

**Operations and Maintenance Costs
MPO Areas**

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

**Bowling Green FY 2012-2016 TIP;
Financial Plan**

**Clarksville/Oak Grove FY 2011-2014 TIP;
Financial Plan**

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

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

**Louisville FY 2011-2015 TIP;
Financial Plan**

**Northern KY/OKI FY 2012-2015 TIP;
Financial Plan**

**Owensboro FY 2011-2016 TIP;
Financial Plan**

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

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

MPO	Counties	Operations and Maintenance Costs from KYTC Audit Reports by Fiscal Year													Projected Operations and Maintenance Costs				
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Sum Total	Average	MPO Average Total	2013	2014	2015	2016
Ashland	Boyd	1.3	1.4	1.5	1.5	1.5	1.6	1.6	1.7	1.7	2.5	2.7	2.6	20.2	1.8	3.6	3.7	3.8	3.9
	Greenup	1.7	1.0	1.0	1.4	1.6	1.5	1.7	1.7	2.0	2.0	2.6	2.6	19.2	1.7	3.6	3.7	3.8	3.9
Bowling Green	Warren	3.3	2.4	2.9	3.2	3.4	4.3	4.0	4.0	4.3	4.3	4.9	5.4	42.7	3.9	3.9	4.0	4.1	4.2
Cincinnati	Boone	3.6	4.1	5.5	3.9	4.0	4.0	4.4	4.4	5.9	6.7	6.7	7.9	55.0	5.0				
	Campbell	2.1	1.7	3.0	2.7	1.8	3.1	3.0	3.0	2.6	3.0	3.0	3.5	29.7	2.7				
	Kenton	2.0	3.4	7.1	5.6	3.0	2.5	4.8	4.4	3.5	4.3	4.3	4.8	45.5	4.1	11.8	12.2	12.5	12.9
Clarksville	Christian	2.4	2.3	3.1	4.1	2.5	3.1	2.9	3.2	4.3	4.3	4.3	4.0	36.2	3.3	3.3	3.4	3.5	3.6
Henderson	Henderson	1.4	1.3	2.0	3.3	1.8	1.9	2.4	2.6	3.4	3.4	3.7	3.1	26.8	2.4	2.4	2.5	2.6	2.7
Lexington	Fayette	3.8	3.4	5.8	4.2	3.6	6.3	3.7	4.4	7.5	8.2	7.3	7.3	58.1	5.3				
	Jessamine	0.7	0.6	0.7	1.3	0.8	0.9	1.8	1.7	1.4	1.5	2.4	2.4	13.8	1.3	6.5	6.7	6.9	7.1
Louisville	Bullitt	1.8	1.6	1.9	2.7	3.6	2.2	1.9	1.9	3.5	2.9	2.7	2.7	26.8	2.4				
	Jefferson	13.9	8.6	11.6	20.4	13.1	14.8	15.3	23.0	15.7	21.9	18.7	18.7	177.3	16.1	20.4	21.0	21.6	22.2
	Oldham	1.4	1.5	1.7	2.0	1.8	2.0	1.8	1.8	2.0	2.2	1.9	1.9	20.1	1.8	20.4	21.0	21.6	22.2
Owensboro	Daviess	2.4	2.0	3.2	4.2	2.4	2.2	2.4	2.4	3.8	4.5	4.5	4.9	34.2	3.1	3.1	3.2	3.3	3.4
Radcliff/Etown	Hardin	2.9	2.9	3.0	3.9	4.2	3.5	4.1	3.5	4.6	3.5	4.9	4.9	41.0	3.7				
	Meade	0.8	0.6	0.8	1.2	1.3	1.2	1.3	1.1	1.3	1.1	1.4	1.4	12.0	1.1	4.8	5.0	5.1	5.3
SUMMARY TOTALS		45.3	38.8	54.8	65.8	50.8	55.1	59.1	64.8	68.3	78.0	78.1	658.7	59.9	59.9	59.9	61.6	63.3	65.3

**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 2012-2016 TIP;
Financial Plan**

IM – Interstate Maintenance
KYD – Demonstration Funds to Kentucky
NH – Federal National Highway System
NHG – NH Released Due To Garvee
RRP – Safety – Railroad Protection
RRS – Safety – Railroad Separation
SRTS – Safe Routes to School
STP – Surface Transportation Program
TCSP – Transportation & Community System Preservation Funds
TE – Transportation Enhancement Projects

State Programs

SB2 – State Bonds 2010
SP – State Construction Funds
SPB – State Bonds 2009
SPP – State Construction High Priority

Transportation Projects Tables

The Transportation Improvement Program (TIP) contains transportation projects the Bowling Green – Warren County MPO believes are necessary for a planned, orderly, and efficient transportation network of the Bowling Green Urban Area. These projects represent the desires of Bowling Green and Warren County for developing highway, pedestrian, bike, and transit projects through Fiscal Years 2012 – 2016. The TIP is prepared in accordance with the Participation Plan of the MPO that requires that the MPOs develop and utilize a participation process that provides reasonable opportunities for interested parties to comment on the Metropolitan Transportation Plan, Transportation Improvement Program, and other planning documents and activities within the MPO (refer to the Participation Plan for more information). A number of these projects rely upon federal and state funds; however, many are matched with local funds.

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 contained in the Clean Air Act of 1990 and subsequent rulemaking. 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 Constraint

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required 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 State develop a deliverable program of projects.

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC). In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on *pages 4 and 5*.

The specific projects shown in the Project Listing tables beginning on *page 18* have been identified by KYTC, along with associated programmed or planned revenue sources and schedules in the KYTC Statewide Transportation Improvement Plan and/or the Kentucky 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 the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state 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 1* below provides a summary of each funding type by year.

Table 1													
Summary of Funding Type													
Bowling Green – Warren County MPO													
Transportation Improvement Program FY 2012-2016													
Funding Type	FY 2012		FY 2013		FY 2014		FY 2015		FY 2016		TOTAL		
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	
BRZ	\$160,000	\$160,000	\$350,000	\$350,000	\$450,000	\$450,000					\$960,000	\$960,000	
FTA 5307/5309	\$2,445,163	\$2,445,163	\$3,542,500	\$3,542,500	\$2,569,000	\$2,569,000	\$2,710,000	\$2,710,000	\$2,865,000	\$2,865,000	\$14,131,668	\$14,131,668	
FTA 5310	\$213,000	\$213,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$613,000	\$613,000	
FTA 5316 (JARC)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	\$1,500,000	
HPP	\$33,011,206	\$33,011,206									\$33,011,206	\$33,011,206	
KYD	\$8,167,856	\$8,167,856									\$8,167,856	\$8,167,856	
NH	\$14,000,000	\$14,000,000	\$10,750,000	\$10,750,000							\$24,750,000	\$24,750,000	
STP	\$27,180,000	\$27,180,000									\$27,180,000	\$27,180,000	
TE	\$981,000	\$981,000									\$981,000	\$981,000	
SB2	\$2,200,000	\$2,200,000									\$2,200,000	\$2,200,000	
SPB	\$10,790,000	\$10,790,000									\$10,790,000	\$10,790,000	
SPP	\$5,800,000	\$5,800,000									\$5,800,000	\$5,800,000	
TOTAL	\$105,248,225	\$105,248,225	\$15,042,500	\$15,042,500	\$3,419,000	\$3,419,000	\$3,110,000	\$3,110,000	\$402,865	\$402,865	\$130,084,730	\$130,084,730	

Table 2			
Completed Projects from FY 2007 – 2012 TIP			
Bowling Green – Warren County MPO			
Transportation Improvement Program FY 2012 – 2016			
KYTC 6 YP ID	Project ID	Route	Project Description
3-9.70	2007-1	I-65	Landscaping on I-65 from Carter-Sims Road south of Bowling Green to KY 1339 in Edmonson County
3-10.41	2007-2	I-65	Widen I-65 to 6 lanes from 1.07 miles south of Salem Road to 0.14 miles north of KY 240 (Warren/Simpson County)
3-10.50 and 3-10.51	2007-3 and 2007-4	I-65	Widen I-65 to 6 0.14 miles north of KY 240 to 0.14 miles north of Carter-Sims Road (4.24 miles)
3-18.00	2007-11	I-65	Initial advanced transportation management system on I-65 around Bowling Green (ITS on I-65 around Bowling Green)
3-312.00	2007-14	US 31W	Major widening from north of Campbell Lane to 4-lane section near the Natcher Parkway in Bowling Green
N/A	2007-18	N/A	Shared use paths connecting 8 schools, rec. facilities, neighborhoods and other community businesses and facilities (Bowling Green Community Bicycle & Pedestrian Facilities)
N/A	2007-19	N/A	Safe Routes to School in Warren County/City of Bowling Green – The project will include sidewalk construction, educational activities including, training for volunteers at each school and public awareness campaigns
N/A	2008-20	N/A	Blueways Recreational Trails – develop a Blueways Trails System, featuring numerous access points throughout Warren County and southern parts of Logan and Simpson Counties for watercraft, canoeing, kayaking, jogging, and hiking. The new trail length will be 600 feet in length and 8 feet wide, with gravel surface. The project also involves documenting and mapping the rivers for the purpose of motorized and non-motorized watercraft use.
N/A	2008-21	N/A	Linking Schools and Commerce in Bowling Green – develop a 205 mile shared use trail connecting area schools, parks, and shopping areas to residential neighborhoods, completing a 14.4 mile network.
N/A	2008-22	N/A	Bowling Green Portage Railroad Preservation – develop a 0.5 mile trail connecting Boat Landing Park to nearby Hobson Grove Park through a residential neighborhood.
N/A	2008-23	N/A	National Corvette Museum Simulator Theater – development of interactive educational materials for driver, bicycle and pedestrian safety.

Grouped Projects

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

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

Grouped project categories utilized by Bowling Green – Warren County MPO are shown in **Table 3**. 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” document dated July 20, 2007. This was done for applicability to the Bowling Green – Warren County area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the 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 beginning on page 5 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. It should also be understood that the dollar amounts shown in the Grouped Projects Table that follows are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - 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 3					
Grouped Projects					
Bowling Green – Warren County MPO					
Transportation Improvement Program FY 2012 – 2016					
Program - Project Types	2012	2013	2014	2015	2016
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	\$300,000	\$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 cost only-refer to text for explanation

**The Bowling Green MPO area is not currently eligible for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. However, if Warren County becomes designated as an air quality non-attainment area in the future, local entities would become qualified to submit applications for eligible CMAQ funded projects

**Clarksville/Oak Grove FY 2011-2014 TIP;
Financial Plan**

INTRODUCTION

The Clarksville Area Metropolitan Planning Organization (MPO) which is federally mandated to carryout the planning and programming of federal and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville has prepared the following Fiscal Year (FY) 2011 through 2014 (October 1, 2010 through September 30, 2014) Transportation Improvement Program (TIP) for the Clarksville area.

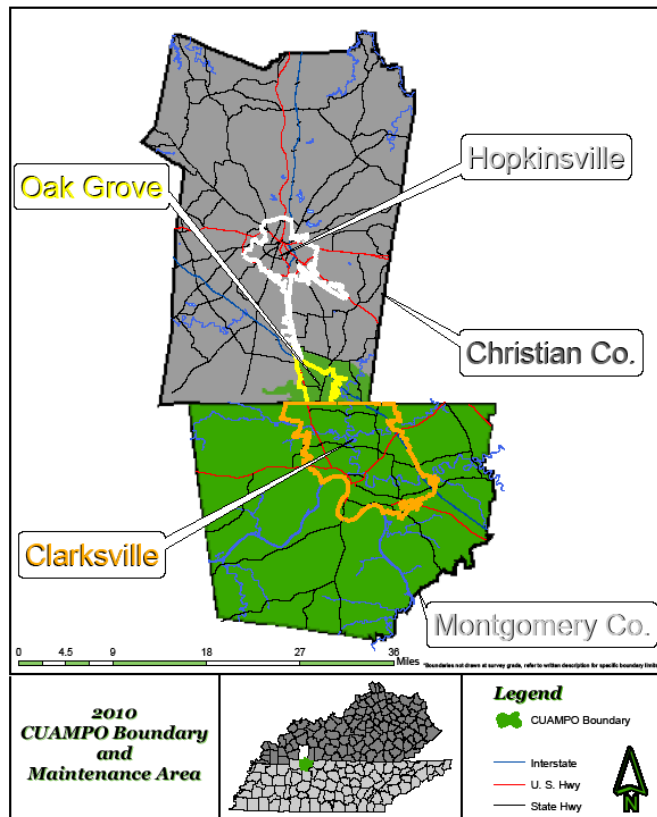
The FY 2011 through FY 2014 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The purpose of the TIP is to identify all transportation projects funded by federal Title 23 and the Federal Transit Act within the Clarksville urbanized area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation enhancement projects. It is also to ensure coordination of transportation improvements by local, state, and federal agencies.

The TIP is the primary responsibility of the MPO as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act- a Legacy for Users (SAFETEA-LU). The TIP is developed and updated quadrennially by the MPO, and covers a four-year time period. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary federal and non-federal funding. The TIP is updated at least every four years through a cooperative effort of local, state and federal agencies, compatibly with the STIP development and approved by the MPO and the Governor. The FY2011-2014 TIP is consistent with the approved and air quality conforming 2035 Metropolitan Transportation Plan (MTP).

PLANNING AREA

The planning area of the Clarksville MPO comprises a total of approximately 574 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky, Montgomery County, portions of Christian County and a portion of the City of Hopkinsville, Kentucky. (See Figure 1).

Figure 1 - Clarksville MPO Area



**FIGURE 1: Orange Outline Area: Clarksville City Limits
Yellow Outline Area: Oak Grove City Limits
White Outline Area: Hopkinsville City Limits**

MPO ORGANIZATION

The Clarksville MPO is a multi-jurisdictional entity that is comprised of local governments within the Clarksville-Oak Grove area, which is federally mandated to carryout a coordinated, cooperative, comprehensive “3C” transportation planning process. The MPO is lead by an Executive Board, which is the policy board of the MPO, a Technical Coordinating Committee that provides recommendations to the Executive Board, and a professional MPO staff.

The current composition of the MPO Executive Board consists of the following nine (9) elected and appointed officials from these state and local governments:

- Mr. Gerald F. Nicely, Commissioner - Tennessee Department of Transportation (TDOT)
- Mr. Mike Hancock, Acting Secretary - Kentucky Transportation Cabinet (KYTC)
- The Honorable Carolyn Bowers, County Mayor - Montgomery County, Tennessee
- The Honorable Johnny Piper, Mayor - City of Clarksville, Tennessee
- The Honorable Steve Tribble, County Judge Executive - Christian County, Kentucky
- The Honorable Daniel Kemp, Mayor - City of Hopkinsville, Kentucky
- The Honorable Daniel Potter, Mayor - City of Oak Grove, Kentucky
- Mr. Sam Edwards, Executive Director - Greater Nashville Regional Council
- Mr. Jimmy Smith, Director- Clarksville Transit System

The Board also includes representation from the Federal Highway Administration and Federal Transit Administration as non-voting members.

The Technical Coordinating Committee (TCC), which is comprised of a diverse group of transportation professionals, advises the Executive Board members on all aspects of the planning process. The TCC includes engineers and transportation and land use planners from Federal, State and Local agencies, as well as representatives from the transit, air, bicycle / pedestrian, and rail industries. Member agencies and representatives of the TCC include:

City of Clarksville

David Shepard Street Department
Vince Camacho, Chief of Staff

Clarksville Transit System

Jimmy Smith, Director
Arthur Bing, Operations Manager

City of Oak Grove, KY

Bill Chaudoin, Planner

Kentucky Transportation Cabinet

J. R. Ham , Planning
Nick Hall, District 2
Vickie Bourne, Office of Transportation Delivery

Tennessee Department of Transportation

Deborah Fleming, Planning
Jerry Roache, Public Transportation
Cammie Woodle, Title VI

Federal Highway Administration

Bernadette Dupont and Ian Chidister,
Kentucky Division
Britta Stein, Tennessee Division

Christian Co., KY - John Mahre

Clarksville-Montgomery Co RPC - David Riggins

Federal Transit Administration – Abigail Rivera and Jeff Anoka

Fort Campbell Military Reserve - Chris Brown and Wally Crow

Greater Nashville Regional Council – Tanisha Hall

Hopkinsville-Christian Co Planning Commission - Steve Bourne

John F. Outlaw Field – Jerry Clark

Montgomery Co. Highway Dept. – Mike Frost

Montgomery Co. Admin. & Development – Clint Camp

Pennyrile Area Dev. District, KY - Craig Morris

R.J. Corman Railroad Company – Joe Reynolds

TN Dept. of Environ. & Conservation - Marc Corrigan

KY Division for Air Quality – John Gowins

Bicycle / Pedestrian – Larry Nicholson

EPA – Dianna Smith, Air Modeling Division

Mid-Cumberland HRA – Jeff Pancirov

The MPO staff is physically housed at the Clarksville-Montgomery County Regional Planning Commission and is responsible for all planning and administrative functions of the MPO. The Clarksville Transit System (CTS) is also an important entity within the MPO area and performs various transit planning related work tasks within the MPO area. Specific MPO and CTS staff responsibilities are indicated in each work task described in the Unified Planning Work Program (UPWP).

The MPO is bound by its operating procedures, which are documented in the MPO's Transportation Planning Prospectus. The Prospectus includes a brief history of the Clarksville MPO, a listing of Executive Board and TCC members and operating procedures. Periodically the Prospectus is revised to ensure the region maintains a continuous and comprehensive transportation planning process. The Prospectus is available on the MPO's web page at www.cuampo.com . The Memorandum of Agreement between the Kentucky Transportation Cabinet and the Tennessee Department of Transportation for the Clarksville MPO is to clearly identify the responsibilities of each agency. This Memorandum was devised

for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

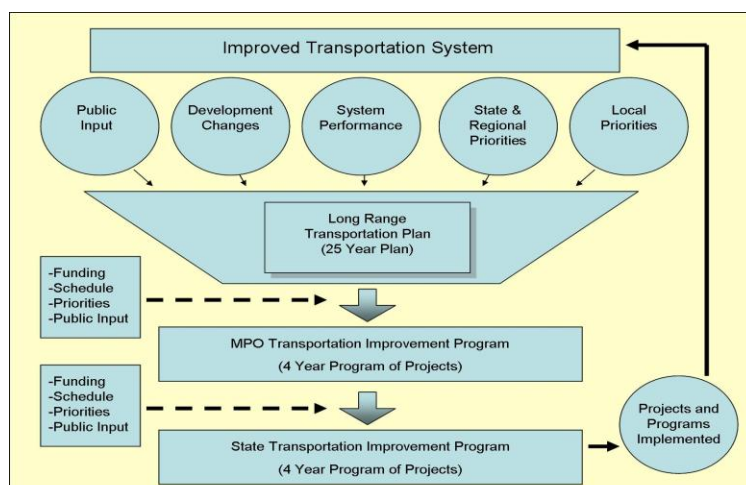
TIP PROGRAM DEVELOPMENT

The TIP is a programming document that details a 4-year budget of transportation projects. It is developed and adopted at least every four years by the MPO in response to the transportation needs within the MPO area for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) within the Clarksville MPO area. All projects that are funded with federal funds, either under Federal Highway Administration Title 23 USC or the Federal Transit Act, must be included in the TIP, as well as projects that do not use federal funds but are considered regionally significant.

Projects that are added to the TIP for funding and implementation must be consistent with the region’s Metropolitan Transportation Plan (MTP) and corresponding Air Quality Conformity Report. Page 15 in this document describes the conformity process and how the TIP meets conformity. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO’s MTP are divided into three groups: 1) short-term needs – proposed for completion by 2016, 2) mid-term needs – proposed for completion by 2025, and 3) long-term needs – proposed for completion by 2035. In order for a project to be included in the TIP, it must be in the short-term list of projects in the MTP. Projects funded under the Bridge and Interstate Maintenance program and projects on the National Highway System are selected by the MPO in consultation with the State and public transportation operator(s).

Through a continuing and cooperative effort with the Tennessee Department of Transportation, the Kentucky Transportation Cabinet, the Clarksville Transit System, and local jurisdictions within the region, the FY2011-2014 TIP has been developed. The TIP public participation process follows the process outlined in the adopted public participation plan (PPP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP). Figure 2 illustrates the relationship of the TIP to the overall planning process within the MPO area.

Figure 2 - Transportation Improvement Program Development Process



The STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval.

While the MPO is responsible for the programming of transportation improvements, the implementation of projects (e.g. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

PUBLIC PARTICIPATION

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

The MPO consulted, as appropriate, with State, Local and Federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the MTP and the TIP. Each agency was contacted during the preliminary review by TDOT, FHWA and FTA. The agencies were asked to review the TIP at the MPO website and submit any comments. The TIP consultation involved comparison of the TIP with State conservation plans or maps; and/or comparison of transportation plans to inventories of natural or historic resources, if available.

Another group targeted by the MPO is the traditionally underserved. Traditionally underserved communities include minorities, transit dependent citizens, low income individuals and families, the elderly and persons with disabilities.

The Draft FY2011-FY2014 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP the MPO and Clarksville Transit System staff worked with members of the Transportation Committee during the development of the City's Masterplan. The Transportation Committee prioritized the transportation needs for Clarksville based on short and long range time frames. There were five meetings held that were open to the public to discuss the transportation needs for continual growth and congestion issues throughout the community. The Masterplan meetings were discussed in The Leaf Chronicle newspaper. There was a suggestion page for the public to submit comments or concerns on the City's website to be reviewed by the Committee. The draft TIP was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hard copy. CTS staff submitted their projects to the MPO for inclusion into the TIP.

The MPO staff met with both city and county personnel including the Mayors, Engineers, Superintendent/Director of Highway/Street Departments about their surface transportation needs and concerns. The development of the Masterplan included discussion of areas in the County that are developing rapidly with industrial and residential development. The City and County continue to work jointly on projects for the betterment of the residents in both the City and County. During the development of the TIP, at Regional Planning Commission, City Council and County Commission meetings discussions included road conditions, congestions

and priorities. These meetings are open to the public. Due to funding constraints there were no new projects added to the TIP except for an ARRA/TIGER grant submitted by TDOT Planning.

The MPO staff contacted representatives from Ft. Campbell Planning Department to review their concerns and road priorities for projects off post in both Kentucky and Tennessee. The MPO staff also met and had discussions with the Oak Grove, Kentucky City Engineer and Mayor about road project needs and priorities.

For a Kentucky project to receive funding in the TIP, it must be either in the Kentucky Six Year Plan or have other identified funding. The MPO staff attended the Pennyrile Area Development District, Regional Transportation Committee which met quarterly in Hopkinsville, Kentucky to prioritize projects for consideration into the 6 yr plan. Kentucky projects were submitted by KYTC Planning Department staff for the 6 yr plan consideration.

Prior to the MPO adopting the TIP, citizens, interested parties, and local and regional agencies consultation groups were given a 14-day public comment period to review the Draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Advertisements were placed in the local newspapers (the Leaf-Chronicle, Fort Campbell Courier Newspaper, and the Kentucky New Era) as well as the El Crucero, a locally distributed Hispanic (written in Spanish) newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. The draft TIP was placed in the following locations to provide citizens access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website (www.cuampo.com). In Kentucky the draft TIP was placed in the following locations: Hopkinsville's City Hall and Oak Grove's City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

- Montgomery County Library
- Montgomery County Court House
- City of Clarksville City Hall
- Clarksville Chamber of Commerce
- City of Oak Grove City Hall
- City of Hopkinsville City Hall
- Hopkinsville Chamber of Commerce
- Christian County Court House
- Ft. Campbell Military Installation Library
- CUAMPO Office
- Clarksville Department of Electricity
- CTS buses and station
- Austin Peay Hispanic Student Center
- City of Clarksville Housing Authority
- City of Clarksville Human Services
- City of Clarksville Community Centers
- Montgomery County Community Centers

All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final public hearing is held at the Executive Board meeting to conclude the public comment period.

Public comments received on this TIP and the disposition of comments are included in Section C in this document.

AMENDMENT AND ADJUSTMENT PROCEDURES

The TIP is subject to amendments and/or administrative adjustments throughout the fiscal year due to numerous factors. Such changes reflect project changes which may affect the TIP's programming. The following describes each of these procedures:

Amendments - are those that:

- Add a new project or delete a programmed project in the TIP
- Change the scope of an existing project to drop a project feature that was used to justify its selection
- Change the project termini
- Increase the cost of any phase of any project listed in the current TIP by more than 30%
- Could potentially be inconsistent with the MPO's MTP
- Change a project feature or add a new project that would affect the air quality conformity analysis
- Add new, unprogrammed funds regardless of the source

Amendments requiring a new conformity finding may take an additional three to six months for approval. These involve any changes to the MPO's MTP, such as:

- Changing the number of through-lanes shown on the network
- Adding or deleting road segments
- Adding or deleting transit projects

Amendments to the TIP follow a less intense public participation process as does the adoption of a new TIP, as detailed in the MPO's Public Participation Plan. When new selection criteria for TIP projects are adopted by the TCC and Executive Board, amendments to the TIP will be subject to the same review. Amendments are to be recommended by the TCC for Executive Board consideration and action. The public is given 14-days to review prior to adoption consideration by the Executive Board. After the Executive Board has considered and addressed any public comments official adoption of the amendment can take place. After approval by the Executive Board, amendments are forwarded to TDOT, KYTC, FHWA and FTA for approval.

Administrative Adjustments - include all modifications other than amendments. Adjustments usually involve:

- Shifting funds between years
- Moving project staging between years without affecting the scope of the project, affecting its expected completion
- Changing the federal/state/local funding source
- Changing the designated responsible agency with the original sponsor's approval

- Changing project funding in the TIP, up to a maximum change of 30%

Administrative Adjustments are typically requested by TDOT or the KYTC, and processed by MPO staff. Administrative Adjustments must be consistent with the requirements in 23 CFR 450 regarding fiscal constraint and air quality conformity. Administrative Adjustments do not require public participation. However, periodic status reports on the TIP illustrating such TIP adjustments shall be produced and disseminated to the TCC, Executive Board, and general public. Administrative Adjustments are submitted by the MPO staff to TDOT/KYTC for approval. TDOT/KYTC forwards adjustments to FHWA/FTA.

PROJECT PRIORITIES

Over the last several decades, the Clarksville region has experienced extraordinary changes in population and economic development activity. New jobs, new housing, new shopping and entertainment opportunities, and other changes have added to the region's attractiveness as a destination to live, work, and play. With these changes has come an ever increasing demand for transportation infrastructure and services necessary to support the region's growing population.

REGIONAL TRENDS

In 1990, nearly 170,000 persons resided in the counties of Montgomery and Christian. Today the number of residents is over 237,000 and by 2035 the population is projected to be nearly 380,000. Trends indicate that travel situations on other roadways in the region are only going to worsen in the future.

Figure 3 provides a snapshot of several indicators of growth trends and projections within Montgomery and Christian Counties. Understanding changing conditions and projecting likely future conditions allows the MPO to best establish transportation strategies and projects capable of ensuring continued prosperity within the region.

**Figure 3
Growth Trends & Projections within the Region**

2035 POPULATION FORECAST AND TREND:

Population Forecast	1990	2000	2008	2035	Percent Change (1990-2000)	Percent Change (2008-2035)
Clarksville MPO Area	97,581	121,189	161,320	273,340	24%	69%
Christian County	68,941	72,265	79,820	124,142	5%	56%
Montgomery County	100,498	134,768	157,955	255,349	34%	62%
Total Population (2 Counties)	169,439	207,033	237,775	379,491	22%	60%
MPO% of 2 County Population	56%	59%	68%	72%	3%	6%

2035 EMPLOYMENT FORECAST AND TRENDS:

Employment Forecast	2008	2035	Percent Change (2008-2035)
Total Jobs*	50,214	107,919	115%
Land Area (Sq. miles)	572	572	-
Jobs per Sq. Mile	88	189	115%

2035 VEHICLE HOURS TRAVELED:

Roadways	Without Improvements*	With Improvements**	Percent Difference
Collector	64,061	57,491	-10%
Minor Arterial	52,385	43,755	-16%
Principal Arterial	126,763	104,240	-18%
Interstate	24,633	22,342	-9%
Total VHT	267,841	227,827	-15%

* Without additional road improvements beyond transportation improvements currently under construction/development as described in the existing and committed (E+C) roadway network—from the MTP 2008-2035.

** With planned improvements recommended in Section 7.0 from the MTP 2008-2035.

2035 TRANSIT RIDERSHIP FORECAST AND TRENDS:

2008 (Current Ridership)		2025 TN Statewide Plan	2025 (Current Per Capita)	2035 (Current Per Capita)	2025 and 2035 (Future Ridership)
Annual # of Trips	Trips Per Capita	Tripling Est. # of Trips*	Keeping Up Est. # of Trips**	Keeping Up Est. # of Trips**	Estimated Increase in Future Transit Ridership
727,757	4.6	1,586,477	1,008,341	1,176,487	39% to 62%

* Based on 2025 Tripling of Ridership for the Clarksville area from the Tennessee Twenty Five Year Statewide Transit Plan - Task 6: Factors Influencing Transit Demand in 2025 from the MTP 2008-2035.

** "Keeping Up" assumes 4.6 trips per capita from the MTP 2008-2035.

PRIORITIZATION

The development of the FY2011-2014 TIP was shaped largely by the goals of the MTP, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Clarksville 2035 MTP, which was adopted March 10, 2010, seven goals were followed to guide the development of future transportation solutions for the region over the next 25 years.

2035 Metropolitan Transportation Plan Goals

Goal 1 - Enhance and Maintain an Efficient and Safe Highway and Street Network
Goal 2 - Manage the Local Thoroughfare System to Minimize Congestion
Goal 3 - Promote Use of Alternative Transportation Modes
Goal 4 - Improve Transit Accessibility for All Citizens
Goal 5 - Develop an Integrated Multi-Modal Transportation System that Balances the Needs of both Passenger and Freight Traffic
Goal 6 - Develop a Transportation System that Preserves the Natural and Cultural Environment
Goal 7 - Maintain and Enhance the Region's Economic Vitality

Each proposed transportation improvement for consideration in the TIP was compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction was given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments. From this, a prioritization classification was assigned to each project with an "A" priority being assigned to those projects considered for funding within the FY2011-2014 TIP.

The MPO has established a detailed set of project selection criteria forging a greater linkage between the stated goals of the MPO's MTP and other local emphasis areas. The enhanced selection criteria allows for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects.

Local STP and CMAQ projects will be submitted to the MPO for project consideration. Projects will then be selected using the adopted criteria and will be amended into the TIP. The Selection Criteria Review for STP and CMAQ projects is in Appendix F-1.

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 Improvement Program (HSIP) - Safe, Accountable, Flexible, and Efficient Transportation Equity Act- 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. This program has two sub-programs, the High Risk Rural Roads Program (HRRR) and the Highway Rail Grade Crossing Program. 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. The MPO, in consultation with TDOT and KYTC, was able to determine future operations and maintenance funding levels for streets and highways for the MPO area based on historic funding trends. A three percent annual growth rate compounded annually over current funding levels was determined to be appropriate for operations and maintenance funding based on past funding growth trends within the MPO area. Operating and maintenance expenses are assumed to grow at a similar rate accounting for incremental increases in operating and maintenance costs. 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. These activities are not funded through or scheduled in the TIP.

**Figure 4
Transportation Improvement Program Funding Sources**

<u>System</u>	<u>Project Initiation</u>	<u>Funding Source</u>	<u>Match Ratio</u>
A. 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% (has been up to 100% as in '08-'09)
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	90% 10%
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. An inflation rate of approximately 3% for future year revenues was also used by the MPO staff to estimate anticipated L-STP annual allocations.

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.

GROUPED PROJECTS FOR KYTC

Transportation planning regulations applicable to the development and content of Metropolitan Transportation Plans (MTP) 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 MTP or Transportation Improvement Program (TIP). Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO are shown in Table 5. The list of grouped projects utilized here is recommended by the KYTC. By listing these project types in the MTP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the MTP in the future via streamlined procedures. MTP 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, it should be understood that the dollar amounts shown in the Grouped Projects Table 5 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - 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.

CONFORMITY DETERMINATION

MTP CONFORMITY

The Clean Air Act (CAA) as Amended requires that transportation plans, programs, and projects in non-attainment areas not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). Pursuant to Clean Air Act Amendments (CAAA), the Environmental Protection Agency (EPA) is required to set NAAQS (standards) sufficient to protect the public health with an adequate margin of safety. In 2008, EPA revised the NAAQS for ozone from 0.08 parts per million (ppm) measured over 8-hour intervals to 0.075 ppm measured over 8-hour intervals in order to reflect the best scientific evidence available on the public health effects of ozone.

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the SIPs (i.e., in this case, for Kentucky and Tennessee). Pursuant to provisions of the

CAAA of 1990, the U.S. Environmental Protection Agency (US EPA) designated a two county area in the Clarksville area as a basic non-attainment area for ozone under the eight-hour ozone standard in April 2004 (effective June 15, 2004). The Clarksville ozone non-attainment area included Christian County, Kentucky and Montgomery County, Tennessee. The Clarksville MPO consists of Montgomery County and portions of Christian County. The Clarksville MPO's Transportation Plan and Transportation Improvement Program address the MPO area only. The areas outside of the Clarksville MPO's planning boundary but within the previous non-attainment area boundary are considered "donut" areas. The emissions related to transportation activities in the "donut" area must be included in the overall regional emissions analysis for the Clarksville MPO's planning documents in order for a conformity determination to be approved by the U.S. Department of Transportation.

On November 21, 2005, Montgomery County was redesignated as Attainment with a Maintenance Plan for 8-hour ozone standard. On February 24, 2006 Christian County was redesignated as Attainment with a Maintenance Plan for 8-hour ozone standard. The date of the conformity determination for the Clarksville MPO was approved July 28, 2005 and as amended November 29, 2006.

The projects in the FY2011-2014 TIP are a subset of the most recently approved conforming 2035 MTP which was adopted on March 10, 2010 and the conformity determination for the Clarksville MPO was approved April 27, 2010. The projects listed in the FY2011-2014 TIP are consistent with the conforming 2035 MTP. Each project in the TIP has a corresponding MTP number which allows for the cross referencing of projects between the TIP and MTP. If a project is part of the existing + committed list for the MTP, it is shown as "E+C" on the TIP project page.

INTERAGENCY CONSULTATION

A multi-party, interagency coordination conference call including representatives from the Clarksville MPO, the Federal Highway Administration (FHWA), US EPA, Tennessee Department of Transportation (TDOT), and the Kentucky Transportation Cabinet (KYTC) was held June 30, 2010. The call was focused on giving parties the opportunity to discuss the issues surrounding the development of the conformity demonstration for the 2011-2014 TIP. The following issues and concerns were addressed as a result of the IAC call.

1. Diane Smith, EPA, asked that the Intro of the TIP include a statement that the TIP is consistent with the 2035 plan and approved Conformity Report.
2. The IAC requested the TDOT schedule for the TIP and was emailed by Stan Williams during the call.
3. Deborah Fleming, TDOT, stated that TDOT had until July 6th to make comments on the TIP review and that the Final TIP must be sent to TDOT by Oct.22.10.
4. Stan Williams, MPO, stated the Executive Board will approve the draft around the end of August or 1st of September.
5. Jesse Mayes, KYTC, said he sees no issues with conformity as the TIP is consistent with the 2035 MTP.
6. Britta Stein, TN FHWA, requested pie charts be added to the Financial Summary in the B-1 Section.

**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.

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as well. The TIP includes recommendations for the highway system, transit projects, bicycle and pedestrian projects and other transportation system improvements.

Recommended new projects received from the participation process are processed by MPO staff and recorded into a public participation database for review and categorization. Immediate safety issues are forwarded to the local government committees and to the KYTC Highway District offices for their consultation.

The results of these efforts are integrated into a criteria-based scoring procedure to rank projects on how they meet federal, state, and local planning and safety goals and objectives. A full description of the prioritization process is found in Appendix 4 of the 2035 MTP.

The MPO TPC reviews and approves the TIP which is provided to the KYTC for inclusion in the STIP and for consideration of the state's six-year highway plan.

Regardless of how a project originates, in order to become eligible for federal funding, transportation improvements must initially be identified in the MPO's MTP and meet all public input and coordination requirements. The purpose of the MTP is to identify regional transportation needs over a twenty-year period; the 2035 MTP covers a 26-year time period. Once a project is included in the adopted plan, it can be then be programmed in the TIP. The purpose of the TIP is to schedule and implement planned transportation projects over a four-year fiscal period. The TIP is updated at least every four years, although it may be amended or modified by the TPC at anytime. The updating of this document and any subsequent amendments gives local officials a direct, continuing role in the programming of transportation improvements.

The TIP includes not only the mandated federally-funded program projects, but also those projects shown to use state and local funds. Thus, a total program of transportation projects is presented in this document.

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 2011-2015 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 90% 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 90%.

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 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.

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds sub-allocated to the non-attainment/maintenance areas rests with the MPO. CMAQ monies typically 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 in Kentucky rests with the state, and in Indiana, INDOT sub-allocates funds to the MPOs. 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 priorities 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 each 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 not only improve safety, but also 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.

Other Funds

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 2011 Through 2015

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.

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 sub-allocated 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 \$2,768,535 will be allocated to the urbanized area for each of FY 2011, FY 2012, FY 2013, FY 2014, and FY 2015. 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. Figure 6 provides a breakdown of STP-Urban funds by project type with 96% being programmed for road projects. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

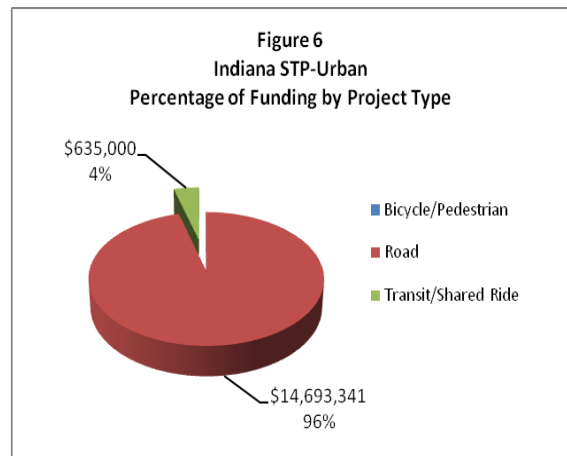
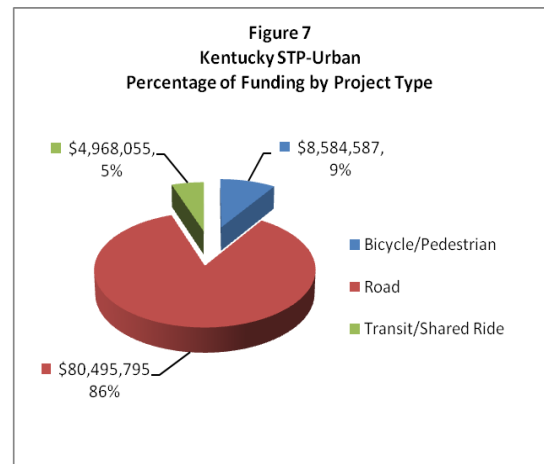


Table 2					
Financial Plan of					
Indiana STP-Urban Funds					
Surface Transportation Program					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$2,768,535	\$2,768,535	\$2,768,535	\$2,768,535	\$2,768,535
Carryover From Previous Year	\$1,495,009	\$1,881,544	\$624,455	\$726,273	\$367,808
Balance of Funds Available	\$4,263,544	\$4,650,079	\$3,392,990	\$3,494,808	\$3,136,343
Dollars Programmed	\$2,382,000	\$4,025,624	\$2,666,717	\$3,127,000	\$3,127,000
Balance Remaining	\$1,881,544	\$624,455	\$726,273	\$367,808	\$9,343

Kentucky

The Kentucky Transportation Cabinet has estimated that \$13,700,000 will be allocated to the urbanized area for each of FY 2011, FY 2012, FY 2013, FY 2014, and FY 2015. Table 3 shows the financial plan for the Kentucky STP-Urban dollars in the TIP. The percentage of Kentucky STP-Urban funds programmed for road projects is 86%, while 9% is programmed for stand-alone bicycle and pedestrian projects, and 5% is programmed for transit, as shown in Figure 7.



Surface Transportation Program					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000
Carryover From Previous Year	\$25,566,471	\$8,552,478	\$985,802	\$323,420	\$2,438,622
Balance of Funds Available	\$39,266,471	\$22,252,478	\$14,685,802	\$14,023,420	\$16,138,622
Dollars Programmed	\$30,713,993	\$21,266,676	\$14,362,382	\$11,584,798	\$16,120,588
Balance Remaining	\$8,552,478	\$985,802	\$323,420	\$2,438,622	\$18,034

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 intended solely for projects and programs that will improve 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. Locally, Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky are designated as a maintenance area for the 8-hour ozone standard. Clark and Floyd counties and Madison Township of Jefferson County in Indiana, and Bullitt and Jefferson counties in Kentucky are designated as a non-attainment area for the annual PM2.5 standard.

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 \$975,000 each year. The financial plan of Indiana CMAQ funds for FY 2011 and FY 2012 is shown in Table 4. A call for projects has not been issued for FY 2013, FY 2014, or FY 2015.

Table 4 Financial Plan of Indiana CMAQ Funds					
Congestion Mitigation and Air Quality					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$974,850	\$974,850	\$974,850	\$974,850	\$974,850
Carryover From Previous Year	\$2,112,860	\$342,710	\$417,560	\$0	\$0
Balance of Funds Available	\$3,087,710	\$1,317,560	\$1,392,410	\$974,850	\$974,850
Dollars Programmed	\$2,745,000	\$900,000	\$0	\$0	\$0
Balance Remaining	\$342,710	\$417,560	\$1,392,410	\$974,850	\$974,850

Note: A call for CMAQ projects has not yet been held for FY 2013, FY 2014, or FY 2015.

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.

Applications from Clark and Floyd counties are submitted to KIPDA, prioritized as a recommendation to the state, and then forwarded to the Indiana Department of Transportation for review by the Transportation Enhancement committee and governor. Applications from Bullitt, Jefferson, and Oldham counties are submitted directly to the

Kentucky Transportation Cabinet for review by the Transportation Enhancement committee and governor. Due to the inability of the states to provide a forecast of how many TE dollars will be spent in our urbanized area, future 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.

Highway Safety Improvement Program – Indiana

Beginning in FY 2010, the Indiana Department of Transportation sub-allocates Highway Safety Improvement Program (HSIP) funds to the Clark and Floyd counties. These are federal funds to be used for safety improvements on local public roads maintained by counties, cities, and towns. The program is designed to fund projects that reduce the number and severity of highway related crashes and to decrease the potential for crashes on all highways. KIPDA receives approximately \$280,000 annually for this program.

The Indiana Department of Transportation issues an annual call for applications for this funding. Applications from Clark and Floyd counties are submitted to KIPDA and then forwarded to the Indiana Department of Transportation for an eligibility finding. After projects are determined to be eligible for the funds, they are prioritized and reviewed for inclusion in the Transportation Improvement Program. At this time, projects are currently under review for the use of these funds.

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2011 through FY 2015 is shown in Table 5. 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.

A requirement of SAFETEA-LU is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the FY 2011 – FY 2015 Transportation Improvement Program have been adjusted for Year of Expenditure using adjustment factors developed in consultation with the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

At the time that this document went to print, the Kentucky General Assembly had only approved projects for FY 2011 and FY 2012 from the 2010 Kentucky Highway Plan. It is anticipated that additional projects will be added to the Transportation Improvement Program as they are approved. In Indiana, the planning process is on-going and additional projects will be added as they are identified.

Table 5
FY 2011 – FY 2015 Transportation Improvement Program

**Financial Plan of Federal Funds
Indiana**

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ	\$3,087,710	\$2,620,000	\$50,000	\$2,670,000
CMAQ-State	\$110,000	\$88,000	\$22,000	\$110,000
HSIP	\$280,000	\$0	\$0	\$0
IM	\$4,847,750	\$4,312,975	\$534,775	\$4,847,750
NHS	\$5,967,000	\$4,773,600	\$1,193,400	\$5,967,000
Safety	\$1,175,000	\$1,050,000	\$125,000	\$1,175,000
Section 5310	\$129,000	\$103,200	\$25,800	\$129,000
STP-State	\$50,175,700	\$40,268,000	\$9,907,700	\$50,175,700
STP-Urban	\$5,329,430	\$2,382,000	\$595,500	\$2,977,500
TE	\$0	\$0	\$0	\$0
Total	\$71,726,590	\$56,097,775	\$12,579,175	\$68,676,950

FY 2012				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$1,317,560	\$900,000	\$225,000	\$1,125,000
HSIP	\$280,000	\$0	\$0	\$0
IM	\$1,250,000	\$1,100,000	\$150,000	\$1,250,000
NHS	\$12,324,000	\$9,859,200	\$2,464,800	\$12,324,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,000,000	\$1,600,000	\$400,000	\$2,000,000
STP-Urban	\$5,812,599	\$4,025,624	\$881,406	\$4,907,030
TE *	\$0	\$0	\$0	\$0
Total	\$24,234,159	\$18,484,824	\$4,371,206	\$22,856,030

FY 2013				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$1,392,410	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$250,000	\$200,000	\$50,000	\$250,000
NHS	\$1,500,000	\$1,200,000	\$300,000	\$1,500,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,200,000	\$1,761,200	\$438,800	\$2,200,000
STP-Urban	\$4,241,238	\$2,666,717	\$666,679	\$3,333,396
TE *	\$0	\$0	\$0	\$0
Total	\$11,113,648	\$6,827,917	\$1,705,479	\$8,533,396

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$974,850	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$63,850,000	\$57,440,000	\$6,410,000	\$63,850,000
NHS	\$32,300,000	\$25,840,000	\$6,460,000	\$32,300,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$41,315	\$33,052	\$8,263	\$41,315
STP-Urban	\$4,368,510	\$3,127,000	\$781,750	\$3,908,750
TE *	\$0	\$0	\$0	\$0
Total	\$103,064,675	\$87,440,052	\$13,910,013	\$101,350,065

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$974,850	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$250,000	\$200,000	\$50,000	\$250,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$1,000	\$800	\$200	\$1,000
STP-Urban	\$3,920,429	\$3,127,000	\$781,750	\$3,908,750
TE *	\$0	\$0	\$0	\$0
Total	\$6,676,279	\$4,327,800	\$1,081,950	\$5,409,750

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

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ	\$2,622,839	\$2,098,251	\$524,588	\$2,622,839
HPP	\$15,400,000	\$15,400,000	\$0	\$15,400,000
IM	\$17,370,000	\$17,370,000	\$0	\$17,370,000
IMD	\$3,400,000	\$3,400,000	\$0	\$3,400,000
NHS	\$564,000	\$564,000	\$0	\$564,000
Rail	\$563,000	\$563,000	\$0	\$563,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$16,826,680	\$13,461,344	\$3,365,336	\$16,826,680
STP-State	\$14,917,760	\$12,246,208	\$2,671,552	\$14,917,760
STP-Urban	\$49,083,089	\$30,713,993	\$3,350,813	\$34,064,806
TE*	\$0			\$0
Total	\$121,997,368	\$96,816,796	\$10,162,289	\$106,979,085

FY 2012				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
IM	\$35,350,000	\$35,350,000	\$0	\$35,350,000
NHS	\$53,700,000	\$53,700,000	\$0	\$53,700,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Section 5307	\$16,803,214	\$13,370,571	\$3,432,643	\$16,803,214
STP-State	\$14,392,070	\$11,613,656	\$2,778,414	\$14,392,070
STP-Urban	\$27,815,598	\$21,266,676	\$2,561,082	\$23,827,758
TE*	\$0			\$0
Total	\$148,635,882	\$135,875,903	\$8,772,139	\$144,648,042

FY 2013				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,506,478	\$14,005,182	\$3,501,296	\$17,506,478
STP-Urban	\$18,357,253	\$14,362,382	\$1,226,657	\$15,589,039
Total	\$35,863,731	\$28,367,564	\$4,727,953	\$33,095,517

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,856,607	\$14,285,286	\$3,571,321	\$17,856,607
STP-Urban	\$17,529,275	\$11,584,798	\$597,856	\$12,182,654
Total	\$35,385,882	\$25,870,084	\$4,169,177	\$30,039,261

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,187,504	\$14,570,992	\$3,642,748	\$18,213,740
STP-Urban	\$20,173,278	\$16,120,588	\$2,888,748	\$19,009,336
Total	\$37,360,782	\$30,691,580	\$6,531,496	\$37,223,076

* 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.

**Northern KY/OKI FY 2012-2015 TIP;
Financial Plan**

FISCAL CONSTRAINT

SAFETEA-LU requires that the Transportation Improvement Program include a financial plan that demonstrates the TIP can be implemented with financial resources reasonably assumed to be available through the planning period. The development of the financial plan represents a comprehensive, cooperative and continuing planning process that includes ODOT, KYTC, INDOT and the local transit operators in the region.

FISCAL CONSTRAINT FOR OKI SUB-ALLOCATED FEDERAL FUNDS

An additional feature of the TIP is that the projects listed in the document are financially constrained. All highway and transit programs list associated funding sources and amounts that are needed to complete the projects. These sources include federal, state and local funds that have been committed to a project in a specific fiscal year. In some cases, matching funds may be available only in certain fiscal years and OKI works with sponsors to match up the needed federal funds with local funds in a required fiscal year.

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 2012 through 2015 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2012 through 2015. Transfers between OKI STP and CMAQ funds are completed during the period with all original amounts of funding returned to their respective funding levels.

Table 7 provides information on the fiscal constraint analysis for Northern Kentucky. Unlike the Ohio Department of Transportation, the Kentucky Transportation Cabinet only sub-allocates SNK (STP for Northern Kentucky) federal funds; the Cabinet does not pass through CMAQ or Enhancement funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2012 – 2015 TIP.

Table 8 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ and Highway Safety Improvement Program (HSIP) federal funds to the MPO's in Indiana. Beginning in fiscal year 2012, INDOT will sub-allocate Transportation Enhancement federal funds to the MPO's. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2012 – 2015.

Table 6 Ohio OKI Sub-allocated Funds
FY 2012 - 2015 TIP Fiscal Constraint

Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	Comments
2011	Current Budget	\$56,033,006	\$14,879,226	\$1,633,974	
	Encumbered To Date	\$1,224,592	\$1,210,606	\$149,469	
	Remaining Project Demand	<u>\$37,276,917</u>	<u>\$6,229,050</u>	<u>\$1,457,768</u>	
	Projected Carry Over	\$17,531,497	\$7,439,570	\$26,737	
2012	Current Budget	\$20,296,354	\$10,833,507	\$2,029,635	
	FY 11 Carry Forward	<u>\$17,531,497</u>	<u>\$7,439,570</u>	<u>\$26,737</u>	
	Available 2012 Budget	\$37,827,851	\$18,273,077	\$2,056,372	
	Project Demand	<u>\$26,953,804</u>	<u>\$14,545,870</u>	<u>\$1,781,800</u>	
	Shortfall/Balance	\$10,874,047	\$3,727,207	\$274,572	
	SAC Budget transactions	\$0	\$0	\$0	
	Revised Available Budget	\$37,827,851	\$18,273,077	\$2,056,372	
Carry Over	\$10,874,047	\$3,727,207	\$274,572		
2013	Current Budget	\$21,138,855	\$11,158,513	\$2,090,524	
	FY 12 Carry Forward	<u>\$10,874,047</u>	<u>\$3,727,207</u>	<u>\$274,572</u>	
	Available 2013 Budget	\$32,012,902	\$14,885,720	\$2,365,096	
	Project Demand	<u>\$25,158,275</u>	<u>\$20,081,420</u>	<u>\$572,000</u>	
	Shortfall/Balance	\$6,854,627	(\$5,195,700)	\$1,793,096	STP funds transferred to CMAQ funds in FY 2013
	SAC Budget transactions	(\$5,195,700)	\$5,195,700	\$0	
	Revised Available Budget	\$26,817,202	\$20,081,420	\$2,365,096	
Carry Over	\$1,658,927	\$0	\$1,793,096		
2014	Current Budget	\$21,532,402	\$11,493,268	\$2,153,240	
	FY 13 Carry Forward	<u>\$1,658,927</u>	\$0	<u>\$1,793,096</u>	
	Available 2014 Budget	\$23,191,329	\$11,493,268	\$3,946,336	
	Project Demand	<u>\$30,537,627</u>	<u>\$5,306,889</u>	\$0	
	Shortfall/Balance	(\$7,346,298)	\$6,186,379	\$3,946,336	CMAQ and TE funds transferred to STP funds in FY 2014
	SAC Budget transactions	\$7,346,298	(\$6,186,379)	(\$1,159,919)	
	Revised Available Budget	\$30,537,627	\$5,306,889	\$2,786,417	
Carry Over	\$0	\$0	\$2,786,417		
2015	Current Budget	\$22,178,374	\$11,838,066	\$2,217,837	
	FY 14 Carry Forward	<u>\$0</u>	<u>\$0</u>	<u>\$2,786,417</u>	
	Net 2014 Budget	\$22,178,374	\$11,838,066	\$5,004,254	
	Project Demand	<u>\$15,226,853</u>	<u>\$9,508,987</u>	<u>\$0</u>	
	Shortfall/Balance	\$6,951,521	\$2,329,079	\$5,004,254	
	SAC Budget transactions	(\$2,150,558)	\$990,679	\$1,159,919	STP funds transferred to STP and TE funds in FY 2015
	Revised Available Budget	\$20,027,776	\$12,828,745	\$6,164,173	
Carry Over	\$4,800,923	\$3,319,758	\$6,164,173		

Table 7 Kentucky OKI Sub-allocated Funds
FY 2012 - 2015 TIP Fiscal Constraint

Year		SNK	Comments
2011	Current Budget	\$17,513,934	6-403.00 (D)-\$396,000; 6-405.00 (D)-\$100,000; 6-406.00 (D)-\$152,000; 6-1041 (Ozone)-\$22,256;
	Project Demand	\$15,821,805	6-400.06 (RS)-\$44,800; 6-401.06 (FIAM)-\$55,906; 6-193.03 (C)-\$15,360,000
	Projected Carry Over	\$1,692,129	Recovered highway funds-\$186,195
2012	Current Budget	\$5,360,000	6-406.00 (C)-\$1,416,000; Edgewood LED (C)-\$50,960; 6-405.00 (C)-\$100,000
	FY 11 Carry Forward	<u>\$1,692,129</u>	6-400.07 (RS)-\$50,000; 6-401.07 (PIng.)-\$95,000
	Available 2012 Budget	\$7,052,129	
	Project Demand	<u>\$1,686,960</u>	
	Shortfall/Balance	\$5,365,169	
Carry Over	\$5,365,169		
2013	Current Budget	\$3,000,000	6-403.00 (C)-\$935,759; 6-405.00 (C)-\$4,650,000; Dudley Rd. (C)-\$1,207,100
	FY 12 Carry Forward	<u>\$5,365,169</u>	6-400.08 (RS)-\$44,000; 6-401.08 (PIng.)-\$81,000
	Available 2013 Budget	\$8,365,169	
	Project Demand	<u>\$6,992,859</u>	
	Shortfall/Balance	\$1,372,310	
Carry Over	\$1,372,310		
2014	Current Budget	\$3,000,000	6-400.09 (RS)-\$44,000; 6-401.09 (PIng.)-\$81,000
	FY 13 Carry Forward	<u>\$1,372,310</u>	
	Available 2014 Budget	\$4,372,310	
	Project Demand	<u>\$100,000</u>	
	Shortfall/Balance	\$4,272,310	
Carry Over	\$4,272,310		
2015	Current Budget	\$3,000,000	6-400.10 (RS)-\$44,000; 6-401.10 (PIng.)-\$81,000
	FY 14 Carry Forward	<u>\$4,272,310</u>	
	Net 2014 Budget	\$7,272,310	
	Project Demand	<u>\$100,000</u>	
	Shortfall/Balance	\$7,172,310	
Carry Over	\$7,172,310		

Table 8 Indiana OKI Sub-allocated Funds
FY 2012 - 2015 TIP Fiscal Constraint

Year		STP	CMAQ	TE	HSIP
2011	Available Funds	\$710,763	\$843,628	\$0	\$62,225
	Project Demand	\$594,204	\$646,545	\$0	\$48,600
	Projected Carry Over	\$116,559	\$197,083	\$0	\$13,625
2012	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 11 Carry Forward	<u>\$116,559</u>	<u>\$197,083</u>	<u>\$0</u>	<u>\$13,625</u>
	Available 2012 Budget	\$212,165	\$328,018	\$9,561	\$24,952
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$212,165	\$328,018	\$9,561	\$24,952
	Carry Over	\$212,165	\$328,018	\$9,561	\$24,952
2013	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 12 Carry Forward	<u>\$212,165</u>	<u>\$328,018</u>	<u>\$9,561</u>	<u>\$24,952</u>
	Available 2013 Budget	\$307,771	\$458,953	\$19,122	\$36,279
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$307,771	\$458,953	\$19,122	\$36,279
	Carry Over	\$307,771	\$458,953	\$19,122	\$36,279
2014	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 13 Carry Forward	<u>\$307,771</u>	<u>\$458,953</u>	<u>\$19,122</u>	<u>\$36,279</u>
	Available 2014 Budget	\$403,377	\$589,888	\$28,683	\$47,606
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$403,377	\$589,888	\$28,683	\$47,606
	Carry Over	\$403,377	\$589,888	\$28,683	\$47,606
2015	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 14 Carry Forward	<u>\$403,377</u>	<u>\$589,888</u>	<u>\$28,683</u>	<u>\$47,606</u>
	Net 2014 Budget	\$498,983	\$720,823	\$38,244	\$58,933
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$498,983	\$720,823	\$38,244	\$58,933
	Carry Over	\$498,983	\$720,823	\$38,244	\$58,933

FISCAL CONSTRAINT FOR FEDERAL FUNDS ALLOCATED TO THE STATES

The majority of projects shown in the highway section of the TIP are financed through ODOT, KYTC and INDOT managed funding sources. The fiscal constraint analyses for these projects are recorded in the State Transportation improvement Programs (STIP) for each of these states.

Tables 9A, 9B and 9C provides a listing of programmed highway projects by funding category for the highway projects in Ohio, Kentucky and Indiana.

FISCAL CONSTRAINT FOR FUNDS ALLOCATED TO TRANSIT AGENCIES

There are six transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, Middletown Transit System, SORTA, TANK and Warren County Transit System. In addition, OKI acts as the designated recipient for Job Access/Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) federal funds allocated to the Cincinnati urbanized area. Anticipated funds for these programs are shown in the OKI table within the transit TIP tables. In addition, all of the transit agencies have transit tables that illustrate anticipated funds and projects from FY 2012-2015. An entry for the Specialized Transportation program (FTA Section 5310) is listed in the Ohio Line Items section of the TIP. Since funds are not sub-allocated to the regions in Ohio, no cost is shown in the listing.

The fiscal constraint analysis for Specialized Transportation projects in Ohio is shown in the Financial Analysis of the State Transportation Improvement program for FY 2012-2015. OKI is not involved with the Specialized Transportation program in Kentucky or Indiana. JARC and New Freedom funds are competitively selected and receive funding after it is made available to the Cincinnati urbanized area. As the designated recipient, OKI will ensure that funding for these two programs will not exceed the amount of funds available.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for the four transit agencies in the Cincinnati urbanized area. While the SORTA projects appear to be higher than their allocation, a portion of these funds are received on the behalf of Butler County RTA and Clermont Transportation Connection to operate express service in their service areas. In addition, the second table lists all transit projects by funding category planned during the four year time horizon of the TIP.

**Owensboro FY 2011-2016 TIP;
Financial Plan**

INTRODUCTION

The organization outlined on the previous pages is the framework within which the Owensboro – Daviess County MPO conducts the urban transportation planning process. An important part of this process is the Owensboro - Daviess County 2040 Metropolitan Transportation Plan (MTP), and Transportation Improvement Program, FY 2011- 2016 (TIP). The MTP is a statement, expressed in terms of capital projects, of the transportation system required to serve the forecast travel demand for some specified future year. Capacity-enhancing projects in this and in future versions of the TIP must arise from the MTP.

The TIP is the compilation of all publicly assisted transportation projects, including both highway and transit elements, constrained to available funding levels. It is the MPO's program for transportation improvement, the mechanism by which the city and county, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner. Upon adoption by the MPO Policy Committee it becomes a policy document, directing the flow of transportation improvements in the urban area.

Inclusion in the TIP is a prerequisite for federal funding assistance. Any project must be included in it in order to receive federal authorization in the current year. Once authorized, that particular phase need not be included in any future TIPs. Highway projects are customarily divided into design (D), right-of-way acquisition (R), utility relocation (U), and construction (C). These phases are staged out over a period of years, and advance with the project's actual progress. Since the construction is the final step, the project is no longer included in the TIP after it has been awarded for construction. For transit projects, the project is removed as soon as the Federal Transit Administration approves the grant.

Highway projects can be added or removed at the request of the Policy Committee. This sometimes occurs as the MPO revises its priorities. The MPO Policy Committee acts on a resolution amending the TIP to modify existing projects or add new projects to the TIP from the MTP. This process is limited for completely new projects, as all projects in the TIP must be derived from the currently approved MTP.

Updates to the Owensboro MPO TIP begin with identifying the MPO's goals and objectives. The SAFETEA - LU established eight planning factors to consider when identifying future transportation needs, corridor Plans/Special Studies: 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; 2) Increase the safety and security of the transportation system for motorized and non-motorized users; 3) Increase the accessibility and mobility options available to people and to freight; 4) Protect and enhance the environment, promote energy conservation, and improve quality of life; 5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight; 6) Promote efficient system management and operation through the development of a congestion management plan; and 7) Emphasize the preservation of the existing transportation system; and 8) Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Although all the planning factors are considered, the Owensboro MPO has chosen the following three planning factors as the region's primary transportation goals and objectives when prioritizing projects: economic vitality, safety and security, and system preservation.

PROJECT TYPES AND PROJECT FUNDS CLASSIFICATION

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the recently adopted Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), and are abbreviated as follows:

CMAQ = Federal Congestion Mitigation and Air Quality

SAF = Federal Safety

STP = Federal Surface Transportation

BRO = Fed. Bridge Replacement on Federal System

BRX = Fed. Bridge Replacement off Federal System

HPP = High Priority Projects

NH = Federal National Highway System

TE = Federal Transportation Enhancement Projects

STP = Federal Surface Transportation; Any Project

SP = State Project

LOCAL = City of Owensboro and/or Daviess County

FTA = Federal Transit Administration

KYTC = Kentucky Transportation Cabinet

CITY = City of Owensboro

HUD = Housing and Urban Development

TCSP = Transportation & Community System Preservation Funds

SR2S = Safe Routes to School

The Transportation Improvement Program (TIP) outlines transportation projects involving federal funds, which local officials and agencies believe are necessary for a planned, orderly and efficient transportation network in the Owensboro urban area. These projects represent the desires of Owensboro and Daviess County for developing highway, airport, riverport and transit projects. The preparation of the TIP was advertised in accordance with the adopted MPO Participation Plan to afford an opportunity for public comment. A number of these projects rely upon federal and state funds; however, many are supported with local funds. Projects are prioritized by year in the TIP tables. The highest priority projects are those listed in the Annual Element of the TIP, and are recognized by fiscal year priority for non-Annual Element projects. A brief description of the type of projects presented in the TIP, by table, appears below:

Table 1: Highway Major Construction Projects

Outlines major new highway construction projects scheduled for implementation during the next six years, which are in conformance with the Metropolitan Transportation Plan for the urban area.

Table 2: Traffic Operation Projects

Outlines improvements needed to improve traffic mobility and safety in the urban area.

Table 3: Highway Reconstruction Projects

Lists streets which are in need of reconstruction and improvement to upgrade these structures to arterial/collector standards.

Table 4: Highway Intersection Projects

Outlines intersection projects designed to improve traffic safety and mobility.

Table 5: Highway Maintenance Projects

Outlines highway maintenance projects.

Table 6: Transit Capital Assistance Projects

Outlines capital improvements projects proposed for the Owensboro Transit System, through federal funding assistance from the Federal Transit Administration (FTA).

Table 7: Transit Operating Assistance Projects

Outlines a projection of funds to be requested from FTA to assist the City of Owensboro in meeting the net operating costs involved in providing transit service.

Table 8: Special Funding Projects

Outlines the transportation enhancement and special funding projects.

Grouped Projects: list of possible projects that can be incorporated based on statewide priorities. Such are usually non-controversial and produce negligible impacts to air quality.

The projects listed under FY 2011 category are considered as the Annual Element of the Transportation Improvement Program.

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 \$18.6 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 \$1.5 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 \$1.5 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 \$18 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 MTP.

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 MTP.

Appendix 1 – Fiscal Constraint

Table 1 – Major Highway Construction

Project	Cost	Funding	Fiscal Constraint Explanation
US 60 Bypass Extension GR-02-0001	\$36,432	HPP/NH/STP	Not Included - due to being federal earmark
Southtown Blvd (KY 2121) GR-02-0003	\$16,230	SP	Not Included - state project listed only for information
Southtown Blvd GR-02-0031	\$10,012	Local	Not Included – local project by developer
Fairview Drive Extension GR-02-0021	\$6,400	Local	Not Included – local project by developer
KY 54 Right-of-Way and Utilities Phase GR-02-0012	\$24,740	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. A portion of the US 60 Bypass Extension added costs are due to addition revenue expected from the transportation economic stimulus package.

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	\$1,721	Local	Not Included City Funded
Panther Creek Bridge GR-02-0050	\$630	BRX	Included in fiscal constraint
Blackford Creek Bridge GR-02-0065	\$1,280	BRX	Included in fiscal constraint
Panther Creek Bridge GR-02-0076	\$130	SP	Not Included – state project listed only for information
Grimes Avenue Extension GR-020071	\$1,800	Local	Not Included City Funded

There is a total of \$1,910,000 included in the fiscal constraint portion of the TIP.

Table 4 – Highway Intersection Projects

KY 81/KY 56/ Worthington Road Roundabout GR-02-0014	\$2,690,000	CMAQ	Included in fiscal constraint
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There is a total of \$2,690,000 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
US 2155 Bridge Rehab GR-02-0077	\$3,000	KYD	Included in fiscal constraint

There is \$5,500,000 included in the fiscal constraint.

Table 6 – Transit Capital Projects

According to Tables 6, 6a, and 6b, the transit capital projects are expected to cost, \$13,183,000.

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 pages 18 thru 23, the following is broken out:

STP funds	\$1,208	Included in fiscal constraint
TE funds	\$858	Included in fiscal constraint
SRTS funds	\$218	Included in fiscal constraint
CMAQ funds	\$572	Included in fiscal constraint
Safe Routes to School	\$218	Included in fiscal constraint
Waterfront Development	\$34,555	Not included in fiscal constraint ***
Recreational Trails	\$25	Included in fiscal constraint

*** Local Match included in total cost

The total of projects included in fiscal constraint is \$3,099,000 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	\$51,259,000
Highway Costs	<u>\$37,061,000</u>
	\$14,198,000

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of \$14,198,000.

Fiscal Constraint – Transit

The Owensboro Transit System is expected to receive \$250,000 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	\$8,981,000
Transit Costs	\$8,981,000

The MPO demonstrates fiscal constraint for the local transit system.

**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	\$0	\$166,811	\$0
SRTS	\$248,575	\$248,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$248,575	\$0	\$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	\$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	\$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.**