



U.S. Department of Transportation

Federal Highway Administration
Kentucky Division
330 W. Broadway
Frankfort, KY 40601

Federal Transit Administration
Region IV
61 Forsyth St., SW, Suite 17T50
Atlanta, GA 30303

September 9, 2010

Mr. Michael W. Hancock, PE
Secretary
Kentucky Transportation Cabinet
200 Mero Street, Room 613
Frankfort, Kentucky 40622

Dear Mr. Hancock:

Subject: 2011-2014 Statewide Transportation Improvement Program (STIP) Approval and Planning Finding

In accordance with 23 CFR 450.220, the Federal Highway Administration and the Federal Transit Administration have reviewed the FY 2011-2014 Statewide Transportation Improvement Program (STIP). We would like to take this opportunity to comment on the State's transportation planning process. These observations form the basis for this STIP approval.

- The Transportation Cabinet uses 15 Area Development Districts (ADDs) very effectively in acquiring public input into the planning process. The ADDs assure that people in the rural areas of the State have an opportunity to voice their opinions on transportation matters. This includes extensive public involvement efforts to reach minority and underserved population.
- The Cabinet organized regular meetings with the Metropolitan Planning Organizations (MPOs) and ADDs. We think that these meetings provide an excellent forum for the exchange of information and to insure appropriate coordination of planning efforts.
- The Transportation Cabinet has published a Statewide Transportation Planning Program Rural Consultation Report that outlines the planning process and the interaction of the ADDs, MPOs and statewide local officials. This document outlines in detail the ongoing concentrated effort in soliciting input from mayors, county judge executives, and other local officials to develop the Six Year Plan and the resulting Statewide Transportation Plan (STP) and the STIP.
- The Cabinet has regular meetings with the State Air Quality Planning Agency. These meetings have proved to be invaluable in assisting both agencies in understanding each other's position in dealing with the complexities of transportation air quality conformity issues.



- The STIP is fiscally constrained based on reasonable estimates of federal funding. The STIP recognizes that there are several mega-projects that require detailed financial plans prior to advancement. Several efforts are commendable including an improved Apportionments Versus Planned Obligations table that helps explain the Kentucky planned federal-aid program. A tracking table of all STIP projects with approval dates will be maintained and improve stakeholder understanding of the connection between project planning and implementation.

Because of the above comments, our certification reviews, your self-certification statements, and our regular contacts with the MPO and Cabinet planning activities we find that the STIP was developed through a planning process that substantially meets the requirements of 23 USC 134 and 135 and 49 USC 5303-5305.



Yvette G. Taylor
Regional Administrator
Federal Transit Administration



José M. Sepúlveda
Division Administrator
Federal Highway Administration



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
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Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

September 2, 2010

Mr. Jose Sepulveda
FHWA Division Administrator
330 West Broadway
Frankfort, KY 40601

Dear Mr. Sepulveda:

As per our September 1, 2010, meeting with FHWA, we have finalized the Kentucky Transportation Cabinet's Fiscal Years 2011-2014 Statewide Transportation Improvement Program (STIP) for your approval. The STIP is mandated by the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Congressional Act authorizing ongoing federal-aid transportation programs.

The STIP contains listings of projects within the 120 Kentucky counties and the District 99 ZVarious funding categories. The identified STIP projects located within Metropolitan Planning Organizations (MPO) areas provides the entire listing of statewide and MPO transportation projects within the Commonwealth of Kentucky. However, the projects located within a MPO designated area and not identified within the current MPO's TIP will be processed through the corresponding MPO's TIP amendment process. Upon completion of the MPO TIP amendment, the amendment will be amended into the STIP prior to authorization of federal funding for the corresponding project.

We appreciate the assistance of FHWA and FTA, and look forward to implementation of the FY 2011-2014 Statewide Transportation Improvement Program (STIP).

Sincerely,

A handwritten signature in black ink that reads "Ronald B. Rigney".

Ronald B. Rigney, P.E. & P.L.S.
Director, Division of Program Management

RBR:SLC

c: Mike Hancock, Secretary
Steve Waddle, State Highway Engineer



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