Other) = \$3,550,498 (Total)</b>				



<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2610	<b>State ID:</b>	5-80001.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 60	<b>Funding Source:</b>	Federal (FED)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$21,123,225 <b>\$17,530,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$21,123,225 <b>\$6,123,225</b>	
<b>Description:</b>	Widen US 60 to 6 lanes from Old Shelbyville Road to North English Station Road.				
<b>Justification:</b>	The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Design (D) phase with NHS funds: \$496,000 (Federal) + \$124,000 (Other) = \$620,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with FED funds: \$448,000 (Federal) + \$112,000 (Other) = \$560,000 (Total)</p> <p>FY 2026 Utilities (U) phase with FED funds: \$493,860 (Federal) + \$123,465 (Other) = \$617,325 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with FED funds: \$3,460,720 (Federal) + \$865,180 (Other) = \$4,325,900 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2564	<b>State ID:</b>	5-20025.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	KY 1020	<b>Funding Source:</b>	Surface Transportation Block Grant Flex Funding (STPF)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	<del>\$1,000,000</del> <b>\$1,250,000</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$1,000,000</del> <b>\$1,250,000</b>	
<b>Description:</b>	Address pavement condition of PCC pavement from Fairdale Road to Outer Loop. MP 2.669 to MP 3.661.				
<b>Justification:</b>	Maintain the existing transportation network in a state of good repair.				
<b>FY 23-26 TIP Funding:</b>	<p><b>*FY 2020 Design (D) phase with STPF funds:</b> \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p><b>*FY 2028 Design (D) phase with STPF funds:</b> \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</p> <p><b>*FY 2028 Design (D) phase with STPF funds:</b> \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p><b>*FY 2028 Construction (C) phase with STPF funds:</b> \$720,000 (Federal) + \$180,000 (Other) = \$900,000 (Total)</p> <p><b>*FY 2028 Construction (C) phase with STPF funds:</b> \$760,000 (Federal) + \$190,000 (Other) = \$950,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3125	<b>State ID:</b>	5-10057.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-64 Bridges at Tucker Station Road	<b>Funding Source:</b>	Bridge Replacement - On System (BRO)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$6,376,641 <b>\$6,896,641</b>		<b>Total Cost Programmed in TIP to date:</b>	\$6,178,905 <b>\$6,896,641</b>	
<b>Description:</b>	Bridge project in Jefferson County on (056B00039R) I-64 EB and (056B00039L) I-64 WB at Tucker Station Road.				
<b>Justification:</b>	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Design phase with BRO funds:- \$507,200 (Federal) + \$126,800 (Other) = \$634,000 (Total)</p> <p>FY 2024 Design (D) phase with BRO funds: \$ (Federal) + \$520,000 (Other) = \$520,000 (Total)</p> <p>FY 2026 Design (D) phase with BRO funds: \$ (Federal) + \$831,736 (Other) = \$831,736 (Total)</p> <p>FY 2026 Construction (C) phase with BRO funds: \$4,435,924 (Federal) + \$1,108,981 (Other) = \$5,544,905 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3094	<b>State ID:</b>	5-22096.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-71	<b>Funding Source:</b>	National Highway System Funds for Pavement Management (NHPM)	<b>Open to Public Date:</b>	2027 2029
<b>Total Estimated Project Cost:</b>	\$4,125,000 \$4,237,194		<b>Total Cost Programmed in TIP to date:</b>	\$4,125,000 \$4,237,194	
<b>Description:</b>	Address condition of I-71 from milepoint 0 to milepoint 3.706.				
<b>Justification:</b>	Maintenance of the existing transportation network in a state of good repair.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Design (D) phase with NHPM funds:- \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)  FY 2026 Construction (C) phase with NHPM funds:- \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)  FY 2028 Design (D) phase with NHPM funds: \$338,975 (Federal) + \$84,744 (Other) = \$423,719 (Total)  FY 2028 Construction (C) phase with NHPM funds: \$3,050,780 (Federal) + \$762,695 (Other) = \$3,813,475 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update Preliminary Engineering to Planning and phase year				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2601	<b>State ID:</b>	5-560.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-65	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2033
<b>Total Estimated Project Cost:</b>	\$100,400,000		<b>Total Cost Programmed in TIP to date:</b>	\$400,000	
<b>Description:</b>	Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. CHAF IP20160019.				
<b>Justification:</b>	<p>The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020. The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2026 Preliminary Engineering (PE) phase with NHS funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p> <p>FY 2025 Planning (P) phase with NHS funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add Group Project				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3068	<b>State ID:</b>	5-9505.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2677
<b>Project Name:</b>	Hurstbourne Lane & Six Mile Lane Intersection	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$270,000 \$360,000		<b>Total Cost Programmed in TIP to date:</b>	\$0 \$360,000	
<b>Description:</b>	Extend the left turn lane on Hurstbourne Lane at intersection with Six Mile Lane (16ccn).				
<b>Justification:</b>	Crash reduction.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$90,000 (Other) = \$90,000 (Total)</p> <p>FY 2025 Construction (C) phase with SPP funds: \$0 (Federal) + \$270,000 (Other) = \$270,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Group Project				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	5-80151
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	US-31E	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$150,000		<b>Total Cost Programmed in TIP to date:</b>	\$150,000	
<b>Description:</b>	Reconstruct the intersection of Bardstown Road (US 31E) and Baxter Avenue (KY 1703) for pedestrian safety				
<b>Justification:</b>	Crashes along the corridor are noticeably high for both pedestrians and autos. Project would provide a crosswalk on the south side of Bardstown Road where Baxter Avenue and Bardstown Road split. Jaywalking in this section is a very frequent occurrence, as the path with crosswalks is over 400' to use the crosswalk at Highland Avenue.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Construction (C) phase with SPP funds: \$0 (Federal) + \$150,000 (Other) = \$150,000 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new group project				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	5-80330
<b>County:</b>	Jefferson, Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2679
<b>Project Name:</b>	KY 3222	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$200,000		<b>Total Cost Programmed in TIP to date:</b>	\$200,000	
<b>Description:</b>	Safety analysis of the KY 3222 (Rose Island Rd) beginning in Jefferson County milepoint 0.0-1.0 and Oldham County from 0.0 to 3.1 (Intersection of KY 1793).				
<b>Justification:</b>	CDAT LOSS: Jefferson KAB - 4; CO - 3				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Planning (P) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3164	<b>State ID:</b>	
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Architectural and Engineering Services	<b>Funding Source:</b>	Urbanized Area Formula Grants (Section 5307)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$514,895 <b>\$609,930</b>		<b>Total Cost Programmed in TIP to date:</b>	\$514,895 <b>\$609,930</b>	
<b>Description:</b>	Architectural & engineering consulting for TARC renovation projects at Union Station and other TARC facilities.				
<b>Justification:</b>	These projects will improve TARC's energy and operational efficiency, allowing the agency to focus resources on customer service.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Transit Capital phase with Section 5307 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)  FY 2024 Transit Capital phase with Section 5307 funds: \$83,972 (Federal) + \$20,993 (Other) = \$104,965 (Total)  <b>FY 2024 Transit Capital phase with Section 5307 funds:</b> <b>\$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</b>  FY 2025 Transit Capital phase with Section 5307 funds: \$83,972 (Federal) + \$20,993 (Other) = \$104,965 (Total)  FY 2026 Transit Capital phase with Section 5307 funds: \$83,972 (Federal) + \$20,993 (Other) = \$104,965 (Total)				



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3167	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Management Information System Hardware	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,350,000 <b>\$2,250,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$1,350,000 <b>\$2,250,000</b>	
<b>Description:</b>	Purchase computer hardware to support operations and administration.				
<b>Justification:</b>	TARC will purchase hardware necessary to replace systems vital to the provision of service.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3168	<b>State ID:</b>	
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Management Information System Software	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$3,625,000 <b>\$5,500,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$3,625,000 <b>\$5,500,000</b>	
<b>Description:</b>	Purchase computer software to support operations and administration. Specifically, this project will support the replacement of TARC's CAD/AVL system.				
<b>Justification:</b>	TARC's existing CAD/AVL system is 15 years old, beyond end of life and no longer supportable. CAD/AVL is critical to TARC operations and the provision of customer information.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$2,600,000 (Federal) + \$650,000 (Other) = \$3,250,000 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3172	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Security Enhancements	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,000,250 <b>\$1,214,794</b>		<b>Total Cost Programmed in TIP to date:</b>	\$1,000,250 <b>\$1,214,794</b>	
<b>Description:</b>	Purchase security equipment for TARC facilities and vehicles				
<b>Justification:</b>	TARC will acquire, replace or upgrade surveillance and access control and other equipment to ensure the safety of its employees and customers.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$198,020 (Federal) + \$49,505 (Other) = \$247,525 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$196,049 (Federal) + \$49,012 (Other) = \$245,061 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$365,284 (Federal) + \$91,321 (Other) = \$456,605 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$201,055 (Federal) + \$50,264 (Other) = \$251,319 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$205,076 (Federal) + \$51,269 (Other) = \$259,345 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3170	<b>State ID:</b>	
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Preventive Maintenance Program	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$45,668,988 <b>\$46,444,217</b>		<b>Total Cost Programmed in TIP to date:</b>	\$45,668,988 <b>\$46,444,217</b>	
<b>Description:</b>	Maintenance of transit vehicles and support vehicles				
<b>Justification:</b>	This project ensures the safety and maximum efficiency of all property owned and operated by TARC.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$4,555,740 (Federal) + \$1,138,935 (Other) = \$5,694,675 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$10,659,817 (Federal) + \$2,664,954 (Other) = \$13,324,771 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$11,280,000 (Federal) + \$2,820,000 (Other) = \$14,100,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$10,659,817 (Federal) + \$2,664,954 (Other) = \$13,324,771 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$10,659,817 (Federal) + \$2,664,954 (Other) = \$13,324,771 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3169	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Non-Fixed Route ADA Paratransit Service	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$20,377,280 <b>\$19,668,186</b>		<b>Total Cost Programmed in TIP to date:</b>	\$20,377,280 <b>\$19,668,186</b>	
<b>Description:</b>	The capital cost portion of paratransit operations and maintenance				
<b>Justification:</b>	This project supports the provision of contracted paratransit service. The expected outcome is the most cost-effective use of scarce taxpayer dollars for the provision of that service.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$2,600,000 (Federal) + \$650,000 (Other) = \$3,250,000 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$4,567,275 (Federal) + \$1,141,819 (Other) = \$5,709,094 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$4,567,274 (Federal) + \$1,141,819 (Other) = \$5,709,093 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$4,567,274 (Federal) + \$1,141,819 (Other) = \$5,709,093 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3166	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Capital Cost of Contracting	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$125,437 \$119,458		<b>Total Cost Programmed in TIP to date:</b>	\$125,437 \$119,458	
<b>Description:</b>	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.				
<b>Justification:</b>	This project provides access to the businesses in Bluegrass Industrial Park that otherwise could not access the Park.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$38,000 (Federal) + \$9,500 (Other) = \$47,500 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$20,783 (Federal) + \$5,196 (Other) = \$25,979 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5307 funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5307 funds: \$20,783 (Federal) + \$5,196 (Other) = \$25,979 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5307 funds: \$20,783 (Federal) + \$5,196 (Other) = \$25,979 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3176	<b>State ID:</b>	
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Rehab Administrative Building/ Maintenance Facilities	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$5,144,118 \$4,650,000		<b>Total Cost Programmed in TIP to date:</b>	\$4,644,118 \$4,650,000	
<b>Description:</b>	Rehabilitate an administrative and/or maintenance facility.				
<b>Justification:</b>	This project will renovate or rehabilitate a portion or component of a TARC facility in order to reduce operating costs and maintain a state of good repair. The renovation project will improve a facility or portion of a facility in poor condition to a like new condition.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5307 funds: \$2,500,000 (Federal) + \$625,000 (Other) = \$3,125,000 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5339 funds: \$415,294 (Federal) + \$103,824 (Other) = \$519,118 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5339 funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5307 funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2025 Transit Capital phase with Section 5339 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5339 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3175	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Purchase Replacement 40-foot Buses	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$6,197,968 <b>\$6,222,968</b>		<b>Total Cost Programmed in TIP to date:</b>	\$6,197,968 <b>\$6,222,968</b>	
<b>Description:</b>	Purchase up to two (2) 40-ft., low-floor diesel buses.				
<b>Justification:</b>	This project will replace buses that have far exceeded their expected minimum useful life. As a result, the state of good repair and safety of TARC's fleet will be improved.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5339 funds: \$1,317,374 (Federal) + \$329,344 (Other) = \$1,646,718 (Total)</p> <p>FY 2024 Transit Capital phase with Section 5339 funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)</p> <p><b>FY 2024 Transit Capital phase with Section 5339 funds: \$1,120,000 (Federal) + \$280,000 (Other) = \$1,400,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5339 funds: \$1,210,000 (Federal) + \$302,500 (Other) = \$1,512,500 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5339 funds: \$1,331,000 (Federal) + \$332,750 (Other) = \$1,663,750 (Total)</p>				



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3174	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	2681
<b>Project Name:</b>	Purchase Support Vehicles	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$887,500 \$770,000		<b>Total Cost Programmed in TIP to date:</b>	\$887,500 \$770,000	
<b>Description:</b>	Purchase maintenance and supervisory vehicles				
<b>Justification:</b>	This project will replace a number of trucks and cars used for maintenance and supervision of operations. The vehicles to be replaced have exceeded their useful lives and TARC's useful life benchmark.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Transit Capital phase with Section 5339 funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p><del>FY 2024 Transit Capital phase with Section 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</del></p> <p><b>FY 2024 Transit Capital phase with Section 5339 funds: \$96,000 (Federal) + \$24,000 (Other) = \$120,000 (Total)</b></p> <p>FY 2025 Transit Capital phase with Section 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 Transit Capital phase with Section 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</p>				