

**Operations and Maintenance Costs
MPO Areas**

**Ashland FY 2009-2013 TIP;
Financial Plan**

**Henderson/Evansville FY 2010-2013 TIP;
Financial Plan**

**Clarksville/Oak Grove FY 2008-2011 TIP;
Financial Plan**

**Lexington FY 2010-2013 TIP;
Financial Plan**

**Louisville FY 2007-2011 TIP;
Financial Plan**

**Northern KY/OKI FY 2008-2011 TIP;
Financial Plan**

**Owensboro FY 2008-2013 TIP;
Financial Plan**

**Bowling Green FY 2007-2012 TIP;
Financial Plan**

**Radcliff/Elizabethtown FY 2009-2014 TIP;
Financial Plan**

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

		Operations and Maintenance Costs from KYTC Audit Reports by Fiscal Year										MPO Average				Projected Operations and Maintenance Costs			
MPO	Counties	2001	2002	2003	2004	2005	2006	2007	2008	2009	Sum Total	Average	2011	2012	2013	2014			
Ashland	Boyd	1.3	1.4	1.5	1.5	1.8	1.6	1.6	1.7	2.5	14.9	1.7							
	Greenup	1.7	1.0	1.0	1.4	1.6	1.5	2.1	1.7	2.0	14.0	1.6	3.2	3.3	3.4	3.5			
Bowling Green	Warren	3.3	2.4	2.9	3.2	3.4	4.3	4.8	4.0	4.3	32.5	3.6	3.6	3.7	3.8	3.9			
	Boone	3.6	4.1	5.5	3.9	4.0	4.0	5.0	4.4	5.9	40.4	4.5							
Cincinnati	Campbell	2.1	1.7	3.0	2.7	1.8	3.1	3.2	3.0	2.6	23.2	2.6							
	Kenton	2.0	3.4	7.1	5.6	3.0	2.5	4.8	4.4	3.5	36.4	4.0	11.1	11.4	11.7	12.1			
Clarksville	Christian	2.4	2.3	3.1	4.1	2.5	3.1	2.9	3.2	4.3	27.8	3.1	3.1	3.2	3.3	3.4			
	Henderson	1.4	1.3	2.0	3.3	1.8	1.9	2.4	2.6	3.4	20.0	2.2	2.2	2.3	2.3	2.4			
Lexington	Fayette	3.8	3.4	5.8	4.2	3.6	6.3	3.7	4.4	7.5	42.7	4.7							
	Jessamine	0.7	0.6	0.7	1.3	0.8	0.9	1.8	1.7	1.4	9.9	1.1	5.8	6.0	6.1	6.3			
Louisville	Bullitt	1.8	1.6	1.9	2.7	3.6	2.2	1.9	1.9	3.5	21.2	2.4							
	Jefferson	13.9	8.6	11.6	20.4	13.1	14.8	15.3	23.0	15.7	136.6	15.2							
	Oldham	1.4	1.5	1.7	2.0	1.8	2.0	1.8	1.8	2.0	16.0	1.8	19.3	19.9	20.4	21.0			
Owensboro	Daviess	2.4	2.0	3.2	4.2	2.4	2.2	2.4	2.4	3.8	24.8	2.8	2.8	2.9	3.0	3.1			
	Radcliff/Etown	2.9	2.9	3.0	3.9	4.2	3.5	4.1	3.5	4.6	32.5	3.6							
Meade	Meade	0.8	0.6	0.8	1.2	1.3	1.2	1.3	1.1	1.3	9.5	1.1	4.7	4.8	5.0	5.1			
	SUMMARY TOTALS	45.3	38.8	54.8	65.5	50.8	55.1	59.1	64.8	68.3	502.5	55.8	55.8	57.4	59.0	60.8			

**Ashland FY 2009-2013 TIP;
Financial Plan**

Funding

SAFETEA-LU identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of SAFETEA-LU 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 conformity to air quality standards and fiscal constraints. With that said, SAFETEA-LU requires that all plan documents, including the TIP to be financially constrained. Meaning that the expected funding levels must meet or exceed project costs. The Kentucky Six-Year Highway Plan, which is a fiscally balanced plan, and passed by the Kentucky State Legislature, shows available funding and project commitments through 2013. All federal and state funded highway projects in this document come from the Kentucky Six-Year Highway Plan. The TIP is also prioritized by year and funding is allocated across program years for each project. Funding years are consistent with priorities of the MPO.

To determine funding needs for the Ashland MPO area for the 2009-2013 TIP, projects scheduled in the current Six Year Plan, and operations and maintenance needs were examined .

Six Year Plan Projects:

2009-2013	Individual Projects total	\$48,199,200
	Grouped Projects are estimated	\$13,562,500
	Operations and Maintenance	<u>\$14,000,000</u>
	Total	\$75,761,700

Or \$15,156,340 per year

Since funds are committed by the Six Year Plan, equal revenues are available for the TIP; therefore, the TIP is fiscally constrained.

Table 7: Ashland Funding – Year by Year by Type 2009-2013 Estimates based upon SYP

Funding Type	2009	2010	2011	2012	2013	TOTAL \$
HPP	\$3,321,250	0	0	0	0	\$3,321,250
HES	\$420,000	0	0	0	0	\$420,000
BRX	\$1,137,803	\$4,313,970	0	0	0	\$5,451,773
BRO	\$1,660,372	\$950,510	0	0	0	\$2,610,882
IM	\$21,000	\$36,400,000	0	0	0	\$36,421,000
BRZ	\$150,688	0	\$623,563	0	0	\$774,251
TOTAL	\$6,711,113	\$41,664,480	\$623,563	0	0	\$48,999,156

Completed/Active Project List from Previous TIP

The list of projects shown in **Table 8** reflects regionally significant projects from the FY 2007 – FY 2011 TIP that have been completed and opened to the public. **Table 9** reflects the projects remaining active from the FY 2007 – FY 2011 TIP.

Table 8: Completed Projects from previous TIP*

County	Project Number	Route	Cost	Description
Boyd	09-60.00/60.01	I-64	\$36,967,332.55	Interchange reconstruction
Boyd	09-112.00	US-23S	\$6,810,000.00	Power wash and paint the 12 th Street Bridge
Boyd	09-191.00	N/A	\$4,088,000.00	Ashland Riverfront Project
Boyd	09-191.01	N/A		Ashland Riverfront Project
Boyd	09-2019.00/.01	I-64	\$17,847,667.52	Mill/Intermediate Overlay
Boyd	09-8200.00	KY-3	\$381,378.93	Improve Sight Distance
Boyd	CMAQ-07-01	US-60		Construct turn lanes at 12 of the 25 existing crossings
Greenup	09-132.00	KY-2		Reconstruct KY-2 from MP 13.2 to MP 17.188
Greenup	09-391.10	N/A		Wetland Mitigation site 1.7 miles NW of South Shore
Greenup	09-4302.00	KY-1/KY-7/KY-207	\$73,751.93	Guardrail replacement at various locations
Greenup	TE-2	N/A		South Shore downtown development

*as of December 18, 2008

Table 9: Active Projects from Previous TIP*

County	Project Number	Route	Description
Boyd	09-129.00	New	Scoping Study
Boyd	09-191.02	N/A	Ashland Riverfront Project
Boyd	09-191.03	N/A	Ashland Riverfront Project
Boyd	09-993.00	US-60	US-60 & Highland Ave, turn lanes, etc. – pending litigation
Boyd	09-1050.00	KY-752	Bridge replacement @ Durbin Creek
Boyd	09-1054.00	KY-168	Bridge replacement over Keys Creek
Boyd	09-2018.00	I-64	Pavement Rehab & slide repair MP 180.812-185.260
Boyd	09-2018.01	I-64	Pavement Rehab & slide repair MP 180.812-185.260
Boyd	09-5011.00	KY-538	Landslide repair
Boyd	09-8201.00	KY-766	Reconstruct intersection @ Dawson Lane
Greenup	09-109.00	KY-8S	Clean & paint the Carl D. Perkins Bridge
Greenup	09-189.00	KY-750	Reconstruct from US-23 to KY-3105
Greenup	09-1038.00	KY-2541	Replace Main Street Bridge & approaches
Greenup	09-1059.00	KY-7	Replace Bridge and approaches over Left Fork Beechy Creek
Greenup	09-1060.00	KY-7	Replace Bridge and approaches over Plum Fork
Greenup	09-1071.00	CR-1283	Replace Bridge and approaches of Tygart's Creek
Greenup	SRTS-01	N/A	Sidewalk and multi-use path construction

*as of December 18, 2008

**Bowling Green FY 2007-2012 TIP;
Financial Plan**

Air Quality Conformity

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

Financial Plan

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

Bowling Green – Warren County MPO							
Transportation Improvement Program							
FY 2007 - 2012							
Summary of Funding Type							
Funding Type	2007	2008	2009	2010	2011	2012	TOTAL
NH	\$3,120,000						\$3,120,000
JM1	\$64,000,000						\$64,000,000
HPP	\$6,600,000	\$10,000,000	\$20,000,000				\$36,600,000
KYD	\$7,250,000						\$7,250,000
STP	\$15,972,019	\$34,100,000	\$20,871,000	\$10,000,000			\$80,943,019
TE	\$368,000						\$368,000
SRTS	\$196,000						\$196,000
IM		\$1,000,000					\$1,000,000
SP			\$14,000,000				\$14,000,000
FTA (5307)	\$474,000	\$619,000	\$638,000	\$657,000	\$676,000	\$697,000	\$3,761,000
TOTAL	\$97,980,019	\$45,719,000	\$55,509,000	\$10,657,000	\$676,000	\$697,000	\$211,238,019

Programmed Projects and Grouped Projects

Regulations *23 CFR 450.216 (j)*, *23 CFR 450.324 (f)*, and the Categorical Exclusion regulation [*23 CFR 771.117*], allow the grouping of projects by function and work type if they are of appropriate scale. These project types must be identified in the Categorical Exclusion regulation, and grouped project type descriptions should come from classifications listed in the conformity rule exempt listings.

These highway improvements generate minor impacts to the transportation system and are not considered controversial since they produce positive benefits for safety, traffic operations, or preservation. Therefore, these projects may be “grouped” together with other such projects. Typically, these types of projects are not produced by the planning process; they are usually initiated by traffic operations or maintenance functions of KYTC to correct existing problems or deficiencies. These projects may be grouped if they are not considered to be of appropriate scale for individual identification. KYTC identifies many of these types of projects as “Z various” – allowing grouped project changes to be processed without an amendment and its corresponding requirement for public review. This procedure eliminates review of trivial projects and will streamline the process.

A related issue concerns estimated funding for each grouped project type for years covered in the STIP/TIP and the LRTP. During development of these documents, specific projects and costs are not known. Two types of project groupings apply to the Bowling Green – Warren County MPO Transportation Plan and Transportation Improvement Program.

The first type of project is the “program-project placeholders.” These are program-determined projects that have an individual project scope, termini, cost, and year and are individually listed in the STIP/TIP. By listing these placeholders and including a program description, the agencies, public, and stakeholders are informed of the type of possible projects and that they may be added at a future date. Once the individual project scope, termini, and cost are determined for these program-projects, they can be added to the TIP and STIP by administrative modification. The Bowling Green – Warren County MPO TIP and Transportation Plan include line items for program-project placeholders that lists the program cost as an estimated amount based on past experience and reasonableness, until the actual project and project cost are known. Adding these projects and actual funding by administrative modification will not require additional agency and public review and comment or re-demonstration of fiscal constraint.

These projects usually include only work types that meet the definition of a Categorical Exclusion (CE) (*23 CFR 771.117 (c) and (d)*), and/or are Exempt Projects under 49 CFR part 93 for non-attainment and maintenance areas. They are also further described as CE Level 1 and Level 2 type projects in the August 2003 “Categorical Exclusion Agreement” between the FHWA and KYTC.

Following is a TIP table for “program-project place holders.”

Program - Project Types	2007	2008	2009	2010	2011	2012
Transportation enhancements (TE)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Safe routes to school (SR2S)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Hazard elimination/highway safety improvement program (HES/HSIP) – high cost improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Bridge deck overlays (IM)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
ITS expansion (NH)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge painting (NH)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Pavement resurfacing, restoration, and rehabilitation (IM, NH, STP)	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Pavement markers and striping (STP and NH)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Traffic signal systems and upgrades (STP)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge inspection (BRO, BRZ, and BRX)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Forest highways (FH)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Rail Protection (RRP)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Rail Separation (RRS)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Scenic byways (KYD)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Median guardrail projects (IM)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge scour projects (BRO)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Widening or reconstruction, rehabilitation or replacement of bridges (no additional travel lanes) (IM, NH, STP, BRO, BRX, BRZ)	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

The second type of project grouping is described as “grouped” projects. Grouped projects are projects that are generally smaller scale and involve a limited number of similar work types and functions. A general discussion on the procedures and utilization of grouped projects is also included in the Bowling Green – Warren County MPO Participation Plan and Transportation Plan.

In this TIP, each grouped project lists an estimated cost based on experience and reasonableness, as these projects are selected by the KYTC on an annual and ongoing basis. Fiscal constraint is demonstrated and maintained statewide with the STIP. No additional public review and comment or conformity determination is required, and no “Administrative Modification” or “Amendment” is required for these grouped projects. Grouped projects should be listed in the “Annual Listing of Obligated Projects”. These

Bowling Green-Warren County MPO 2007 – 2012 TIP

projects include only work types that meet the definition of a Categorical Exclusion (CE) and/or are Exempt Projects under 49 CFR part 93 for non-attainment and maintenance areas. In order to clarify potential funding types, the following table identifies several federal categories. Following is a TIP table for grouped projects.

Grouped Projects							
Category/Funding Types	Grouped Project Types	Estimated Funding					
		2007	2008	2009	2010	2011	2012
Other Safety	Shoulder improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
IM, NH, HPP, STP, HES, HSIP, KYD, Garvee Bonds	Increasing sight distance	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	Guardrails, median barriers, crash cushions	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Emergency relief	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Fencing	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
	Changes in access control for safety	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Skid treatments	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Adding medians	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Lighting improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Widening narrow pavements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Emergency truck pullovers	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Safety roadside rest areas	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Changes in vertical and horizontal alignment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Truck size and weight inspection stations	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Interchange reconfiguration projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Intersection signalization at individual intersections	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Intersection channelization	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	HSIP: Low Cost Safety Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	HSIP High Risk Rural Road Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
IM, NH, HPP, STP, HES, HSIP, KYD, Garvee Bonds	HSIP Lane Departure-Resurfacing	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	HSIP Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	HSIP Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
FTA Section 5307	Operation assistance to transit agencies	\$212,000	\$353,000	\$395,000	\$407,000	\$419,000	\$432,000

Bowling Green-Warren County MPO 2007 – 2012 TIP

Category/Funding Types	Grouped Project Types	Estimated Funding					
		2007	2008	2009	2010	2011	2012
KYD, FTA SECTION 5307, 5309, 5310, 5311, Garvee Bonds	Purchase of transit support vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	Rehabilitation of transit vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	Purchase of office, shop, and operating equipment for existing transit facilities	\$2,000	\$34,000	\$2,000	\$2,000	\$2,000	\$2,000
	Purchase of operating equipment for transit vehicles (e.g. radios, fareboxes, lifts, etc.)	\$3,000	\$34,000	\$3,000	\$3,000	\$3,000	\$3,000
	Construction or renovation of power, signal, and communications systems for transit	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Construction of small transit passenger shelters and information kiosks	\$0	\$35,000	\$20,000	\$35,000	\$20,000	\$35,000
	Reconstruction or renovation of transit buildings and structures	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	Purchase of new buses to replace existing vehicles or for minor expansion	\$173,000	\$48,000	\$100,000	\$100,000	\$100,000	\$100,000
	Transportation corridor fringe parking facilities	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
IM, NH, HPP, STP, KYD, FTA SECTION 5307, 5309, 5310, 5311, Garvee Bonds	Bus terminal and transfer points	\$0	\$0	\$35,000	\$35,000	\$35,000	\$35,000
	Construction of new bus storage/maintenance facilities	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Other Air Quality	Continuation of ride-sharing and van-pooling promotion	\$0	\$0	\$0	\$0	\$0	\$0
	Bicycle and pedestrian facilities	\$0	\$0	\$0	\$0	\$0	\$0

Bowling Green-Warren County MPO 2007 – 2012 TIP

Category/Funding Types	Grouped Project Types	Estimated Funding					
		2007	2008	2009	2010	2011	2012
Other Minor Projects IM, NH, HPP, STP, HES, HSIP, KYD, FTA, Garvee Bonds	FTA Planning and technical studies	\$64,000	\$75,000	\$80,000	\$80,000	\$85,000	\$85,000
	Engineering to assess social, economic, and environmental effects of the proposed action	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Noise attenuation	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Emergency or hardship advance land acquisitions	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
	Acquisitions of scenic easements	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Planting and landscaping	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Directional and informational signs	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

As stated in the Bowling Green – Warren County MPO Participation Plan, any individual project of a type listed above could be subject to public involvement requirements if the MPO determines that public review is proper due to a potential for controversy, negative impacts, or public concern for any other reason.

Transit Projects

Financial Capacity Assessment

The projects recommended in this TIP outline the capital needs for the Bowling Green Transit System, Western Kentucky University Transit System, Community Action of Southern Kentucky and Barren River Adult Day Care. The city of Bowling Green has determined that the Bowling Green Public Transit System has the financial capacity to carry out the capital projects listed on pages 17 and 18 for the Bowling Green Public Transit system. The local share of capital project costs will be funded through state toll credits and state matching funds, General Fund Revenues (20%), and through matching funds from the Federal Transit Administration (80%).

Western Kentucky University has determined that the Western Kentucky University Transit system has the financial capacity to carry out the capital projects listed on page 13. Likewise Community Action Regional Transportation (CART), a Division of Community Action of Southern Kentucky and Barren River Adult Day Center, have reviewed their financial capacity to provide the required local match for capital projects listed on page 14. The City of Bowling Green has determined there are funds available to carry out the operating budget for Bowling Green Public Transit system in accordance with FTA Circular 7008.1.

Each of the agencies requesting funding under section 5310, 5309, or 5307 have reviewed their financial capacity to carry out the requested capital projects and has determined that there will be funds available to provide the required local match for the capital projects requested.

Bowling Green Public Transit Program of Projects Public Review

Community Action of Southern Kentucky DBA operates the Bowling Green Public Transit System known as Go bg transit. Annually Bowling Green Transit is required to prepare a Program of Projects (POP) and solicit public input for all projects receiving federal transit funding from FTA. The projects identified in the POP will be added to the TIP through an annual amendment or administrative modification. The Bowling Green MPO, Bowling Green Public Transit and KYTC have agreed that the public and agency outreach procedures for the TIP Amendment process included in the Participation Plan are adequate to meet the public input required for the POP.

**Clarksville/Oak Grove FY 2008-2011 TIP;
Financial Plan**

FUNDING & FINANCIAL PLAN

FUNDING

SAFETEA-LU legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. These funding programs are listed in Figure 4 and are described below:

Interstate Maintenance (IM) - Funds from this program can be used for the restoration, resurfacing and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles.

National Highway System (NHS) - This system comprises the Interstates, the Expressways and those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Surface Transportation Program (STP) - These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

State Funds (STA, SP & SPPR) - These are state funds which are used for transportation projects that are on routes designated as part of the Tennessee or Kentucky State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Congestion Mitigation and Air Quality (CMAQ) - This funding program is for projects that will contribute to the attainment of air quality standards by reducing miles traveled by motorists, reducing fuel consumption, or through other factors. The construction of a new highway lane is not eligible for CMAQ funding unless the new lane will be restricted to use by High Occupancy Vehicles (HOVs) during peak hours.

Bridge Replacement and Rehabilitation (BRR) - Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost.

Federal Transit Administration Section 5307 (5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime

prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5309 (5309) - The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Federal Transit Administration Section 5310 (5310) - This program provides formula funding to States for the purpose of assisting private non-profit organizations, governmental authorities that certify to the chief executive officer of a State that no non-profit corporations or associations are readily available in an area to provide the service, and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5316 (5316) - This program provides formula funding to States for the purpose of assisting Private non-profit organizations, state or local governmental authority, and operators of public transportation services including private operators of public transportation services in meeting the transportation needs relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5303 (5303) – This program provides formula funding to states for planning purposes by the MPOs and the KYTC and are identified for use in urbanized are unified planning work programs. Statewide transit planning for the rural areas is also funded with Section 5303 funds.

Highway Safety – A Legacy for Users (SAFETEA-LU), requires that all states develop a Highway Safety Improvement Program (HSIP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The “engineering” component of highway safety generally revolves around the federal-aid Hazard Elimination and Safety (HES) and Rail/Highway Crossing (RRP and RRS) Programs. In addition to multiple site-specific roadway improvements carried out through these programs, the KYTC is also seeking to implement low-cost safety improvements that can be accomplished with state maintenance forces with minimum disruption to the public.

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

Intelligent Transportation Systems (ITS) – A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety without major capital investment in facility reconstruction. See <http://www.its.dot.gov/>

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

Public Lands Highways Discretionary (PLHD) – Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation. See: <http://www.fhwa.dot.gov/discretionary/012304a3.htm>

Operation and Maintenance

The MPO and its members must assure the maintenance and efficient operation of the existing infrastructure components that make up the Clarksville Urbanized Area's transportation network. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

**Figure 4
Transportation Improvement Program Funding Sources**

A.	<u>System</u>	<u>Project Initiation</u>	<u>Funding Source</u>	<u>Match Ratio</u>
	Streets and Highways			
	Interstate Maintenance (IM)	State DOT/Cabinet	Federal State	90% 10%
	National Highway System (NHS)	State DOT/Cabinet	Federal State	80% 20%
	Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
	State Funds (STA or SP and SPPR)	State DOT/Cabinet	State	100%

Bridge Replacement Program Local (BRR-L)	State DOT/Cabinet	Federal Local	80% 20%
Bridge Replacement Program State (BRR-S)	State DOT/Cabinet	Federal State	80% 20%
Highway Safety Improvement Project (HSIP)	State DOT/Cabinet	Federal State	80% 20%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
High Priority Project Local(HPP-L)	State DOT/Cabinet	Federal Local	80% 20%
ITS (Intelligent Transportation Systems)	State DOT/Cabinet	Federal Local	80% 20%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	100%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet	Federal	100%

B.	Public Transportation			
	Section 5303 – Capital and Operations Assistance Grant program	Local Government	Federal State Local	80% 10% 10%
	Section 5307 Capital, Operations and Planning Assistance Grant Program - The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
	Section 5309 – Capital Grant	Local Government	Federal State Local	83% 8.5% 8.5%
	Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal Local*	80% 20%
	Section 5316- Jobs Access / Reverse Commute	Private, Non-Profit Entities	Federal State Local	50% 25% 25%
	<u>Notes:</u> * Local share is to be provided by private non-profit entities			

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 Tables 1-5 in the Funding Tables section, located at the back of this document. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 3% was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP.

MANAGING COST INCREASES WITH LUMP-SUM (BUCKET) PROJECTS

To expedite TIP modifications and reduce their complexity, the Clarksville MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called Project Contingency Overruns and Project Cost Overruns and are described below. The inclusion of these two lump sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the Project Contingency Overruns pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the Project Contingency Overruns pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

Table 2
 FY2008-FY2011 TIP
 Summary of L-CMAQ Funds
 (As of 3-10-10)
 Federal Share Only

CMAQ Funding Table (TDOT)

Balance 7-1-07		\$1,448,620
FY2008 Allocation	+	\$379,620
Available to Spend	=	\$1,828,240
Projects Programmed	-	\$308,368
Remaining 2008	=	\$1,519,872
2009		
FY2009 Allocation	+	\$379,620
Available to Spend	=	\$1,899,492
Projects Programmed	-	\$1,033,212
Remaining 2009	=	\$866,280
2010		
Federal Rescission of all Unobligated Funds		
FY2010 Allocation	+	\$0
Available to Spend Pin:111305.00		\$835,765
Projects Programmed Pin: 111305		\$835,765
Remaining 2010	=	\$0
2011		
FY2011 Allocation	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2011	=	\$0

CMAQ Funding Table (KTC)

Balance 7/01/07		\$500,000
FY2008 Award *	+	\$0
Available to Spend	=	\$500,000
Projects Programmed	-	\$500,000
Remaining 2006	=	\$0
2009		
FY2009 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2009	=	\$0
2010		
FY2010 Award	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2010	=	\$0
2011		
FY2011 Allocation	+	\$0
Available to Spend	=	\$0
Projects Programmed	-	\$0
Remaining 2011	=	\$0

* KTC CMAQ funds are awarded annually on a statewide competitive basis.

Tennessee Funding Table 3
(By Year of Expenditure)

(As of 3-10-10)

Amendment # 19

Funding Source	FY2008 Available	FY2009 Available	FY2010 Available	FY2011 Available
Enhancement Grants	\$2,388,388	\$0	\$945,926	\$0
HPP-L (High Priority Projects)	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,828,240	\$1,899,492	\$835,765	\$0
L-STP	\$6,776,177	\$8,073,435		
Pre Rescission			\$0	\$0
Post Rescission			\$0	\$0
SRTS (Safe Routes to School)	\$72,025	\$83,340	\$137,142	\$0
Economic Stimulus	\$0	\$5,900,000	\$0	\$0
Local Match	\$1,630,207	\$607,359	\$258,481	\$22,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$11,464,000	\$10,496,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$4,987,884	\$3,654,000	\$1,108,000	\$1,108,000
BRBD (Bridge Bond - 100% State)	\$0	\$100,000	\$100,000	\$0
Total	\$43,477,804	\$36,227,626	\$4,815,314	\$2,560,000
Amount Programmed to be Spent				
Enhancement Grants	\$2,388,388	\$0	\$945,926	\$0
HPP-L (High Priority Projects)	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$308,368	\$1,033,212	\$835,765	\$0
L-STP	\$0	\$1,585,435		
Pre Rescission			\$0	\$0
Post Rescission			\$0	\$0
SRTS (Safe Routes to School)	\$72,025	\$83,340	\$137,142	\$0
Economic Stimulus	\$0	\$5,900,000	\$0	\$0
Local Match	\$1,630,207	\$607,359	\$258,481	\$22,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$11,464,000	\$10,496,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$4,987,884	\$3,654,000	\$1,108,000	\$1,108,000
BRBD (Bridge Bond - 100% State)	\$0	\$100,000	\$100,000	\$0
Total	\$35,181,755	\$28,873,346	\$4,815,314	\$2,560,000
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,519,872	\$866,280	Rescission\$0	\$0

L-STP	\$6,776,177	\$6,488,000	\$0	\$0
SRTS (Safe Routes to School)	\$0	\$0	\$0	\$0
Economic Stimulus	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0
NHS (National Highway Systems)	\$0	\$0	\$0	\$0
STP (State Surface Transportation Program)	\$0	\$0	\$0	\$0
BRR-S	\$0	\$0	\$0	\$0
PLHD	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
BRBD (Bridge Bond - 100% State)	\$0	\$0	\$0	\$0
Total	\$8,296,049	\$7,354,280	\$0	\$0

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

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
Enhancement Grants	0	0	0	0
IM (Interstate Maintenance)	664,000	1,304,000	0	0
ITS (Intelligent Transportation Systems)	0	0	0	0
KYD (Kentucky Discretionary)	2,834,000	6,800,000	0	0
PLHD	0	0	0	0
Local Projects				
Local Match	802,600	0	0	0
NHS (National Highway Systems)	0	0	0	0
CMAQ (State Congestion Mitigation & Air Quality Impr)	500,000	0	0	0
STP (State Surface Transportation Program)	0	0	0	0
SP (State Construction - KY)	0	0	7,200,000	7,280,000
State Match	166,000	326,000	1,800,000	1,820,000
Total				
Amount Programmed to be Spent				
Enhancement Grants	0	0	0	0
IM (Interstate Maintenance)	664,000	1,304,000	0	0
ITS (Intelligent Transportation Systems)	0	0	0	0
KYD (Kentucky Discretionary)	2,834,000	6,800,000	0	0
PLHD	0	0	0	0
Local Projects				
Local Match	802,600			
NHS (National Highway Systems)	0	0	0	0
CMAQ (State Congestion Mitigation & Air Quality Impr)	500,000	0	0	0
S-STP (State Surface Transportation Program)	0	0	0	0
SP (State Construction - KY)	0	0	7,200,000	7,280,000
State Match	166,000	326,000	1,800,000	1,820,000
Total Programmed				
Amount Remaining				
Enhancement Grants	0	0	0	0
IM (Interstate Maintenance)	0	0	0	0
ITS (Intelligent Transportation Systems)	0	0	0	0
KYD (Kentucky Discretionary)	0	0	0	0
Local Projects				
Local Match	0	0	0	0
NHS (National Highway Systems)	0	0	0	0
S-CMAQ (State Congestion Mitigation & Air Quality Impr)	0	0	0	0
S-STP (State Surface Transportation Program)	0	0	0	0
SP (State Construction - KY)	0	0	0	0
State Match	0	0	0	0
Total Remaining	0	0	0	0

Federal Share Only

AS OF 3/11/09

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
FTA-5307 (KY) Operating Assistance*	\$267,824	\$275,859	\$284,135	\$292,659
FTA-5307(TN) Operating Assistance	\$1,437,392	\$1,480,514	\$1,524,930	\$1,570,678
FTA-5307(TN) Capital	\$183,628	\$163,200	\$163,200	\$163,200
ARRA/5307 (KY) Stimulus Funding	\$0	\$409,999	\$0	\$0
ARRA/5307 STIM (TN) Stimulus Funding	\$0	\$3,240,001	\$0	\$0
FTA-5309	\$0	\$244,800	\$252,144	\$259,708
FTA-5310	\$0	\$0	\$0	\$0
FTA-5316 Job Access	\$260,827	\$268,652	\$276,712	\$285,014
Local Match	\$872,064	\$919,463	\$946,435	\$974,217
State Match	\$872,063	\$919,463	\$946,435	\$974,217
Total	\$3,893,798	\$7,921,951	\$4,393,991	\$4,519,693
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$267,824	\$275,859	\$284,135	\$292,659
FTA-5307(TN) Operating Assistance	\$1,437,392	\$1,480,514	\$1,524,930	\$1,570,678
FTA-5307(TN) Capital	\$183,628	\$163,200	\$163,200	\$163,200
ARRA/5307 (KY) Stimulus Funding	\$0	\$409,999	\$0	\$0
ARRA/5307 STIM (TN) Stimulus Funding	\$0	\$3,240,001	\$0	\$0
FTA-5309	\$0	\$244,800	\$252,144	\$259,708
FTA-5310	\$0	\$0	\$0	\$0
FTA-5316 Job Access	\$260,827	\$268,652	\$276,712	\$285,014
Local Match	\$872,064	\$919,463	\$946,435	\$974,217
State Match	\$872,063	\$919,463	\$946,435	\$974,217
Total Programmed	\$3,893,798	\$7,921,951	\$4,393,991	\$4,519,693
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$0	\$0	\$0	\$0
FTA-5307 (TN)	\$0	\$0	\$0	\$0
ARRA/5307 (KY) Stimulus Funding	\$0	\$0	\$0	\$0
ARRA/5307 STIM (TN) Stimulus Funding	\$0	\$0	\$0	\$0
FTA-5309	\$0	\$0	\$0	\$0
FTA-5310	\$0	\$0	\$0	\$0
FTA-5316 Job Access	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total Remaining	\$0	\$0	\$0	\$0

* 5307 for Kentucky is Operating Assistance Only

**Henderson/Evansville FY 2010-2013 TIP;
Financial Plan**

Section 3 - Funding the TIP

2010-2013 Transportation Improvement Program

Section 3: Funding the Transportation Improvement Program

Federal regulations require the programming of state & local transportation programs & projects into a transportation improvement program (TIP). This section will provide explanations of the various types of funding options, list specific sources of federal, state, & local transportation funds, and update current funding & revenue levels in the Evansville MPO Study Area.

Fund Types

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

Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill (SAFETEA-LU), as described in Section 1. Federal fiscal constraint for the FY 2010-2013 TIP is demonstrated in Table 1. Federal funds are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects. The various federal surface transportation funds available to the Evansville-Henderson Urbanized Area include:

1. National Highway System (NHS) funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities.

This includes the interstate system and all federal and state highway facilities classified as principal arterial. In order for a project to qualify to receive NHS funding, it must be initiated by the state DOT. Therefore, priority for NHS projects is also set by the state. Interstate construction and maintenance projects are eligible to receive 90% federal obligation, while other NHS project types are eligible for 80%.

2. Surface Transportation Program (STP) funds may be used to finance any surface transportation project on any Federal-Aid road. Federal-Aid roads consist of all surface transportation facilities, with the exception of urban local facilities or rural minor collectors and local roads. Projects initiated by state, county, or city agencies can qualify to receive STP funding.

Each state receives a limited amount of STP funds. Of the funds received, 20% is obligated to Transportation Enhancement and Safety activities. Transportation Enhancement activities consist of projects which enhance the transportation system. These may include bicycle/pedestrian facilities, historic preservation, or landscape activities. Safety activities include hazard elimination and railroad crossing improvement projects. Both categories are distributed on a discretionary basis through INDOT and KYTC.

The remaining 80% of STP funds are distributed based upon population levels. This allocation is based upon the latest decennial census. Group I urbanized areas (with population of +200,000) receive 62.5% of the funds, while the other urbanized (with less than 200,000) and rural areas receive the remaining 37.5% of the funds. The Evansville-Henderson Urbanized Area is classified as a Group I Area (greater than 200,000 population) based upon the 2000 Census and shares in the 62.5%

remaining funds. Funding priority within the urbanized area is determined by the MPO (EMPO), while projects in rural areas must compete for statewide STP funds. STP funds can qualify to be used for interstate construction & maintenance. These projects receive 90% federal obligation, while all other STP funds receive 80% obligation.

3. Congestion Mitigation and Air Quality (CMAQ) funds are allocated to both states and localities that have not attained national ambient air quality standards, or NAAQS, mandated under the Clean Air Act Amendments of 1990. Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive these CMAQ funds. These projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is 80%.
4. Highway Safety Improvement Program funds are authorized in SAFETEA-LU as a new core funding program for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The program replaces the Hazard Elimination Safety STP set aside from earlier transportation bills. The federal participation for HSIP projects is 90-100%.
5. Bridge Replacement and Rehabilitation funds are available to be used to reconstruct, replace, or rehabilitate deficient bridge structures. Any bridge on a public road is eligible to receive funding, but funding discretion is the responsibility of the state. The federal share of Bridge Replacement and Rehabilitation funds is 80%.
5. Equity Bonus funds ensure that each state receives a guaranteed return on its contributions to the Highway Account of the Federal Highway Trust Fund.
6. Interstate Maintenance (IM) funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds.
7. Transportation Enhancement (TE) funds are intended to enhance the transportation system through the use of non-traditional projects, such as bicycle & pedestrian facilities, landscaping, and historical facilities. TE funding is based upon a 10% set aside of Surface Transportation funds.
8. Transportation, Community, and System Preservation (TCSP) provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. The Federal share payable on any TCSP project or activity shall be 80% or subject to the sliding scale rate in accordance with 23 USC 120(b).
9. High Priority Projects (HPP) the High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The Federal share remains at 80%.
10. Safe Routes to School (SRTS) for infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. Each State must set aside from its Safe Routes to School apportionment not less

than 10 percent and not more than 30 percent of the funds for noninfrastructure-related activities to encourage walking and bicycling to school. The Federal share for SRTS funds is 100%.

11. American Recovery and Reinvestment Act (ARRA) the Federal share payable on account of any project or activity carried out with funds made available by the ARRA shall be at the option of the recipient, up to 100% of the total project cost.

State Funds

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

Local Funds

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. Table 1 summarizes local revenues and costs for the first four years of the TIP. Local fiscal constraint is indicated by the positive balances for LPA's. Based on historical averages, a small shortfall is shown for Henderson Area Rapid Transit. Consultation with HART and the City of Henderson confirmed that the required funds will be made up with a general fund transfer adjustment.

1. Local Road & Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.
2. The Motor Vehicle Highway Account is the principal source of revenue for operation of the county highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of county transportation facilities.
3. The Cumulative Bridge Fund may be used to finance the construction or repair of county bridges and grade separations.
4. The State of Indiana also provides for a local option auto excise & wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.
5. Tax Increment Financing (TIF) funds are funds collected from a specific area and can be spent to provide infrastructure improvements to encourage development in the area.
6. Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.
7. Local governments in Kentucky may receive State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance funds.

Transit Funds

1. Section 5303-Metropolitan Planning funds are available to both state and LPAs to fund transit related planning activities.
2. Section 5307-Block Grants are formula-based grants for urbanized areas over 50,000. Determining block grants apportionments is based upon a formula which takes into account population, population density, and operating characteristics. Federal obligation is 80% for capital projects and up to 50% for operating deficit.
3. Section 5309-Discretionary Grants and Loans are available on a competitive basis to fund capital improvements. These funds are administered through the state agency.
4. Section 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities provide capital assistance to public and non-profit entities that furnish transportation services to elderly or disabled individuals who are unable to utilize the traditional transit system. Federal obligation for Section 10 grants is 80%. These funds are administered through the state agency.
5. Section 5316-Jobs Access and Reverse Commute (JARC) provides capital and/or operating assistance for employment and employment-related transportation services.
6. Section 5317-New Freedom provides capital and/or operating assistance for disability- related transportation services that goes beyond ADA compliance.
7. State Transit Funding-The State of Indiana Public Mass Transportation Fund (PMTF) is used to match federal assistance provided under Sections 5307 & 5309 of the Federal Transit Act. This fund receives 0.67% of the state sales and use tax. Funds are allocated through a performance-based formula.

The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5309. Toll Credits, or excess toll revenues, may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

Table 1: Federal Funds and Programmed TIP Costs

Indiana						
Funding Source	Unobligated Prior Year Funds	Fiscal Year				TIP Total
		2010	2011	2012	2013	
STP/EB IN	\$10,392,907	\$4,266,981	\$4,266,981	\$4,266,981	\$4,266,981	\$27,460,831
STP-R	-	\$4,339,931	\$11,710,143	\$0	\$0	\$16,050,074
CMAQ	\$1,383,821	\$1,249,448	\$1,249,448	\$1,249,448	\$1,249,448	\$6,381,613
HES	\$0	\$460,000	\$0	\$0	\$0	\$460,000
TE	\$1,128,915	\$3,575,272	\$647,934	\$580,000	\$580,000	\$6,512,121
HSIP-IN	\$1,479,654	\$364,948	\$364,948	\$364,948	\$364,948	\$2,939,446
Transit	-	\$1,578,385	\$1,559,697	\$1,622,085	\$1,686,969	\$6,447,136
TCSP	-	\$0	\$1,103,000	\$0	\$0	\$1,103,000
HPP	-	\$2,748,000	\$0	\$0	\$0	\$2,748,000
Bridge	-	\$1,031,546	\$0	\$1,273,560	\$0	\$2,305,106
ARRA	-	\$8,716,978	\$0	\$0	\$0	\$8,716,978
SRTS	-	\$278,800	\$0	\$0	\$0	\$278,800
Total Federal Funding (Local Projects)						\$81,403,105
Programmed Federal amount						\$66,826,891
Surplus/Deficit						\$14,576,213
Kentucky						
STP KY	\$2,077,058	\$400,000	\$400,000	\$400,000	\$400,000	\$3,677,058
HPP KY	\$8,231,000	\$0	\$0	\$0	\$0	\$8,231,000
Transit	\$0	\$718,949	\$708,350	\$736,684	\$766,152	\$2,930,135
ARRA	\$0	\$0	\$0	\$0	\$0	\$0
HES/HSIP	\$0	\$0	\$0	\$0	\$0	\$0
Total Federal Funding (Local Projects)						\$14,838,193
Programmed Federal amount						\$12,001,135
Surplus/Deficit						\$2,837,058

Table 2: Local Revenues and Programmed TIP Costs

	Available Local Revenues			Projected Revenues & Programmed Costs		
	Average Annual Local Revenues	Average Annual Ops & Maintenance Costs ³	Average Annual Available Revenues	2010-2013 Projected Available Revenues	Programmed Local Costs 2010-2013	Surplus/Deficit
Indiana						
Vanderburgh County	\$12,208,174	\$6,771,056	\$5,437,118	\$22,242,725	\$4,674,089	\$17,568,636
City of Evansville	\$9,854,538	\$6,124,897	\$3,729,641	\$15,257,601	\$4,196,951	\$11,060,650
METS ¹	\$6,462,973	\$3,668,740	\$6,462,973	\$26,439,398	\$21,545,918	\$4,893,480
Darmstadt	\$104,340	\$54,554	\$49,786	\$203,671	\$0	\$203,671
Warrick County	\$10,102,139	\$4,866,265	\$5,235,875	\$21,419,458	\$7,166,477	\$14,252,981
City of Boonville	\$1,337,020	\$263,051	\$1,073,969	\$4,393,504	\$0	\$4,393,504
Town of Chandler	\$331,276	\$0	\$331,276	\$1,355,217	\$0	\$1,355,217
Town of Newburgh	\$647,898	\$55,546	\$592,352	\$2,423,255	\$784,352	\$1,638,903
Town of Lynnville	\$61,810	\$30,819	\$30,991	\$126,780	\$0	\$126,780
Kentucky						
Henderson County	\$3,075,228	\$2,933,944	\$141,284	\$577,979	\$2,700	\$575,279
City of Henderson ²	\$1,248,531	\$1,101,233	\$147,298	\$2,660,332	\$2,057,750	\$602,582
HART ¹	\$539,877	\$395,193	\$539,877	\$2,208,585	\$2,253,181	-\$44,596
City of Corydon	\$647,182	\$0	\$647,182	\$2,647,559	\$0	\$2,647,559

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

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

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

**Lexington FY 2010-2013 TIP;
Financial Plan**

FINANCIAL PLAN / FISCAL CONSIDERATIONS

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) demonstration of resources available to carry out the TIP; (2) use of "year of expenditure dollars" in developing cost and revenue estimates; and (3) the treatment of highway and transit operations and maintenance costs and revenues.

Available Resources

Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on page 21 with various funding categories identified including the following Federal-aid core programs:

- Interstate Maintenance (IM)
- National Highway System (NH)
- Bridge (BR)

- Congestion Management and Air Quality (CMAQ)
- Safety (SAF)
- Surface Transportation (STP)

The funding is shown by fiscal year and includes: a “pre FY 2010” cost column; the required FY 2010 through FY 2013 activities; and a “Future” cost column. The TIP provides detailed programming information on planned future-year funded projects to give a current and accurate total cost estimate.

The FY 2010 – FY 2013 TIP information contains current programming project cost estimates provided by the KYTC in close coordination and communication with LFUCG project engineers. Please note that cost estimates can be subject to change as more detailed project information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds for the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$5.8 million in SLX funds each fiscal year. For the FY 2010 – FY 2013 TIP, SLX program total expenditures are \$27,856,000.

A basic consideration in the TIP process is accounting for the availability of funds. To ensure that the program is fiscally-constrained, it is necessary to examine the relationship between what is planned to be spent on transportation improvements over the next four fiscal years (expenditures) balanced against anticipated funds received (revenues). To balance the equation, the ratio of expenditures to revenues would always be 1.0 which would indicate spending exactly the amount to be received. Of course, given the constantly changing nature of project implementation, this is seldom the case. The best course of action, over time, is to adjust expenditures through changes to project phasing, scope, or schedule to demonstrate required fiscal balance. As indicated in the table below, the estimated ratio over this entire four-year TIP is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table on page 37.

HIGHWAY ELEMENT	FY 2010 – FY 2013 TOTALS
Total Anticipated Revenues	\$252,791,000
Total Programmed Expenditures	\$252,791,000
Ratio of Expenditures to Revenue	1.0
Note : <ul style="list-style-type: none"> • SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State. 	

Major SAFETEA–LU programs that provide funding are:

1. Surface Transportation Program (STP).
2. Surface Transportation Program – Lexington (SLX)
3. Section 5307 transit capital funds.
4. Interstate Maintenance (IM).
5. Highway Bridge Replacement and Rehabilitation Program (BRO, BRX, BRZ).
6. National Highway System (NHS).
7. Congestion Mitigation and Air Quality Improvement Program (CMAQ).
8. Hazard Elimination and Safety (HES/HSIP/SAF).
9. High Priority Projects (HPP)
10. Transportation Enhancements (TE)

Transit Fiscal Considerations

For the transit financial element and analysis please see the Transit Financial Analysis program section starting on page 12.

Financial Constraint

SAFETEA-LU 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.

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

The specific projects shown in the project tables beginning on page 29 have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 39 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 – see the following section). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Year of Expenditure

SAFETEA–LU requires inflationary cost factors to provide a better assessment of future transportation project cost estimates. The KYTC provided the Year of Expenditures (YOE) factors and made the following adjustments to the project phasing:

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

With the ups and downs in the price of fuel affecting the cost of transporting materials and operating equipment, and the many other market-driven economic variables, more project cost estimate adjustments should be expected. YOE clarifies that fiscal constraint documentation should include committed, available, or reasonably available revenue sources “with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.”

Operations and Maintenance

System Operation, Maintenance and Preservation

One of the key goals of the TIP is to operate and maintain a high quality transportation network, and to preserve the significant investment that has been made in transportation facilities throughout the Lexington MPO area. For the freeway/highway system, this translates into actions to ensure not only the physical integrity and safety of the system, but also measures to address its visual impacts on motorists, the surrounding neighborhoods, and traffic noise mitigation.

State Operation, Maintenance, and Preservation

In his June 16, 2008 cover letter, KYTC Secretary Joe Prather notes “the 2008 Highway Plan contains many priority operational, maintenance, safety, pavement restoration, and bridge repair projects.” The goal of any potential KYTC funding would be to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

Routine maintenance and operation of the regional freeway/highway network in the MPO area is accomplished by KYTC through its maintenance districts. These districts are organized to provide services in five key functional areas: addressing roadway maintenance, landscape maintenance, traffic signal operations (including intelligent transportation systems), traffic engineering and administrative services. 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, and
- repair of damaged safety features.

Other Agency Operations, Maintenance and Preservation

Lexington MPO member agencies seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum safety and efficiency from existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (their share of municipal and county aid programs) to a range of expenditures, including street lighting, street sweeping, landscaping, sign maintenance, pavement maintenance, the operation of traffic signals, and other recurring costs necessary to maintain the transportation network.

Pavement Preservation

A particularly important part of the preservation effort involves the application of pavement management systems. The KYTC organization includes a Pavement Management Section/Staff, which is charged with the responsibility to develop and provide a cost effective pavement rehabilitation and reconstruction program. The pavement preservation program receives a high priority from the KYTC, to preserve the investment in the freeway/highway system and enhance transportation safety and efficiency. The program is accomplished by performing a yearly portion assessment of the pavements in the system, with particular attention to smoothness of ride, amount of cracking, folding, bleeding, patching, and rutting, and the friction characteristics. As part of this process, a large relational database is used to help prioritize the work needed to maximize expenditures and keep the system performing within predetermined service levels. The LFUCG Division of Engineering operates a similar pavement management program (see Figure 2).

Figure - 2 Lexington Area Pavement Management Systems (PMS)				
Agency	PMS Software	Data Range	Freq.	Comments
KYTC	In-House System	Good	Annual	Inventory data IRI
LFUCG	In-House System	Good	Annual	Inventory collected visually and IRI.
Jessamine Co.	In-House System	Good	Annual	Inventory collected visually and IRI.

Funding

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

In terms of transit opportunities, the TIP and 2035 MTP are awaiting an on-going Comprehensive Operational Analysis (COA). The COA will assess transit needs including the funding to maintain an expanding transit fleet and facilities. By definition, maintenance projects are intended to repair, rehabilitate, and restore existing transit facilities without introducing significant changes that may impact normal operations.

Anticipated Funding Sources for Highway Maintenance and System Preservation

- Congestion Mitigation and Air Quality Program (CMAQ)
- National Highway System Program (NHS)
- Interstate Maintenance Program (IM)
- Transportation and Community and System Preservation Pilot Program (TCSP)
- Bridge Replacement (BRO, BRX, BRZ)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)
- State Program (SP)
- Local Funds (LFUCG and Jessamine County)
- Transportation Enhancements (TE)

Total maintenance expenditures for FY 2009 through 2014 were over \$3 million (see Figure 3).

Figure 3 Maintenance/Operations Funding Estimates	
Short-Range Maintenance/Operations Funding 2010 – 2014	
O/M Funding Sources	O/M Funding Estimate
Federal, State and Local Funding	\$18,389,705
Source: KYTC M & O Funding Data for Fayette and Jessamine Counties	

The funding identified in the TIP for the planning period (FY 2010 - FY 2014) for maintenance and preservation totals will cost millions of dollars. Maintenance and preservation will continue to be emphasized to ensure the integrity of the transportation system.



TRANSIT FINANCIAL ANALYSIS

The transit financial information and analyses was compiled from a detailed review of LexTran's existing financial data, and the previous Lexington Area Long Range Transit Plan. The review entailed comparing the financial data with up-to-date cost analysis provided by LexTran. The financial forecast covers FY 2010 through FY 2035. As mentioned previously, the TIP lists specific projects to be implemented over the next four years, and must be consistent with the MTP. Please note that LexTran has a Comprehensive Operational Analysis (COA) underway. The financial information and data provided will assist in the full development of specific projects and will be amended to the TIP and MTP when completed.

All questions concerning the transit financial information and/or comments herein should be forwarded to the MPO at 859-258-3160 or josephd@lfucg.com. The financial forecast information that follows will explain the transit funding outlook for LexTran.

Financial Forecast

The following information documents the forecasting of transit funds expected to be available to implement the recommended programs and infrastructure improvements in the Lexington Area from now until the year 2035 and includes TIP fiscal years. Until the new COA is complete, previous TIP figures and updated financial data from LexTran will provide the basis for the projections herein and FY 2010 allocations are used as the basis of forecasting funding.

In the following sections, each category of federal funding and local funding are described and analyzed, and a forecast for FY 2009 through FY 2035 is completed.

LexTran Operating and Capital Resources:

- FTA 5307 – urbanized area formula grants
- FTA 5309 – capital investment program
- FTA 5310 – elderly individuals and individuals with disabilities program
- Congestion Mitigation and Air Quality (CMAQ)
- local tax levy
- passenger fares
- LFUCG assistance

Transit Financial Element

The transit financial element is estimated to cost an average of \$23 million per year in funding over the TIP's four fiscal year period. Increases in operating expenditures were attributable to added services initiated by the 2004 LexTran Visioning Strategy. LexTran anticipates changes to the system as development patterns and transportation systems are furthered into the next decade. As this plan update process has been carried out, LexTran and various community stakeholders have initiated a "Visioning Process" known as the COA to develop a Five (5)-Year

Strategic Plan for the transit system. LexTran (with assistance from consultants, the University of Kentucky Transportation Research Center, the MPO, and others) has conducted extensive data collection and analysis, surveys, interviews, meetings, presentations, and discussions with the public. LexTran has involved transit users, LexTran employees, LFUCG agencies, KYTC agencies, and many other community transit stakeholders.

The 2009 LexTran COA will provide a five year vision to improve the system in areas where there is inefficiency in the form of low ridership and suggest adjustments to better serve areas with significant ridership. In some cases, going to a 15- minute headway may be warranted based on increased ridership. The MPO is working closely with LexTran to plan for areas where transit can serve accessible high densities in the most efficient manner. Coordination with anticipated development patterns will be essential in building the most efficient yet viable transit system that will best serve the needs of the community. Intelligent enhancements to the transit system which offer more practical and accessible options (travel modes) will be a driving force in attracting ridership. Encouraging transit ridership should equate to less vehicular congestion on our existing transportation system, especially during peak hours of transportation.

In the short term, LexTran is working to build a permanent administration building on the existing property at 109 West Loudon Ave, which it owns. LexTran has been leasing property to house administrative staff and training facilities in different locations. Financial projections for the next five years show funds dedicated to that new facility. Plans are being finalized to define the scope and timing of the project. Any funding over the amount that LexTran was initially anticipating (approx. \$6 million) for this facility is being considered for bonding and/or other creative funding opportunities.

During the compilation of this plan, American Recovery and Reinvestment Act (ARRA) funding was awarded with very little time to implement eligible projects. LexTran, through good planning efforts, was able to compile a significant list of eligible projects that could be implemented quickly and effectively to enhance the overall transit system. As a result, LexTran was granted approximately \$5.4 million via the ARRA program. This unscheduled arrival of funds affected the overall capabilities and endeavors of LexTran in positive ways by quickly injecting money into overall system enhancements and freeing-up funds to move forward with long term visions. It is understood that this type of funding cannot be counted on in the future but LexTran is hopeful that it will be the recipient of funds of this type anytime such an opportunity is presented. The key to taking advantage of these will be to use good planning efforts to develop ideas that have been vetted by all appropriate oversight entities so that long-term goals can be achieved.

One of the main concepts that the 2009 COA will deal with is the existing Downtown Transit Center. The transit center is presently being used beyond its capacity during peak hours of service. A different approach is needed. Options being discussed include creating satellite hubs (mini transit centers) in conjunction with the existing transit center or by relocating and expanding the existing facility. Funding for this issue will be dealt with depending on the solution pursued. If the existing facility is moved, FTA money that was used to create that facility may have to be repaid and reinvested appropriately.

The MPO 2035 MTP, the Long-Range Transit Plan, and the LFUCG 2007 Comprehensive Plan encourage increased transit services to: manage rising ridership counts; provide citizens of all ages with an alternative to their personal vehicles; reduce congestion on roadways; improve air quality; and serve citizens without vehicles and with disabilities. The MPO has been, and will continue to be dedicated to assist and support LexTran as a basic and vital element to the area's transportation system.

Figure 4 LexTran Operating and Capital Expenditures for FY 2009 - FY 2014

Operating Expenditures							
Current Service	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2010 – FY 2013 TIP FISCAL YEARS
Operating Wages & Fringes	\$ 7,549,313	\$ 8,104,521	\$ 8,509,747	\$ 8,935,234	\$ 9,381,996	\$ 9,851,096	\$ 34,931,499
Operating Other	\$ 2,821,266	\$ 2,523,548	\$ 2,649,725	\$ 2,782,212	\$ 2,921,322	\$ 3,067,388	\$ 10,876,807
Maintenance Wages & Fringes	\$ 2,398,313	\$ 2,507,674	\$ 2,633,058	\$ 2,764,711	\$ 2,902,946	\$ 3,048,093	\$ 10,808,388
Maintenance Other	\$ 1,413,521	\$ 1,959,037	\$ 2,056,989	\$ 2,159,838	\$ 2,267,830	\$ 2,381,222	\$ 8,443,694
Administrative Wages and Fringes	\$ 746,563	\$ 742,882	\$ 780,026	\$ 819,027	\$ 859,979	\$ 902,978	\$ 3,201,914
Administrative Other	\$ 1,681,777	\$ 1,544,328	\$ 1,621,544	\$ 1,702,622	\$ 1,787,753	\$ 1,877,140	\$ 6,656,247
CMAQ Advances	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Community Relations	\$ 301,506	\$ 339,141	\$ 356,098	\$ 373,903	\$ 392,598	\$ 412,228	\$ 1,461,740
Wheels	\$ 3,226,489	\$ 3,706,806	\$ 3,892,146	\$ 4,086,754	\$ 4,291,091	\$ 4,505,646	\$ 15,976,797
Subtotal	\$ 20,138,748	\$ 21,427,937	\$ 22,499,334	\$ 23,624,301	\$ 24,805,516	\$ 26,045,791	\$ 92,357,087
Capital Outlays							
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2010 – FY 2013 TIP FISCAL YEARS
Facility Rehabilitation	\$ 5,940,000	\$ 2,777,000	\$ 576,000	\$ 580,000	\$ 597,000	\$ 597,000	\$ 4,530,000
Revenue Vehicles	\$ -	\$ 5,141,000	\$ 1,885,000	\$ 1,960,000	\$ 2,039,000	\$ 2,120,000	\$ 11,025,000
Equipment	\$ 378,000	\$ 232,000	\$ 395,000	\$ 243,000	\$ 246,000	\$ 248,000	\$ 1,116,000
Bus Shelters	\$ 30,000	\$ 88,000	\$ 92,000	\$ 95,000	\$ 99,000	\$ 103,000	\$ 374,000
Cont./Admin.	\$ 2,198,000	\$ 3,781,000	\$ 3,929,000	\$ 4,266,000	\$ 4,245,000	\$ 4,414,000	\$ 16,221,000
Total Capital Outlay	\$ 8,546,000	\$ 12,019,000	\$ 6,877,000	\$ 7,144,000	\$ 7,226,000	\$ 7,482,000	\$ 33,266,000
Total Operating and Capital Expenditures	\$ 8,546,000	\$ 12,019,000	\$ 6,877,000	\$ 7,144,000	\$ 7,226,000	\$ 7,482,000	\$ 33,266,000

Figure 5 LexTran Operating and Capital Expenditures for FY 2009 - FY 2035

Fiscal Year	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Total Operating Expenditures	\$ 20,138,478	\$ 21,427,937	\$ 22,499,334	\$ 23,624,301	\$ 24,805,516
Total Capital Outlays	\$ 8,546,000	\$ 12,019,000	\$ 6,877,000	\$ 7,144,000	\$ 7,226,000
Total Expenditures	\$ 28,684,478	\$ 33,446,937	\$ 29,376,334	\$ 30,768,301	\$ 32,031,516
Fiscal Year	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Total Operating Expenditures	\$ 26,045,791	\$ 26,827,165	\$ 27,631,980	\$ 28,460,939	\$ 29,314,767
Total Capital Outlays	\$ 7,482,000	\$ 7,706,460	\$ 7,937,654	\$ 8,175,783	\$ 8,421,057
Total Expenditures	\$ 33,527,791	\$ 34,533,625	\$ 35,569,633	\$ 36,636,722	\$ 37,735,824
Fiscal Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Total Operating Expenditures	\$ 29,901,063	\$ 30,499,084	\$ 31,109,066	\$ 31,731,247	\$ 32,365,872
Total Capital Outlays	\$ 8,589,478	\$ 8,761,268	\$ 8,936,493	\$ 9,115,223	\$ 9,297,527
Total Expenditures	\$ 38,490,541	\$ 39,260,351	\$ 40,045,558	\$ 40,846,470	\$ 41,663,399
Fiscal Year	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Total Operating Expenditures	\$ 32,689,530	\$ 33,016,426	\$ 33,346,590	\$ 33,680,056	\$ 34,016,856
Total Capital Outlays	\$ 9,390,503	\$ 9,484,408	\$ 9,579,252	\$ 9,675,044	\$ 9,771,795
Total Expenditures	\$ 42,080,033	\$ 42,500,833	\$ 42,925,842	\$ 43,355,100	\$ 43,788,651
Fiscal Year	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Total Operating Expenditures	\$ 34,357,025	\$ 34,700,595	\$ 35,047,601	\$ 35,398,077	\$ 35,752,058
Total Capital Outlays	\$ 9,869,513	\$ 9,968,208	\$ 10,067,890	\$ 10,168,569	\$ 10,270,254
Total Expenditures	\$ 44,226,538	\$ 44,668,803	\$ 45,115,491	\$ 45,566,646	\$ 46,022,312
Fiscal Year	FY 2034	FY 2035			
Total Operating Expenditures	\$ 36,109,579	\$ 36,470,674			
Total Capital Outlays	\$ 10,372,957	\$ 10,476,686			
Total Expenditures	\$ 46,482,536	\$ 46,947,361			

Figure 6 LexTran Operating and Capital Resources for FY 2009 - FY 2014

Financial Resources	2009	2010	2011	2012	2013	2014
FTA 5307	5,122,126.00	7,786,713.00	4,038,000.00	4,200,000.00	4,368,000.00	4,543,000.00
FTA 5309	3,024,000.00	5,220,000.00				
FTA 5310	-	-	-	-	-	-
State Funding	727,418.00	-	-	-	-	-
CMAQ	-	1,213,000.00				
Local Tax Levy	17,567,362.00	16,994,188.00	15,965,134.00	16,603,739.36	17,267,888.93	17,958,604.49
Passenger Fares & Other Operating Revenue	2,243,842.00	2,233,036.00	2,322,357.44	2,415,251.74	2,511,861.81	2,612,336.28
Total	28,684,748.00	33,446,937.00	22,325,491.44	23,218,991.10	24,147,750.74	25,113,940.77

Note: LexTran short-range recommendations and expenditures will be more detailed in the COA. Forecasted expenditures surpass revenue in FY 2011 – 2014. Additional funding will be pursued (through CMAQ, FTA 5309, or State funding) or necessary capital expenditure reductions will be made.

Figure 7 Financial Forecast Summary FY 2009 - FY 2035

Financial Forecast Summary FY 2009 - FY 2035	
FTA 5307	\$102,801,082
FTA 5309	\$29,377,517
FTA 5310	\$7,080,592
CMAQ	\$2,006,374
Local Tax Levy	\$321,986,199
Passenger Fares	\$17,799,107
Total	\$481,050,870

MPO PROJECT TABLES

The project tables that follow show Federal-aid Highway programs funding by type and include totals in Table 4 TIP Summary Table on page 39. This information provides details on pre 2010 funding, current TIP FY 2010—FY 2013 funding, and future funding. Funding estimates were from a KYTC Highway Plan figure or an updated project cost estimate provided by the KYTC or the LFUCG Division of Engineering. As mandated by SAFETEA-LU, all funding references are denoted in Year of Expenditure (YOE) dollars to provide a more-realistic and accurate future project cost estimate. Unpredictable economic conditions, fuel and materials prices can greatly impact any project cost estimates. Any specific questions concerning the program/project tables should be forwarded to the MPO staff.

The KYTC assigns an Item No. for projects and the MPO assigns a MPO project reference number for tracking purposes. Please see Project Maps Section on Pages 47 and 48 for project locations. The maps depict FY 2010--FY 2013 projects and may reference past TIP projects for historical background purposes. 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 not controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are not produced by the planning process; they are initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Variou” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories are shown in Table 5. 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 Lexington area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on page 8 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Similarly, the

Grouped Projects line item in Table 4 should be interpreted in the same way. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 5 – Grouped Projects

Table 5 - Grouped Projects *

	2010	2011	2012	2013
HSIP - High Cost Safety Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Drive Smart Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000
Safe Routes to School (SRTS)	\$25,000	\$25,000	\$25,000	\$25,000
Scenic Byways	\$10,000	\$10,000	\$10,000	\$10,000

Table 5 - Grouped Projects *

	2010	2011	2012	2013
Transportation Enhancement (TE) Projects	\$100,000	\$100,000	\$100,000	\$100,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000
Congestion Mitigation Air Quality (CMAQ) Projects	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Recreational Trails Program	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$250,000	\$250,000	\$250,000	\$250,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Rehabilitation of Transit Vehicles	\$250,000	\$250,000	\$250,000	\$250,000
Transit Operating Assistance	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Transit Operating Equipment	\$250,000	\$250,000	\$250,000	\$250,000
Transit Passenger Shelters and Information Kiosks	\$50,000	\$50,000	\$50,000	\$50,000
Construction or Renovation of Transit Facilities	\$500,000	\$500,000	\$500,000	\$500,000
FTA Section 5316 – Job Access and Reverse Commute Program (JARC)	\$100,000	\$100,000	\$100,000	\$100,000
FTA Section 5317 – New Freedom Initiative	\$100,000	\$100,000	\$100,000	\$100,000

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

**Louisville FY 2007-2011 TIP;
Financial Plan**

Funding

SAFETEA-LU identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of SAFETEA-LU 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 conformity to air quality standards and fiscal constraint.

Surface Transportation

Four basic categories of surface transportation funds are available through the Federal Highway Administration. These funds exist to meet specific purposes identified in SAFETEA-LU. This act authorizes federal assistance for both highway and transit programs and provides for motor fuels tax revenues. Appropriations from the general fund are provided by separate legislation. The United States Department of Transportation, the Economic Development Administration, the Department of the Interior, and the Department of Housing and Urban Development provide additional sources for transportation funding.

National Highway System-FHWA

The National Highway System (NHS) focuses on transportation facilities that are of national significance and have direct impact on the interstate system. The NHS includes all of the interstates and those portions of primary, secondary and urban facilities that provide access to interstates, major transportation centers, and national defense facilities. NHS funds may also be used for the construction of facilities and the maintenance of the interstate system. On a national scale, a maximum of 155,000 miles of roadway have been designated for the NHS system.

Responsibility for setting priority of projects requesting NHS funds that are submitted to the TIP rests with the state departments of transportation from Kentucky and Indiana. Federal funds may pay 80% - 90% of project costs depending on the type of improvements. Interstate construction and interstate maintenance are eligible to receive 90% federal obligation for a project. All other NHS projects are eligible for an 80% federal share.

Surface Transportation Program-FHWA

The Surface Transportation Program (STP) is a funding category whose intent is to give more funding discretion to the states and the Metropolitan Planning Organization (MPO), in this case KIPDA. STP funds may be used on any surface transportation project, including those on the NHS, and excluding local or rural minor collectors. Facilities meeting this criterion are referred to as Federal-aid

roads. Funds under STP, following the completion of certain criteria, may be transferred to specific transit funding programs. Those transferred funds will then follow the guidelines of the program to which they were transferred.

From the federal money allocated to a state for distribution through STP, 10% is earmarked for the Transportation Enhancement Program. Of the 80% of the remaining federal funds allocated to a state for the STP funding category, 62.5% is to be distributed to census defined urbanized areas having a population equal to or greater than 200,000. If an area meets this criterion, then it is referred to as a Transportation Management Area (TMA). Therefore, projects within the Louisville TMA may utilize these funds. Urbanized and rural areas with a population below 200,000 or areas that are not urbanized will receive 37.5% of the 80%.

Priority setting for STP monies differs from that of NHS monies. STP money, allocated to the Louisville urbanized area, is to be obligated on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Department of Transportation. Under SAFETEA-LU, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation. Projects that request money from the Transportation Enhancement Program and the Safety Program are to be obligated according to the state's discretion in consultation with the MPO and their recommended priority.

The Transportation Enhancement Program provides for the implementation of non-traditional transportation projects that enhance the aesthetic quality of a project or area. Transportation Enhancement funds may be utilized to fund the following types of projects:

- provision of facilities for pedestrians and bicycles,
- provision of safety and educational activities for pedestrians and bicyclists,
- acquisition of scenic easements and scenic or historic sites,
- scenic or historic highway programs,
- landscaping and other scenic beautification,
- historic preservation,
- rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals,
- preservation of abandoned railway corridors,
- control and removal of outdoor advertising,
- archeological planning and research,
- mitigation of water pollution due to highway run-off or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- establishment of transportation museums.

All STP monies other than those used for interstate construction or interstate maintenance projects receive an 80% federal obligation toward the cost of each

project. STP monies used for interstate completion and interstate maintenance receive a 90% federal match.

Congestion Mitigation and Air Quality Improvement Program-FHWA

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.

Responsibility for recommending priorities within an urbanized area whose population is equal to or greater than 200,000 rests with the MPO. The state reserves final priority discretion. All CMAQ monies receive an 80% federal obligation toward the cost of each project.

Highway Safety Improvement Program-FHWA

SAFETEA-LU established a new program of funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Each state will receive at least one-half of one percent of the funds apportioned for the Highway Safety Improvement Program. Responsibility for setting priority for Highway Safety Improvement Program projects rests with the state. The federal share of all Highway Safety Improvement Program projects is 90%.

Bridge Replacement and Rehabilitation-FHWA

Federal funds are available for the rehabilitation and replacement of bridges through the Bridge Replacement and Rehabilitation funding category. Responsibility for setting priority for Bridge Replacement and Rehabilitation projects rests with the state. The federal share of all Bridge Replacement and Rehabilitation projects is 80%.

Minimum Guarantee-FHWA

Minimum Guarantee funds are distributed to ensure that each state will have a guaranteed return on its contribution to the Highway Account of the Highway Trust Fund. Each state is guaranteed a certain share of the aggregate funding for the following programs: Interstate Maintenance, National Highway System,

Bridge, Congestion Mitigation and Air Quality Improvement, Surface Transportation Program, Metropolitan Planning, High Priority Projects, Appalachian Development Highway System, Recreational Trails, and Minimum Guarantee.

Of the Minimum Guarantee Funds made available, \$2.8 billion is administered as though it were STP funding except that the STP provisions requiring set-aside of funds for safety and transportation enhancements and sub-State allocation of funds do not apply. Within each state, the amount of funds above \$2.8 billion is divided among the IM, NHS, Bridge, CMAQ, and STP programs based on the share the state received for each program under the program formula.

Interstate Maintenance - FHWA

Federal funds are available for the maintenance of the interstate and its bridges through the Interstate Maintenance funds. Responsibility for setting priority for Interstate Maintenance projects rests with the state. The federal share of all Interstate Maintenance projects is 90 percent.

Transportation, Community, and System Preservation Program - FHWA

The Transportation, Community, and System Preservation Program (TCSP) was established to address the relationships among transportation, community, and system preservation plans and practices. Eligible projects include those that improve the efficiency of the transportation system, reduce impacts of transportation on the environment, reduce the need for costly future investments in public infrastructure, provide efficient access to jobs, services, and centers of trade, and examine community development patterns and identify strategies to encourage private sector development. TCSP projects are selected for funding by the U.S. Department of Transportation. The federal share of all TCSP projects is 80 percent.

Safe Routes to School Program - FHWA

The Safe Routes to School Program was established to enable and encourage children to walk and bicycle to school. This funding helps to facilitate the planning, development and implementation of projects that improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. These federal funds are apportioned to the states based on their share of total enrollment in primary and middle schools. States must set-aside between 10 and 30 percent of the Safe Routes to School Program funding for non-infrastructure

related activities to encourage walking and bicycling to school, such as public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training. Projects are chosen for funding by the state departments of transportation. The federal share of Safe Routes to Schools Program projects is 100 percent.

Transit

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991.

Section 5309-FTA

Section 5309 funds can be used for a variety of transit capital investments the primary use is for major one-time investments in mass transit systems and for the construction of completely new systems. Section 5309 funds are available to local transit programs on a nationally competitive basis. The federal share of Section 5309 projects is 80 percent.

Section 5307-FTA

Section 5307 is a formula-apportioned aid program available for planning and capital assistance for urbanized areas with populations greater than 50,000. In urbanized areas with populations of 200,000 or more the definition of capital has been revised to include preventive maintenance. Responsibility for setting project priorities within a TMA rests with the MPO. In areas outside the TMA, project priority is the responsibility of the state.

Section 5310-FTA

The Section 5310 program provides capital assistance to private nonprofit corporations and associations in the purchase of vehicles and related equipment to transport elderly and disabled persons. This program provides up to 80 percent of the costs of purchasing equipment. Project priority is approved by KIPDA within the transportation management area and funding is administered by the states. The funds are awarded on a competitive basis depending upon the severity of the needs of the persons to be served, the availability of existing transportation resources and other factors. In areas outside the TMA, project priority is the responsibility of the state.

Section 5311-FTA

FTA Section 5311 funds are available for capital and operating assistance to public transportation projects in areas other than urbanized (small urban, rural, and inter-city). The federal share of costs is up to 80 percent for capital projects and 50 percent for operating expenses. Section 5311 funds are apportioned to states by a legislatively determined formula based on non-urban population. These funds remain available for two years after apportionment, after which they are reapportioned among the states under the Section 5311 program. Outside the TMA, project priority is the responsibility of the state.

Section 5316-FTA: Job Access and Reverse Commute

FTA Section 5316 funds are commonly known as Job Access and Reverse Commute (JARC) funds. These federal funds are available for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations. This funding is allocated based on the number of low income persons. Ten percent of these funds may be used for planning, administration and technical assistance. Projects are selected by the states and designated recipients. Selected projects must be included in the human service transportation coordinated plan.

Section 5317-FTA: New Freedom Program

FTA's New Freedom Program, Section 5317 funds are federal formula funds based on the population of persons with disabilities. These funds encourage services and facility improvements to address the transportation needs of persons with disabilities. Ten percent of these funds may be used for planning, administration and technical assistance. Projects are selected by the states and designated recipients. Selected projects must be included in the human service transportation coordinated plan.

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

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is

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

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

Federal Funds for Fiscal Years 2007 Through 2011

Federal funds are available for programming in the TIP in two basic formats. The first are those funds that are sub-allocated to the Louisville urbanized and non-attainment area; and the second are those funds that are utilized on a statewide level and are competitive between projects and jurisdictions throughout the state. Both Kentucky and Indiana receive federal funds for their respective states, some of which are sub-allocated to the Louisville urbanized area and others are available statewide.

SUB-ALLOCATED TO THE AREA	STATEWIDE-COMPETITIVE
<p>Surface Transportation Program: Urbanized area</p> <p>Congestion Mitigation & Air Quality (IN only)</p> <p>Section 5307</p>	<p>Surface Transportation Program: Statewide</p> <p>Surface Transportation Program: Transportation Enhancement</p> <p>Congestion Mitigation & Air Quality (KY only)</p> <p>National Highway Systems</p> <p>Interstate Maintenance</p> <p>Bridge Replacement and Rehabilitation</p> <p>Section 5309: Discretionary programmed on a national basis</p>

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

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

Surface Transportation Program-Urban

In the project listings of the TIP, Surface Transportation Program-Urban funds for Kentucky and Indiana are identified as "STP-Urban". In accordance with SAFETEA-LU, each urbanized area with a population greater than 200,000 is classified as a Transportation Management Area (TMA). TMAs are allocated a portion of the state's allocation of Surface Transportation Program dollars. Each area's portion is determined by a formula based on a population factor. The MPO designates how these funds will be used. KIPDA is a bi-state MPO and each state's portion of the urbanized area provides STP-Urban dollars for their respective state.

Indiana

The Indiana Department of Transportation has estimated that \$2,220,000 will be allocated to the urbanized area for each of FY 2007, FY 2008, FY 2009, FY 2010, and FY 2011. The Indiana Department of Transportation allows the MPO's to total four years of funds and program those funds within the TIP four-year period. The financial plan in Figure 5 shows the amount of STP-Urban funds programmed for Southern Indiana.

Kentucky

The Kentucky Transportation Cabinet has estimated that \$11,500,000 will be allocated to the urbanized area in FY 2007, \$11,600,000 in FY 2008, and \$11,800,000 in each of FY 2009, FY 2010, and FY 2011. Figure 6 shows the financial plan for the Kentucky STP-Urban dollars in the TIP.

**Figure 5
Financial Plan of
Indiana STP-Urban and CMAQ Funds**

Surface Transportation Program					
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
4 Year Allocation (2,220,000 per year)	\$8,880,000	-	-	-	\$2,220,000
Carryover From Previous Year	\$2,741,471	\$8,538,471	\$4,921,471	\$3,514,471	\$3,387,471
Balance of Funds Available	\$11,621,471	\$8,538,471	\$4,921,471	\$3,514,471	\$5,607,471
Dollars Programmed	\$3,083,000	\$3,617,000	\$1,407,000	\$127,000	\$3,987,000
Balance Remaining	\$8,538,471	\$4,921,471	\$3,514,471	\$3,387,471	\$1,620,471
Congestion Mitigation and Air Quality					
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Annual Allocation	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
Carryover From Previous Year	\$536,038	\$741,358	\$102,678	\$363,998	\$1,063,998
Balance of Funds Available	\$1,236,038	\$1,441,358	\$802,678	\$1,063,998	\$1,763,998
Dollars Programmed	\$494,680	\$1,338,680	\$438,680	\$0	\$0
Balance Remaining	\$741,358	\$102,678	\$363,998	\$1,063,998	\$1,763,998

**Figure 6
Financial Plan of
Kentucky STP-Urban**

Surface Transportation Program					
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Annual Allocation	\$11,500,000	\$11,600,000	\$11,800,000	\$11,800,000	\$11,800,000
Carryover From Previous Year	\$5,036,664	\$5,463,027	\$622,821	-\$477,395	\$451,128
Balance of Funds Available	\$16,536,664	\$17,063,027	\$12,422,821	\$11,322,605	\$12,251,128
Dollars Programmed	\$11,073,637	\$16,440,206	\$12,900,216	\$10,871,477	\$10,294,051
Balance Remaining	\$5,463,027	\$622,821	-\$477,395	\$451,128	\$1,957,077

STP-Urban over-programming of funds is covered with state funds.

Congestion Mitigation and Air Quality

In the project listing of the TIP, Congestion Mitigation and Air Quality (CMAQ) funds are identified as "CMAQ". The CMAQ dollars are solely for the purpose of improving air quality in those areas designated as non-attainment or as maintenance areas for air pollutants. These dollars are intended to work closely with the Clean Air Act Amendments of 1990, and can be used only on projects that are able to demonstrate positive air quality benefits and do not add capacity for single-occupant-vehicles. Clark and Floyd counties in Indiana and Jefferson, Bullitt and Oldham counties in Kentucky are currently designated as a basic non-attainment area for the eight-hour standard for ozone. In addition, Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY have been designated non-attainment for the PM 2.5 standard. Therefore these counties may use CMAQ dollars.

Indiana

The state of Indiana sub-allocates the CMAQ dollars it receives to each non-attainment or maintenance area. The southern Indiana area is sub-allocated approximately \$700,000 each year. The financial plan is shown in Figure 5.

Kentucky

The state of Kentucky does not sub-allocate CMAQ dollars to non-attainment or maintenance areas. Projects from all of these areas in the state compete with each other to receive funds. KIPDA submits applications to the Kentucky

Transportation Cabinet for review. Once projects are selected for funding by the Kentucky Transportation Cabinet, those projects will be added to the Transportation Improvement Program.

Transportation Enhancement

Transportation Enhancement (TE) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. SAFETEA-LU has identified many categories of uses ranging from bicycle and pedestrian facilities, to landscaping along roadways, to historic preservation of transportation related facilities, to archeological planning and research conducted in relation to a transportation project. Each state has formed a committee of agencies which reviews the projects submitted to the state and rank them against each other using state established criteria. Agencies on the state review committee generally include, at a minimum, state historic preservation organizations, tourism commissions, and state departments of transportation.

Once received by KIPDA, Transportation Enhancement project applications are submitted to the Indiana Department of Transportation and the Kentucky Transportation Cabinet for review by their respective committees and governors. Due to the inability of the states to provide a forecast of how many TE dollars will be spent in our urbanized area, TE projects are not included in the TIP endorsed list of projects. Once projects are selected for funding by each governor, those projects will be added to the Transportation Improvement Program.

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2007 through FY 2011 is shown in Figure 7. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

Figure 7
FY 2007 – FY 2011 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2007				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$2,066,654	\$1,653,323	\$413,331	\$2,066,654
CMAQ	\$1,545,048	\$494,680	\$123,670	\$618,350
CMAQ-State	\$2,204,000	\$1,763,200	\$440,800	\$2,204,000
HPRP	\$50,000	\$50,000	\$0	\$50,000
IM	\$2,940,865	\$2,579,879	\$360,986	\$2,940,865
Nat'l Scenic Byways	\$39,800	\$31,840	\$7,960	\$39,800
Safety	\$290,000	\$290,000	\$0	\$290,000
STP-State	\$34,803,105	\$27,852,484	\$6,950,621	\$34,803,105
STP-Urban	\$11,751,838	\$3,100,512	\$775,128	\$3,875,640
TE	\$4,565,000	\$2,792,500	\$1,772,500	\$4,565,000
Total	\$60,256,310	\$40,808,418	\$10,894,996	\$51,703,414

FY 2008				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$140,000	\$112,000	\$28,000	\$140,000
CMAQ *	\$1,801,698	\$1,338,680	\$334,670	\$1,673,350
IM	\$7,558,420	\$6,752,578	\$805,842	\$7,558,420
Section 5310 *	\$0	\$0	\$0	\$0
STP-State	\$21,759,458	\$17,407,566	\$4,351,892	\$21,759,458
STP-Urban	\$7,898,009	\$3,617,000	\$904,250	\$4,521,250
TE *	\$4,677,500	\$3,742,000	\$935,500	\$4,677,500
Total	\$43,835,085	\$32,969,824	\$7,360,154	\$40,329,978

FY 2009				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$0	\$0	\$0	\$0
CMAQ *	\$1,003,348	\$438,680	\$109,670	\$548,350
IM	\$20,191,722	\$18,122,550	\$2,069,172	\$20,191,722
Section 5310 *	\$0	\$0	\$0	\$0
STP-State	\$63,103,095	\$50,482,475	\$12,620,620	\$63,103,095
STP-Urban	\$3,376,839	\$1,407,000	\$351,750	\$1,758,750
TE *	\$0	\$0	\$0	\$0
Total	\$87,675,004	\$70,450,705	\$15,151,212	\$85,601,917

Figure 7 (Continued)
FY 2007 – FY 2011 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2010				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$0	\$0	\$0	\$0
CMAQ *	\$1,329,998	\$0	\$0	\$0
IM	\$38,140,985	\$17,803,625	\$20,337,360	\$38,140,985
Section 5310 *	\$0	\$0	\$0	\$0
STP-State	\$93,088,914	\$74,471,130	\$18,617,784	\$93,088,914
STP-Urban	\$4,393,089	\$127,000	\$31,750	\$158,750
TE *	\$0	\$0	\$0	\$0
Total	\$136,952,986	\$92,401,755	\$38,986,894	\$131,388,649

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$2,100,000	\$1,680,000	\$420,000	\$2,100,000
CMAQ *	\$2,204,998	\$0	\$0	\$0
IM	\$19,201,582	\$17,215,224	\$1,986,358	\$19,201,582
Rail	\$100,000	\$80,000	\$20,000	\$100,000
Section 5310 *	\$0	\$0	\$0	\$0
STP-State	\$105,217,182	\$84,181,745	\$21,035,437	\$105,217,182
STP-Urban	\$7,009,339	\$3,987,000	\$996,750	\$4,983,750
TE *	\$0	\$0	\$0	\$0
Total	\$135,833,101	\$107,143,969	\$24,458,545	\$131,602,514

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

Figure 7 (Continued)
FY 2007 – FY 2011 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2007				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$760,000	\$760,000	\$0	\$760,000
CMAQ	\$2,358,000	\$1,879,200	\$478,800	\$2,358,000
HES	\$80,000	\$80,000	\$0	\$80,000
IM	\$81,354,000	\$81,354,000	\$0	\$81,354,000
JARC	\$805,916	\$402,958	\$402,958	\$805,916
KYD	\$1,373,923	\$1,138,818	\$235,105	\$1,373,923
NHS	\$72,366,000	\$72,366,000	\$0	\$72,366,000
Rail	\$500,000	\$500,000	\$0	\$500,000
Recreational Trails	\$76,900	\$38,450	\$38,450	\$76,900
Safe Rts to Schools	\$81,000	\$64,800	\$16,200	\$81,000
Scenic Byways	\$187,500	\$145,000	\$42,500	\$187,500
Section 5317	\$429,989	\$226,310	\$203,679	\$429,989
STP-State	\$38,745,000	\$36,370,000	\$2,375,000	\$38,745,000
STP-Urban	\$17,259,761	\$11,073,637	\$723,097	\$11,796,734
TE*	\$2,755,500	\$2,388,400	\$367,100	\$2,755,500
Total	\$219,133,489	\$208,787,573	\$4,882,889	\$213,670,462

FY 2008				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,150,000	\$1,150,000	\$0	\$1,150,000
CMAQ *	\$1,700,000	\$1,630,000	\$70,000	\$1,700,000
Garvee Bonds	\$37,800,000	\$37,800,000	\$0	\$37,800,000
HES	\$550,000	\$550,000	\$0	\$550,000
IM	\$36,843,333	\$36,810,000	\$33,333	\$36,843,333
NHS	\$62,632,000	\$62,632,000	\$0	\$62,632,000
Rail	\$500,000	\$500,000	\$0	\$500,000
Scenic Byways	\$100,000	\$80,000	\$20,000	\$100,000
Section 5307	\$15,319,911	\$12,255,929	\$3,063,982	\$15,319,911
STP-State	\$38,793,000	\$36,418,000	\$2,375,000	\$38,793,000
STP-Urban	\$17,881,829	\$16,440,206	\$818,802	\$17,259,008
TE*	\$0	\$0	\$0	\$0
Total	\$213,270,073	\$206,266,135	\$6,381,117	\$212,647,252

Figure 7 (Continued)
FY 2007 – FY 2011 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2009				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge *	\$3,750,000	\$3,750,000	\$0	\$3,750,000
CMAQ *	\$0	\$0	\$0	\$0
IM	\$61,040,000	\$57,840,000	\$3,200,000	\$61,040,000
NHS	\$93,950,000	\$93,950,000	\$0	\$93,950,000
Rail	\$500,000	\$500,000	\$0	\$500,000
Scenic Byways	\$150,000	\$125,000	\$25,000	\$150,000
Section 5307	\$16,295,659	\$13,036,527	\$3,259,132	\$16,295,659
STP-State	\$31,925,000	\$29,550,000	\$2,375,000	\$31,925,000
STP-Urban	\$13,010,375	\$12,600,216	\$587,554	\$13,187,770
Total	\$220,621,034	\$211,351,743	\$9,446,686	\$220,798,429

FY 2010				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge *	\$0	\$0	\$0	\$0
CMAQ *	\$0	\$0	\$0	\$0
IM	\$42,575,000	\$38,575,000	\$4,000,000	\$42,575,000
NHS	\$111,990,000	\$111,990,000	\$0	\$111,990,000
Rail	\$500,000	\$500,000	\$0	\$500,000
Section 5307	\$16,735,641	\$13,388,513	\$3,347,128	\$16,735,641
STP-State	\$20,545,000	\$18,170,000	\$2,375,000	\$20,545,000
STP-Urban	\$12,940,475	\$10,871,477	\$1,617,870	\$12,489,347
TE *	\$0	\$0	\$0	\$0
Total	\$162,711,116	\$155,919,990	\$7,339,998	\$163,259,988

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge *	\$0	\$0	\$0	\$0
CMAQ *	\$0	\$0	\$0	\$0
IM	\$1,200,000	\$1,200,000	\$0	\$1,200,000
NHS	\$133,390,000	\$133,390,000	\$0	\$133,390,000
Rail	\$500,000	\$500,000	\$0	\$500,000
Section 5307	\$17,187,504	\$13,750,003	\$3,437,501	\$17,187,504
STP-State	\$65,445,000	\$63,070,000	\$2,375,000	\$65,445,000
STP-Urban	\$13,512,141	\$10,294,051	\$1,321,013	\$11,615,064
TE *	\$0	\$0	\$0	\$0
Total	\$104,684,645	\$95,654,054	\$7,133,514	\$102,787,568

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

** Some projects in Kentucky are using Kentucky Toll Credits for state/local match.

Operations and Maintenance

The system of roadways that has been developed for the Louisville and Southern Indiana urbanized area must be maintained. The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The Indiana Department of Transportation projects spending \$2,338,000 annually to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that \$14,700,000 will be spent to maintain roads in Bullitt, Jefferson, and Oldham counties each year.

The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending \$49,172,000 each year to operate transit in the 5 county area. Figure 8 shows federal and state funding that is available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area for the next five years. Between fiscal year 2007 and fiscal year 2011 there will be approximately \$388,777,778 available for the maintenance and operations of the transportation system in the urbanized area.

Table 8	
Operations and Maintenance	
FY 2007 - FY 2011	
Federal	\$57,727,778
State	\$85,190,000
Transit	\$245,860,000
Total	\$388,777,778

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

**Northern KY/OKI FY 2008-2011 TIP;
Financial Plan**

A summary of OKI's air quality conformity findings are as follows:

- VOC and NO_x emissions in OKI's portion of the nonattainment area do not exceed the corresponding 2002 baseline emissions, nor the VOC 15% Plan budget (Kentucky and Ohio portions), for the attainment year.
- VOC and NO_x emissions in the Kentucky and Ohio portions of the nonattainment area do not exceed the 1-hour SIP budget for any analysis year.
- Annual Direct PM_{2.5} and annual NO_x emissions in the PM_{2.5} nonattainment area do not exceed the 2002 baseline emissions for any analysis year.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new 8-hour ozone violation or exacerbate an existing violation in the years preceding the first analysis year.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new annual PM_{2.5} violation or exacerbate an existing violation in the years preceding the first analysis year.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the FY 2009-2011 TIP and amended *OKI 2030 Regional Transportation Plan* contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan.

The applicable implementation plan does not contain any transportation control measures (TCM's), therefore, nothing in the FY2008-2011 TIP or the amended *OKI 2030 Regional Transportation Plan* can interfere with their timely implementation.

Details of the conformity determination are provided in the technical document "Air Quality Conformity Determination for FY2008-2011 TIP and Amendment 4 to the OKI 2030 Regional Transportation Plan – Technical Documentation", April 2007.

FINANCIAL CAPABILITY

In order to satisfy FTA's requirement concerning the assessment of financial capability on the part of the local sponsors of major new capital undertakings, OKI staff has sought additional information, where appropriate, to assist in the review of projects in the TIP. These items represent either replacements or investments of a fiscally appropriate nature.

FISCAL CONSTRAINT

An additional feature of the TIP is that the projects listed in the document are financially constrained. All highway and transit programs list associated funding sources and amounts that are needed to complete the projects.

In Ohio, ODOT allocates STP, CMAQ and Transportation Enhancement funds to OKI for the fiscal years covered by the current TIP. Table 6 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2007 through 2011 and the associated programmed amounts.

Table 6

FY 2008-2011 TIP Fiscal Analysis

State Fiscal Year		STP	CMAQ	TEA	TOTAL
2007	Carryover - 6/30/06	18,334,353	8,262,849	956,430	27,553,632
	FY 2007 Allocation	20,660,736	7,610,004	1,049,935	29,320,675
	Federal Funds Available SFY 2007	38,995,089	15,872,853	2,006,365	56,874,307
	Federal Funds Programmed SFY 2007 Amount Overprogrammed SFY 2007	26,131,160	9,432,159	1,776,492	37,339,811 0
2008	Projected carryover - 6/30/07	12,863,929	6,440,694	229,873	19,534,496
	FY 2008 Allocation	20,129,622	5,299,787	1,900,681	27,330,090
	Federal Funds Available SFY 2008	32,993,551	11,740,481	2,130,554	46,864,586
	Federal Funds Programmed SFY 2008 Amount Overprogrammed SFY 2008	13,202,952	10,794,837	1,785,000	25,782,789 0
2009	Projected carryover - 6/30/08	19,790,599	945,644	345,554	21,081,797
	FY 2009 Allocation	19,224,375	9,870,990	1,922,438	31,017,803
	Federal Funds Available SFY 2009	39,014,974	10,816,634	2,267,992	52,099,600
	Federal Funds Programmed SFY 2009 Amount Overprogrammed SFY 2009	25,899,370	13,166,595	806,880	39,872,845 0
2010	Projected carryover - 6/30/09	13,115,604	-2,349,961	1,461,112	12,226,755
	FY 2010 Allocation	19,405,909	9,964,201	1,940,591	31,310,701
	Federal Funds Available SFY 2010	32,521,513	7,614,240	3,401,703	43,537,456
	Federal Funds Programmed SFY 2010 Amount Overprogrammed SFY 2010	20,280,000	15,031,823	0	35,311,823 0
2011	Projected carryover - 6/30/2010	12,241,513	-7,417,583	3,401,703	8,225,633
	FY 2011 Allocation	19,599,968	10,063,844	1,959,997	31,623,809
	Federal Funds Available SFY 2011	31,841,481	2,646,261	5,361,700	39,849,442
	Federal Funds Programmed SFY 2011 Amount Overprogrammed SFY 2011 Balance end of SFY 2011	15,516,870	6,471,131	0	21,988,001 0 17,861,441

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained through the period fiscal year 2008 through 2011.

Table 7 provides information on the fiscal constraint analysis for Northern Kentucky. Unlike the Ohio Department of Transportation, the Kentucky Transportation Cabinet

does not pass through Congestion Mitigation/Air Quality funding to its MPOs, nor does it require constraint against a pass-through obligation ceiling.

Table 7
FY 2008 – 2011 Northern Kentucky STP (SNK Funds)

Year	Allocations
FY 2008	\$3,600,000
FY 2009	\$6,100,000
FY 2010	\$4,405,000
FY 2011	\$4,405,000

Table 8 provides information on the fiscal constraint analysis for Dearborn County, Indiana.

Table 8
FY 2008 – 2011 Federal Spending Authority – Dearborn County, Indiana

Year	STP Allocations	CMAQ	Total
FY 2008	\$77,126	\$97,298	\$174,424
FY 2009	\$77,126	\$97,298	\$174,424
FY 2010	\$77,126	\$97,298	\$174,424
FY 2011	\$77,126	\$97,298	\$174,424

See page 63 for the Regional Fiscal Constraint Table which lists federal, state and local funding amounts and sources for highway projects for the region.

PROJECT IMPLEMENTATION

The projects shown in Section 1 (beginning on page 11) reflect the progress made in implementing the highway programs in the previous TIP. The majority of projects that were anticipated to advance were sold and removed from the TIP. OKI expended available funding up to the obligation ceiling. This included a major effort toward VMT and VHT reduction in response to ozone alert periods.

TITLE VI/PUBLIC INVOLVEMENT

OKI greatly expanded the role of the Title VI/Environmental Justice Advisory Committee with the development of the FY 2004 – 2007 TIP and continued that role with the FY

FISCAL CONSTRAINT TABLE
FEDERAL, STATE AND LOCAL FUNDING

Summary of Federal, State and Local Usage for SFY 2008, 2009, 2010, and 2011

Federal Funds	Comment	2008 Budget	2008 Estimates	2009 Budget	2009 Estimates	2010 Budget	2010 Estimates	2011 Budget	2011 Estimates	2008-2011 Budget	2008-2011 Estimates
APPALACHIAN HWYS DEV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge		\$8,461	\$8,461	\$7,273	\$7,273	\$11,604	\$11,604	\$384	\$384	\$27,722	\$27,722
CMAQ		\$6,046	\$6,046	\$10,992	\$10,992	\$8,281	\$8,281	\$954	\$954	\$26,273	\$26,273
Emergency Relief		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equity Bonus		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ferry Boat		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Forest Highway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Garvee Bonds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Priority		\$6,520	\$6,520	\$39,064	\$39,064	\$0	\$0	\$0	\$0	\$45,584	\$45,584
Highway Planning & Research		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIGHWAY SAFETY IMP PROG		\$10,071	\$10,071	\$15,076	\$15,076	\$0	\$0	\$7,523	\$7,523	\$32,670	\$32,670
INNOVATIVE BR RSCH & CO		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INTERSTATE MAINTENANCE		\$77,392	\$77,392	\$81,283	\$81,283	\$38,545	\$38,545	\$35,051	\$35,051	\$232,271	\$232,271
METRO PLANNING		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NATIONAL HWY SYST		\$129,172	\$129,172	\$103,930	\$103,930	\$37,220	\$37,220	\$35,765	\$35,765	\$306,087	\$306,087
NCPD		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RAIL-HIGHWAY CROSSING		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SAFE ROUTES TO SCHOOL		\$439	\$439	\$0	\$0	\$0	\$0	\$0	\$0	\$439	\$439
SCENIC BYWAY		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP		\$46,930	\$46,930	\$56,438	\$56,438	\$47,277	\$47,277	\$34,676	\$34,676	\$185,321	\$185,321
Trans. & Community System Preservation Pilot		\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
State Funds (S/O)		\$146,095	\$146,095	\$116,233	\$116,233	\$39,404	\$39,404	\$23,989	\$23,989	\$325,721	\$325,721
State Bond		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match		\$99,042	\$99,042	\$19,394	\$19,394	\$20,468	\$20,468	\$16,745	\$16,745	\$155,649	\$155,649
Total		\$531,168	\$531,168	\$449,683	\$449,683	\$202,799	\$202,799	\$155,087	\$155,087	\$1,338,737	\$1,338,737

Federal	\$286,031	\$286,031	\$314,056	\$314,056	\$142,927	\$142,927	\$114,353	\$114,353	\$857,367	\$857,367
State	\$146,095	\$146,095	\$116,233	\$116,233	\$39,404	\$39,404	\$23,989	\$23,989	\$325,721	\$325,721
Local	\$99,042	\$99,042	\$19,394	\$19,394	\$20,468	\$20,468	\$16,745	\$16,745	\$155,649	\$155,649

* All federal amounts shown are totals from Ohio, Kentucky and Indiana

**Owensboro FY 2008-2013 TIP;
Financial Plan**

FINANCIAL PLAN

The TIP is fiscally constrained, and the funding estimates for the TIP projects are cooperatively developed with the MPO, state transportation agencies and the local transit agency, as described below.

The funding sources for the “Committed” projects identified within the TIP, to be funded with federal and state funds, have been committed for these projects through the KYTC STIP process and approved by the FHWA. All regionally significant projects, regardless of the source of funding are included in the listing of TIP priority projects. Funding estimates have been developed cooperatively with the MPO, KYTC, OTS, and other state and local transportation agencies.

The cost of implementing the identified, MPO priority projects have been compared with the anticipated funds to be available during the identified time frame. The average yearly anticipated funds for the TIP program are \$8.3 million per year. This reflects increase of higher funding commitments from The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The projects have been identified with the understanding that projects can not be advanced until detailed engineering studies have been conducted and project funds are available. The Fiscal Constraint analysis can be found in Appendix 1.

The Owensboro Transit System provides the MPO with their funding request that is submitted to the Kentucky Transportation Cabinet, Division of Transportation Delivery. A copy of the letter is included in Appendix 1.

All local projects are included in the listing of the TIP priority projects. The City of Owensboro has over the past ten (10) years, invested an average of over \$1.0 million per year in the TIP and anticipates in continuing similar investments in the future, according to the attached correspondence in Appendix 1.

The Daviess County Fiscal Court also invests approximately \$1.0 million per year in road improvements and Daviess County anticipates continuing with the same investments in the future, according to the correspondence in Appendix 1.

The Daviess County Fiscal Court and the City of Owensboro’s future contribution total approximately \$12 million over the six (6) years of the TIP. This does not include any funds that developers spend on street projects within their developments that were constructed as a part of the TIP, which is a subset of the LRTP.

The Owensboro Metropolitan Planning Commission (OMPC) works closely with the Owensboro – Daviess County MPO to insure new developments adhere to the principles and projects in the LRTP.

TRANSIT PROJECT JUSTIFICATION

Financial Capacity Assessment

The projects recommended are consistent with the Transit Development Program for the Owensboro Transit System, FY 2006-2010, which is on file with the FTA-Region IV office. The Transit Development Program outlines the capital needs for the Owensboro Transit System and determined that the City of Owensboro has the financial capacity to carry out the above referenced capital project. The local share of project costs will be funded through the City of Owensboro general funds revenues (10%) and through matching funds from the Kentucky Transportation Cabinet (10%).

The City of Owensboro reviewed its financial capacity to carry out the preceding capital and operating projects and has determined that there are general funds available to carry out these projects in accordance with FTA Circular 7008.1.

The listing of projects for transit includes the implementation of paratransit and key station plans required by ADA.

Appendix 1 – Fiscal Constraint

Table 1 – Major Highway Construction

Project	Cost	Funding	Fiscal Constraint Explanation
US 60 Bypass Extension GR-02-0001	\$69,650	HPP/NH/STP	Not Included - due to being federal earmark
Southtown Blvd (KY 2121) GR-02-0003	\$13,612	SP	Not Included - state project listed only for information
Southtown Blvd GR-02-0031	\$800	Local	Not Included – local project by developer
Fairview Drive Extension GR-02-0021	\$2,100	Local	Not Included – local project by developer
KY 54 Design Phase GR-02-0012	\$2,000	SP	Not Included – state project listed only for information

There are not any projects listed in Table 1 that will be utilized for the fiscal constraint portion of the TIP.

Table 2 – Highway Traffic Operations

Operations Projects TO-02-0001	\$9,478,277	NH	Included in fiscal constraint
Rail-Highway Protection TO-02-0002	\$9,478,277	STP	Included in fiscal constraint
Statewide Pavement Marker TO-02-0003	\$9,478,277	NH/SAF/STP	Included in fiscal constraint

A total of \$28,434,831 is included in the fiscal constraint from Table 2.

Table 3 – Highway Reconstruction

East 9 th Street GR-02-0022	\$1,408	Local	Not Included City Funded
Panther Creek Bridge GR-02-0050	\$1,120	BRX	Included in fiscal constraint
Blackford Creek Bridge GR-02-0065	\$980	BRX	Included in fiscal constraint
Graham Lane	\$466	SP	Not Included – state project listed only for information

There is a total of \$2,100,000 included in the fiscal constraint portion of the TIP.

Table 4 – Highway Intersection Projects

KY 81/KY 56/ Worthington Road Roundabout GR-02-0014	\$2,500,000	CMAQ	Included in fiscal constraint
KY 144 GR-02-0063	\$500	SP	Not Included – state project listed only for information

There is a total of \$2,500,000 included in the fiscal constraint portion of the TIP.

Table 5 – Maintenance

US 2155 Bridge Painting
GR-02-0010

\$2,500

STP

Included in fiscal
constraint

The bridge painting is included in the fiscal constraint.

Table 6 – Transit Capital Projects

According to page 15, the three transit capital projects are expected to cost, \$223,000.

Table 7 – Transit Operating Assistance

According to page 17, the six of operating expense is expected to cost, \$8,731,000.

Tables 6 & 7 are included in the fiscal constraint for the TIP.

Table 8 – Special Funding

The projects identified in Table 8 are special funding projects or earmarks from either the federal or state legislatures.

According to page 18 and 19, the following is broken out:

STP funds	\$6,510,000	Included in fiscal constraint
TE funds	\$350,000	Included in fiscal constraint
CMAQ funds	\$251,000	Included in fiscal constraint
Safety funds	\$50,000	Included in fiscal constraint
Waterfront Development	\$69,555,000	Not included in fiscal constraint ***

*** Local Match included in total cost

The total of projects included in fiscal constraint is \$7,161,000 of special funded projects.

Fiscal Constraint - Highway

The Owensboro – Daviess County MPO is expected to receive approximately \$8,300,000 per year in funding over the next six years. This figure has been increased from the previous TIP in anticipation of increased funding through SAFETEA-LU.

Highway Revenue	\$49,800,000
Highway Costs	<u>\$42,695,831</u>
	\$7,104,169

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of \$7,104,169.

Fiscal Constraint – Transit

The Owensboro Transit System is expected to receive \$223,000 in transit capital projects over the six years of the TIP, and is expected to receive \$8,731,000 in transit operating assistance over the six years of the TIP.

Transit Revenue	\$8,954,000
Transit Costs	\$8,954,000

The MPO demonstrates fiscal constraint for the local transit system.



City of Owensboro
Kentucky

P.O. Box 10003
OWENSBORO, KENTUCKY 42302-9003

October 29, 2001

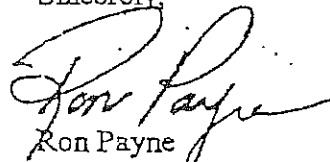
Mr. Keith Harpole
Associate Director for Transportation Planning
Green River Area Development District
3860 US Highway 60 West
Owensboro, KY 42301

Dear Keith:

The City of Owensboro Kentucky has contributed, over the past ten (10) years, approximately \$1.0 million per year to constructing highway and street projects within the Owensboro - Daviess County MPO. The City of Owensboro foresees spending at least \$1.0 million or more in the future for highway and street projects.

If you have further questions, please do not hesitate to contact me.

Sincerely,


Ron Payne
City Manager



OFFICE OF
Reid Haire

Daviess County Judge/Executive
Daviess County Courthouse
P. O. Box 1716
Owensboro, Kentucky 42302-1716
Telephone: (270) 685-8424

COUNTY ATTORNEY
Robert M. Kirtley

COMMISSIONERS
Bruce Kunze - Central Division
Jim Lambert - Eastern Division
Mike Riney - Western Division

April 12, 2002 .

Keith Harpole
Associate Director for Transportation Planning
Green River Area Development District
3860 US Highway 60 West
Owensboro, KY 42301

Dear Keith,

The Daviess County Fiscal Court, over the past ten years, has contributed approximately \$1 million annually for highway and street construction projects within Owensboro/Daviess County MPO. The Daviess County Fiscal Court anticipates spending at least \$1 million or more for future highway and street projects.

If you have any questions, please don't hesitate contacting me.

Sincerely,

A handwritten signature in cursive script that reads "Reid Haire".

Reid Haire
Daviess County Judge/Executive



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

June 14, 2001

Clifford C. Linkes, P.E.
Deputy Secretary

Mr. Jiten Shah, Executive Director
Green River ADD
3860 U.S. Highway 60 West
Owensboro, KY 42301

Subject: Owensboro-Daviess County MPO
Long Range Transportation Plan (FY:2002)
Fiscal Constraint Analysis

Dear Mr. Shah:

After review of the Kentucky Transportation Cabinet's (KYTC) Financial Statements and Supplemental Information, and Annual Reports for fiscal years 1995 through 2000, the Division of Program Management has prepared a summary spreadsheet outlining the amounts of Federal and State funds utilized for roadway construction projects in Daviess County. Attached is a copy of the spreadsheet detailing the amounts of funds for each of the various funding categories.

In review of the financial records, the average amount of annual funds utilized in Daviess County over the six (6) year period was approximately \$7.5 million. In preparing the fiscal constraint analysis for the Owensboro Long Range Transportation Plan, we suggest that you use the \$7.5 million as the projected yearly amount of anticipated funds and note the breakdown in funding categories for eligibility of Long Range Plan projects.

If you need additional assistance, please contact Amy Thomas of this Division at (502) 564-7686.

Sincerely,

Michael L. Hill, P.E.
Director
Division of Multimodal Programs

MLH/LJS/AJT
Attachment





CITY OF OWENSBORO KENTUCKY

430 Allen Street
P.O. Box 10003
Owensboro, KY 42302-9003
Phone (270) 687-8570

Owensboro Transit
System
Fax (270) 687-8573

March 19, 2007

Mr. Keith Harpole
GRADD
3860 U.S. Highway 60 West
Owensboro, KY 42301

Dear Mr. Harpole:

The following is the anticipated funding needed by the City of Owensboro Transit System for the next six (6) years:

	OPERATING	CAPITAL	TOTAL
FY 2007 - 2008	1,057,842	405,392	1,463,234
FY 2008 - 2009	1,266,122	* 881,563	2,147,685
FY 2009 - 2010	1,348,734	* 891,563	2,240,297
FY 2010 - 2011	1,483,608	* 901,563	2,385,171
FY 2011 - 2012	1,631,969	517,875	2,149,844
FY 2012 - 2013			

*Years two replacement buses are purchased.

During FY 2007 - 2008, we will be using formula funds for operating assistance. The federal share will be 50 percent. We will amend the TIP accordingly for FY 2007 - 2008. The federal share for capital funds will be 80 percent. The state and the local share will be 20 percent. We would also like to ask the State to match the local share at 10 percent. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

Louis Lindsay, Manager
Owensboro Transit System

cc: Tony Cecil, City Operations Manager
J.T. Fulkerson, Finance Director
Paula Cissell, Program Analyst

**Radcliff/Elizabethtown FY 2009-2014 TIP;
Financial Plan**

TIP Approval Process

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who in turn submits it to the Federal Highway Administration and the Federal Transit Administration. KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

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

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

The specific projects shown in the Project Listing tables beginning on page 15 have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes

will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 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.

Table 1
 2009-2014 RADCLIFF/ELIZABETHTOWN MPO FINANCIAL PLAN
 Transportation Improvement Program Total Estimated Costs and Revenues

REVENUE TYPE	FY 2009		FY 2010		FY 2011		FY 2012		FY 2013		FY 2014		TOTAL FUNDING		ANTICIPATED MATCH*		
	Revenue	Est. Costs	Revenue	Est. Costs	Revenue	Est. Costs	Revenue	Est. Costs	Revenue	Est. Costs	Revenue	Est. Costs	Revenue	Est. Costs	State	Local	
NH	\$4,690,000	\$4,690,000	\$0	\$0	\$43,870,000	\$43,870,000	\$0	\$0	\$0	\$0	\$0	\$0	\$48,760,000	\$48,760,000	\$9,752,000	\$0	
IM	\$370,000	\$370,000	\$200,000	\$200,000	\$9,570,000	\$9,570,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,140,000	\$10,140,000	\$1,014,000	\$0	
KYD	\$100,000	\$100,000	\$57,000	\$57,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$657,000	\$657,000	\$131,400	\$0	
HES	\$685,000	\$685,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$685,000	\$685,000	\$137,000	\$0	
ARRA-KY	\$1,330,000	\$1,330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,330,000	\$1,330,000	\$0	\$0	
FTA	\$377,000	\$377,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$377,000	\$377,000	\$75,400	\$0	
TCSF	\$394,879	\$394,879	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,879	\$394,879	\$78,976	\$0	
ARRA-FTA	\$1,090,700	\$1,090,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,090,700	\$1,090,700	\$0	\$0	
TE	\$834,054	\$834,054	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$834,054	\$834,054	\$0	\$166,811	
SRTS	\$248,575	\$248,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$248,575	\$248,575	\$0	\$0	
SP	\$0	\$0	\$73,290,000	\$73,290,000	\$7,330,000	\$7,330,000	\$108,050,000	\$108,050,000	\$0	\$0	\$0	\$0	\$0	\$188,660,000	\$188,660,000	\$0	\$0
SPB	\$24,020,000	\$24,020,000	\$15,800,000	\$15,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,820,000	\$39,820,000	\$0	\$0
OBM	\$5,000,000	\$5,000,000	\$5,200,000	\$5,200,000	\$5,408,000	\$5,408,000	\$5,624,320	\$5,624,320	\$5,849,293	\$5,849,293	\$6,083,265	\$6,083,265	\$33,164,878	\$33,164,878	\$0	\$0	
GP-H**	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	\$3,000,000	\$0	\$0	
GP-T**	\$377,000	\$377,000	\$700,000	\$700,000	\$735,000	\$735,000	\$772,000	\$772,000	\$810,000	\$810,000	\$850,000	\$850,000	\$4,244,000	\$4,244,000	\$0	\$0	
TOTAL	\$39,340,208	\$39,340,208	\$95,047,000	\$95,047,000	\$66,168,000	\$66,168,000	\$113,674,320	\$113,674,320	\$5,849,293	\$5,849,293	\$6,083,265	\$6,083,265	\$326,162,086	\$326,162,086	\$11,188,776	\$166,811	

*Full Credits may be utilized as match. This will be determined by KYTC on a project by project basis.

**Amounts shown for Grouped Projects not included in totals

- NH=National Highway System
- IM=Interstate Maintenance
- KYD=Federal Discretionary Projects
- HES= Safety-Hazard Elimination
- FS=Federal Stimulus
- FTA=Federal Transit Administration
- TCSF=Trans, Comm, and System Pres.
- ARRA=American Recovery and Reinvestment Act of 2009
- TE=Federal Transportation Enhancement
- SRTS=Federal Safe Routes to Schools
- SP=State Projects
- SPB=State Projects Bond
- OBM=Operations & Maintenance
- GP-H=Grouped Highway Projects (see Table 2 on page 12 for listing of Grouped Projects)
- GP-T=Grouped Transit Projects (see Table 2 on page 12 for listing of Grouped Projects)

These amendments are presented in resolution form to the Technical Advisory Committee (TAC) and the Policy Committee for approval.

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

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.

According to recent (2006-2008) air quality data, Hardin County is in exceedance of the EPA air quality standards for Ozone. The three year average shows Hardin County with a value of 0.0770 parts per million (ppm). To be considered attainment, the value must be under 0.0750 ppm. In December of 2009, EPA will determine the initial designations, with final designations established in March of 2010. Should the average for Hardin County remain at its current Ozone level, it will become non-attainment. Non-attainment is defined as "any geographic region, which has been designated as non-attainment under section 107 of the Clean Air Act for any pollutant for which a national ambient air quality standard exists.

Grouped Projects

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

TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Radcliff-Elizabethtown MPO are shown in Table 2. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the "KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team", July 20, 2007. This was done for applicability to the Radcliff-Elizabethtown area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on page 6 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Similarly, the Grouped Projects line item in Table 1 should be interpreted in the same way. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

**Table 2
Grouped Projects**

	2009	2010	2011	2012	2013
HSIP - High Cost Safety Improvements	\$100,000*	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Lane Departure Roadway Section Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Drive Smart Safety Corridors	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Older Driver	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
HSIP - High Risk Rural Roads	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Safe Routes to School (SRTS)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transportation Enhancement (TE) Projects	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Congestion Mitigation Air Quality (CMAQ) Projects**	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Transit Passenger Shelters and Information Kiosks	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Construction or Renovation of Transit Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

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

**** The Radcliff-Elizabethtown area is not currently eligible to receive CMAQ funds. However, if Hardin County is designated as an air quality non-attainment area in the future (see Air Quality section of this document on page 9), local governments/entities would become qualified to submit applications for eligible CMAQ funded projects.**