

**Operations and Maintenance Costs
MPO Areas**

**Bowling Green FY 2016-2020 TIP;
Financial Plan**

**Cincinnati-Northern KY FY 2016-2019 TIP;
Financial Plan**

**Clarksville-Oak Grove FY 2014-2017 TIP;
Financial Plan**

**Evansville-Henderson FY 2016-2019 TIP;
Financial Plan**

**Huntington-Ashland-Ironton FY 2016-2019 TIP
Financial Plan**

**Lexington FY 2013-2016 TIP;
Financial Plan**

**Louisville FY 2015-2018 TIP;
Financial Plan**

**Owensboro FY 2014-2019 TIP;
Financial Plan**

**Radcliff/Elizabethtown FY 2013-2018 TIP;
Financial Plan**

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

MPO	Operations and Maintenance Costs from KYTC Audit Reports by Fiscal Year											11-Year Total	County Average	MPO Average*	Projected Operations and Maintenance Costs		
	Counties	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014				2015	2017	2018
Ashland	Boyd	1.8	1.6	1.6	1.7	2.5	2.7	2.6	2.2	1.6	1.6	2.2	4.2	4.3	4.4	4.6	
	Greenup	1.6	1.5	2.1	1.7	2.0	2.6	2.6	2.0	1.5	1.8	3.1					
Bowling Green	Warren	3.4	4.3	4.8	4.0	4.3	4.9	5.4	4.8	4.9	5.5	5.1	4.8	4.9	5.1	5.2	
Cincinnati-Northern Kentucky	Boone	4.0	4.0	5.0	4.4	5.9	6.7	7.9	6.4	7.0	7.2	6.5	13.6	14.0	14.5	14.9	
	Campbell	1.8	3.1	3.2	3.0	2.6	3.0	3.5	2.1	2.3	4.1	3.0					
	Kenton	3.0	2.5	4.8	4.4	3.5	4.3	4.8	5.4	4.2	5.7	6.0					
Clarksville	Christian	2.5	3.1	2.9	3.2	4.3	4.3	4.0	5.4	5.0	4.4	5.3	0.3	0.4	0.4	0.4	
	Henderson	1.8	1.9	2.4	2.6	3.4	3.7	3.1	2.6	3.1	2.7	3.3	2.9	2.9	3.0	3.1	
Lexington	Fayette	3.6	6.3	3.7	4.4	7.5	8.2	7.3	5.1	6.0	6.8	4.2	7.4	7.6	7.9	8.1	
	Jessamine	0.8	0.9	1.8	1.7	1.4	1.5	2.4	1.5	1.3	1.3	1.4					
Louisville	Bullitt	3.6	2.2	1.9	1.9	3.5	2.9	2.7	3.5	2.4	2.7	2.2	23.6	24.3	25.1	25.8	
	Jefferson	13.1	14.8	15.3	23.0	15.7	21.9	18.7	20.8	18.9	20.8	18.0					
	Oldham	1.8	2.0	1.8	1.8	2.0	2.2	1.9	2.0	1.9	2.1	2.1					
Owensboro	Daviess	2.4	2.2	2.4	2.4	3.8	4.5	4.9	3.2	4.2	4.3	4.9	3.7	3.8	3.9	4.0	
Elizabethtown	Hardin	4.2	3.5	4.1	3.5	4.6	3.5	4.9	3.8	7.6	7.5	7.0	6.5	6.7	6.9	7.1	
	Meade	1.3	1.2	1.3	1.1	1.3	1.1	1.4	1.2	1.5	2.0	1.7					
TOTALS		50.8	55.1	59.1	64.8	68.3	78.0	78.1	72.0	73.2	80.5	76.0	67.0	69.0	71.0	73.2	

*Clarksville MPO average was estimated by multiplying the average maintenance expense for Christian County by the ratio of the number of functionally classified lane-miles in the Kentucky portion of the MPO to the number of functionally classified lane-miles in Christian County.

**Bowling Green FY 2016-2020 TIP
Financial Plan**

Quality Standards (NAAQS) for wide-spread pollutants from numerous and diverse sources considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The Clean Air Act requires periodic review of the science upon which the standards are based and the standards themselves (<http://www.epa.gov/ttn/naaqs/>).

In November 2014, EPA recommended strengthening the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, based on extensive scientific evidence about ozone's effects. EPA proposes to lower the standard from the current value of 0.075 ppm to a value within the range of 0.060 ppm to 0.070 ppm.

Areas will have two years after official designations are made to show conformity. It is also proposed that the designations be based on data collected during the three-year period 2014 - 2016. Based on 2012 - 2014 data for the Bowling Green area (the most current three-year period for which data is available), if the standard is set at 0.070 ppm, the area would have no air quality conformity issues. If the standard is set at 0.065 ppm, then Warren and Edmonson Counties may be designated as nonattainment. If the standard is set at 0.060 ppm, then Warren, Edmonson, and Simpson Counties may be designated as nonattainment.

Financial Constraint

Transportation planning regulations require 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 KYTC and the State Legislature. The roadway projects included in this TIP have been coordinated with the projects included in the KYTC 2014 Highway Plan as approved by the 2014 Kentucky General Assembly. All projects included in the TIP are also a part of the MTP. Thus, the 2016-2020 TIP projects have undergone the same prioritization process used to rank projects in the MTP.

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 *page 6*.

The specific projects shown in the Project Listing tables beginning on *page 13* have been identified by KYTC, along with associated programmed or planned revenue source and schedule

in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. 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, KYTC, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The table on *page 7* 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).

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 Moving Ahead for Progress in the 21st Century Act (*MAP-21*) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307 – Capital Projects and Operating Assistance for Transit Systems

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

BRO – Federal Bridge Replacement on Federal System

BRX – Federal Bridge Replacement off Federal System

BRZ – Federal Bridge Replacement Local System

HES – Hazard Elimination System

HPP – High Priority Projects

HSIP – Highway Safety Improvement Program

IM – Interstate Maintenance

KYD – Demonstration Funds to Kentucky

NH – Federal National Highway System

NHPP – National Highway Performance Program

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

SAF – Federal Safety Funds

STP – Surface Transportation Program

TAP – Transportation Alternatives Program

State Programs

SP – State Construction Funds

SPB – State Bonds

SPP – State Construction High Priority

TABLE 1 SUMMARY OF HIGHWAY FUNDING TYPES Bowling Green-Warren County MPO Transportation Improvement Program FY 2016-2020												
Funding Type	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		TIP Total	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BRO					\$5,850,000	\$5,850,000					\$5,850,000	\$5,850,000
BRZ	\$635,000	\$635,000									\$635,000	\$635,000
FTA	\$1,384,000	\$1,384,000	\$1,464,000	\$1,464,000	\$1,534,000	\$1,534,000	\$1,609,000	\$1,609,000	\$1,684,000	\$1,684,000	\$7,675,000	\$7,675,000
IM	\$18,000,000	\$18,000,000									\$18,000,000	\$18,000,000
NH	\$800,000	\$800,000	\$3,950,000	\$3,950,000	\$700,000	\$700,000	\$7,800,000	\$7,800,000	\$5,000,000	\$5,000,000	\$18,250,000	\$18,250,000
SAF	\$430,000	\$430,000									\$430,000	\$430,000
SPP			\$11,250,000	\$11,250,000							\$11,250,000	\$11,250,000
TOTAL	\$21,249,000	\$21,249,000	\$16,664,000	\$16,664,000	\$8,084,000	\$8,084,000	\$9,409,000	\$9,409,000	\$6,684,000	\$6,684,000	\$62,090,000	\$62,090,000

**Cincinnati-Northern KY FY 2016-2019 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

Fiscal Constraint for Federal Funds Allocated to the OKI Region

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 the needed federal funds with local funds in a required fiscal year.

In Ohio, ODOT allocates STP and TAP federal funds to OKI for the fiscal years covered by the current TIP. Table 4 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2016 through 2019 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2016 through 2019. Transfers between OKI STP and TAP funds are completed during the period with all original amounts of funding returned to their respective funding levels. The Ohio CMAQ program is now a statewide program for the MPO's and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

Table 5 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates SNK and TAP federal funds; the Cabinet does not pass through CMAQ funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The 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 2016 – 2019 TIP.

Table 6 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ, HSIP and TAP federal funds to the MPO's in Indiana. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2016 – 2019.

Table 4
OKI FY 2016 - 2019 STIP Fiscal Analysis as of 3/18/2015

Fund Type	SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates
Federal Flexible															
STIP	\$14,264,170	\$0	\$14,264,170	\$0	\$14,733,379	\$6,299,749	\$0	\$6,299,749	\$2,159,117	\$0	\$2,159,117	\$0	\$17,456,351	\$0	\$17,456,351
STIP/Sale Routes to School	\$377,500	\$0	\$377,500	\$0	\$157,300	\$0	\$0	\$157,300	\$0	\$0	\$0	\$0	\$534,800	\$0	\$534,800
National Highway Performance	\$23,525,610	\$0	\$23,525,610	\$0	\$22,501,109	\$24,487,854	\$0	\$24,487,854	\$15,246,070	\$0	\$15,246,070	\$0	\$70,514,573	\$0	\$70,514,573
Interstate Maintenance	\$5,433,386	\$0	\$5,433,386	\$0	\$38,611,763	\$3,411,540	\$0	\$3,411,540	\$15,246,070	\$0	\$15,246,070	\$0	\$67,707,709	\$0	\$67,707,709
National Highway System	\$14,593,144	\$0	\$14,593,144	\$0	\$151,473,954	\$3,297,360	\$0	\$3,297,360	\$0	\$0	\$0	\$0	\$109,364,438	\$0	\$109,364,438
Bridge	\$4,370,800	\$0	\$4,370,800	\$0	\$3,707,549	\$0	\$0	\$3,707,549	\$0	\$0	\$0	\$0	\$9,076,349	\$0	\$9,076,349
CMAQ	\$1,856,000	\$0	\$1,856,000	\$0	\$2,078,339	\$1,078,000	\$0	\$1,078,000	\$0	\$0	\$0	\$0	\$8,887,067	\$0	\$8,887,067
Highway Safety Improvement	\$18,925,715	\$0	\$18,925,715	\$0	\$2,924,728	\$0	\$0	\$2,924,728	\$0	\$0	\$0	\$0	\$26,883,211	\$0	\$26,883,211
Canoe Bond Fund 05-11 AC	\$4,842,596	\$0	\$4,842,596	\$0	\$66,844,000	\$0	\$0	\$66,844,000	\$0	\$0	\$0	\$0	\$71,286,596	\$0	\$71,286,596
SB Loan Fund 212.11 AC	\$0	\$0	\$0	\$0	\$712,500	\$683,500	\$0	\$683,500	\$657,500	\$0	\$657,500	\$0	\$2,047,500	\$0	\$2,047,500
Redistributed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Appropriation Changes Needed															
Un-Assigned Federal	\$1,151,627	\$0	\$1,151,627	\$0	\$2,607,100	\$4,213,200	\$0	\$4,213,200	\$38,557,630	\$0	\$38,557,630	\$0	\$46,579,557	\$0	\$46,579,557
Un-Assigned Federal Labor	\$99,526	\$0	\$99,526	\$0	\$21,600	\$421,319	\$0	\$421,319	\$1,678,736	\$0	\$1,678,736	\$0	\$2,721,191	\$0	\$2,721,191
Not Grouped	\$0	\$0	\$0	\$0	\$268,000	\$0	\$0	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals Federal Flexible	\$84,790,084	\$0	\$84,790,084	\$0	\$314,249,628	\$298,935,106	\$0	\$298,935,106	\$47,412,652	\$0	\$47,412,652	\$0	\$506,506,362	\$0	\$506,506,362
MPO Sub-allocated STIP Funds - SAC 4T47															
STIP (4T47)	\$70,410,958	\$5,980,566	\$76,391,524	\$2,870,997	\$20,237,872	\$17,366,875	\$20,237,102	\$4,572,515	\$24,795,617	\$3,987,316	\$16,720,970	\$0	\$1,080,118	\$3,694,768	\$4,774,837
Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
National Highway System	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Non-Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Tap/Enhancements	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
OKI Sub-Total	\$70,410,958	\$5,980,566	\$76,391,524	\$2,870,997	\$20,237,872	\$17,366,875	\$20,237,102	\$4,572,515	\$24,795,617	\$3,987,316	\$16,720,970	\$0	\$1,080,118	\$3,694,768	\$4,774,837
MPO "Statewide" CMAQ Funds - SAC 4T87															
CMAQ (4T87)	\$9,734,966	\$0	\$9,734,966	\$9,298,968	\$6,517,391	\$5,298,968	\$6,517,391	\$6,517,391	\$5,998,958	\$0	\$5,998,958	\$0	\$35,945,283	\$0	\$35,945,283
Un-Assigned Federal	\$0	\$0	\$0	\$0	\$2,400,000	\$2,000,000	\$2,400,000	\$2,400,000	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0
MPO Sub-Total	\$9,734,966	\$0	\$9,734,966	\$9,298,968	\$8,917,391	\$7,298,968	\$8,917,391	\$8,917,391	\$7,998,958	\$0	\$7,998,958	\$0	\$35,945,283	\$0	\$35,945,283
MPO Sub-allocated Enhancement Funds - SAC 4T57															
Tap/Enhancement	\$7,061,786	\$1,545,786	\$8,607,572	\$1,001,876	\$2,061,786	\$3,063,612	\$2,061,786	\$653,036	\$1,408,750	\$2,061,786	\$498,680	\$8,247,143	\$7,760,101	\$5,487,047	\$5,487,047
STIP	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
MPO Sub-Total	\$7,061,786	\$1,545,786	\$8,607,572	\$1,001,876	\$2,061,786	\$3,063,612	\$2,061,786	\$653,036	\$1,408,750	\$2,061,786	\$498,680	\$8,247,143	\$7,760,101	\$5,487,047	\$5,487,047
MPO Sub-allocated Planning STIP Funds - SAC 4T07															
STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
MPO Sub-Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Sub-allocated Planning CMAQ Funds - SAC 4T67															
CMAQ	\$510,233	\$74,406	\$584,639	\$510,233	\$416,134	\$416,134	\$416,134	\$416,134	\$419,321	\$0	\$419,321	\$1,855,921	\$74,406	\$1,930,327	\$1,930,327
Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	N/A	\$0	\$0
MPO Sub-Total	\$510,233	\$74,406	\$584,639	\$510,233	\$416,134	\$416,134	\$416,134	\$416,134	\$419,321	\$0	\$419,321	\$1,855,921	\$74,406	\$1,930,327	\$1,930,327
OKI MPO Sub-Total	\$32,717,943	\$4,973,928	\$37,691,871	\$32,108,809	\$203,123	\$32,311,932	\$31,613,413	\$4,595,252	\$36,200,665	\$30,600,301	\$5,550,422	\$25,137,879	\$127,128,465	\$4,231,882	\$131,350,347

Table 4 (Continued)
OKI FY 2016 - 2019 STIP Fiscal Analysis as of 3/18/2015

Fund Type	SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
	Budget	Estimates	Est'd Bal	Budget	Estimates	Est'd Bal	Budget	Estimates	Est'd Bal	Budget	Estimates	Est'd Bal	Budget	Estimates	Est'd Bal
State/Local Match Program 002/042/Labor/Local Match															
State Funds (002)	\$49,628,023	\$49,628,023	50	\$57,040,786	\$57,040,786	50	\$13,410,265	\$13,410,265	50	\$11,822,823	\$11,822,823	50	\$131,901,394	\$131,901,394	50
State Bonds	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Labor - State Match	\$6,399,409	\$6,399,408	50	\$3,814,467	\$3,814,467	50	\$1,004,242	\$1,004,242	50	\$679,462	\$679,462	50	\$11,897,579	\$11,897,579	50
Labor - Local Match	\$313,127	\$313,127	50	\$360,788	\$360,788	50	\$99,275	\$99,275	50	\$773,140	\$773,140	50	\$773,140	\$773,140	50
Local Match	\$44,031,882	\$44,031,882	50	\$23,846,876	\$23,846,876	50	\$15,994,874	\$15,994,874	50	\$10,459,735	\$10,459,735	50	\$93,633,317	\$93,633,317	50
Grand Totals State/Local/GRF	\$100,372,440	\$100,372,440	50	\$85,062,367	\$85,062,367	50	\$29,808,606	\$29,808,606	50	\$27,962,017	\$27,962,017	50	\$238,705,430	\$238,705,430	50
Sub-Totals Fed Hwy/State/ Local Match (above)	\$185,162,524	\$185,162,524	50	\$399,311,995	\$399,311,995	50	\$77,221,758	\$77,221,758	50	\$83,284,015	\$83,284,015	50	\$744,711,792	\$744,711,792	50
Other Federal															
Exemptions/High Priority	50	50	50	\$703,176	\$703,176	50	\$1,532,000	\$1,532,000	50	\$1,735,176	\$1,735,176	50	\$1,735,176	\$1,735,176	50
Appalachian Highways	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Highway Planning (2%)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
TAP/Enhancements	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
TAP/Sale Routes to School	\$5,000	\$5,000	50	50	50	50	50	50	50	50	50	50	\$5,000	\$5,000	50
Forest Highways	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Metro Planning	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
RH Hazard Elimination	\$8,000,000	\$8,000,000	50	50	50	50	50	50	50	50	50	50	\$8,000,000	\$8,000,000	50
Trans. & Com Sys Pres (TCSP)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
National Historic Covered Bridge	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
National Corridor Boarder	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Natl Cor. Planning & Dev (MCPD)	50	50	50	\$274,074	\$274,074	50	50	50	50	\$274,074	\$274,074	50	\$274,074	\$274,074	50
Other Federal	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Sub-Totals	\$8,005,000	\$8,005,000	50	\$477,250	\$477,250	50	\$477,250	\$477,250	50	\$1,532,000	\$1,532,000	50	\$10,014,750	\$10,014,750	50
Federal Discretionary															
Emergency Relief	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Scenic Byway	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Ferry Boat	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Sub-Totals Discretionary Programs	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Grand Totals FHWA	\$275,685,467	\$275,685,467	\$431,420,804	\$416,309,405	\$416,309,405	\$203,123	\$109,311,923	\$113,907,173	\$115,504,316	\$115,504,316	\$109,953,894	\$81,854,507	\$4,271,887	\$886,076,369	\$886,076,369

**Table 5 Kentucky OKI Sub-allocated Funds
FY 2016 - 2019 TIP Fiscal Constraint**

Year		SNK	Comments
2015	Current Budget	\$16,191,120	6-400.10 (Rideshare)--\$45,061; 6-401.10F-\$15,838 6-401.10A (A/Q)--\$63,079;6-401.10L (LU)--\$60,857
	Project Demand	\$8,961,803	6-412 (R)--\$750,000 (U)--\$600,000 (C)--\$2,750,000; 6-415 (C)--\$1,000,000, 6-416 (R)\$117,400 (U) \$40,000; 6-417 (D) \$210,000 6-418 (C) -\$1,280,508; 6-421 (C) \$481,600 6-422 (D)-\$46,481 (R) -\$50,000 (U)-\$65,519 6-424 (C) -\$102,400; 6-425 (U)-\$25,000
	Projected Carry Over	\$7,229,317	6-426 (C)-\$1,207,100; 6-701 (C)-\$50,960
2016	Current Budget	\$4,200,000	6-401.16R (Rideshare)--\$45,061; 6-401.16F-\$15,838 6-401.16A (A/Q)--\$19,660; 6-401.16L (LU)--\$62,757
	FY 15 Carry Forward Available 2016 Budget	<u>\$7,229,317</u> \$11,429,317	6-415 (U)-\$500,000; 6-416 (C) -\$528,000 6-419 (R) -\$400,000 (U)-\$800,000
	Project Demand	<u>\$5,287,830</u>	6-422 (C) -\$524,640; 6-423 (D)-\$120,000
	Shortfall/Balance	\$6,141,487	6-425 (C) -\$527,000; 6-427 (D)-\$104,874 6-700 (C) -\$1,640,000
	Carry Over	\$6,141,487	
2017	Current Budget	\$4,200,000	6-401.17R (Rideshare)--\$45,061 6-401.17A (A/Q)--\$19,660; 6-401.17 LU--\$64,708
	FY 16 Carry Forward Available 2017 Budget	<u>\$6,141,487</u> \$10,341,487	6-401.17F (FIAM)--\$15,838; 6-415 (CON)--\$3,000,000 6-417 (C)--\$2,366,717; 6-419 (C) -\$3,080,000
	Project Demand	<u>\$9,917,036</u>	6-423 (R) - \$200,000, (U)-\$120,000
	Shortfall/Balance	\$424,451	6-427 (C) -\$1,005,052
	Carry Over	\$424,451	
2018	Current Budget	\$4,200,000	6-401.18R (Rideshare)--\$45,061 6-401.17A (A/Q)--\$19,660; 6-401.17 LU--\$66,714
	FY 17 Carry Forward Available 2018 Budget	<u>\$424,451</u> \$4,624,451	6-401.18F (FIAM)--\$15,838 6-423 (C) -\$1,200,000 KY 1120 (CON)--\$527,000
	Project Demand	<u>\$1,347,273</u>	
	Shortfall/Balance	\$3,277,178	
	Carry Over	\$3,277,178	
2019	Current Budget	\$4,200,000	6-401.19R (Rideshare)--\$45,061 6-401.18A (A/Q)-\$19,660; 6-401.18 LU--\$66,782
	FY 17 Carry Forward Net 2018 Budget	<u>\$3,277,178</u> \$7,477,178	6-401.18F (FIAM)--\$15,838
	Project Demand	<u>\$149,341</u>	
	Shortfall/Balance	\$7,327,837	
	Carry Over	\$7,327,837	

**Table 6 Indiana OKI Sub-allocated Funds
FY 2016 - 2019 TIP Fiscal Constraint**

Year		STP	CMAQ	TA	HSIP	Comments
2015	Available Funds	\$758,908	\$670,705	\$214,894	\$115,965	STP--\$20,000 UPWP PL Supplemental STP--Des #1400675--\$123,512
	Project Demand	\$259,297	\$43,445	\$37,600	\$103,500	STP--Des #1400676--\$115,785 CMAQ--Des #1297183 D-\$27,445 U-\$8,000 R -\$8,000 TA--Des #1382774 \$37,600
	Projected Carry Over	\$497,611	\$627,260	\$177,294	\$12,465	HSIP--Des #1400675--\$103,500
2016	Current Budget	\$191,992	\$49,155	\$18,760	\$37,150	STP--\$20,000 UPWP PL Supplemental STP--Des #1401686--\$160,000
	FY 15 Carry Forward	\$497,611	\$627,260	\$177,294	\$12,485	STP--Des #1172486--\$264,000
	Available 2016 Budget	\$689,603	\$676,415	\$194,054	\$49,615	CMAQ--Des #1297183--\$200,000 TA--Des #1382774--\$182,400
	Project Demand	\$444,000	\$200,000	\$182,400	\$0	
	Shortfall/Balance	\$245,603	\$476,415	\$11,654	\$49,615	
Carry Over	\$245,603	\$476,415	\$11,654	\$49,615		
2017	Current Budget	\$191,992	\$49,155	\$18,760	\$37,150	STP--\$20,000 UPWP PL Supplemental HSIP--Des #1400875 (ROW)--\$78,750
	FY 16 Carry Forward	\$245,603	\$476,415	\$11,654	\$49,615	
	Available 2017 Budget	\$437,595	\$525,570	\$28,414	\$86,765	
	Project Demand	\$20,000	\$0	\$0	\$78,750	
	Shortfall/Balance	\$417,595	\$525,570	\$28,414	\$8,015	
Carry Over	\$417,595	\$525,570	\$28,414	\$8,015		
2018	Current Budget	\$191,992	\$49,155	\$18,760	\$37,150	STP--\$20,000 UPWP PL Supplemental STP--Des #1400875 (UTIL)--\$59,000
	FY 17 Carry Forward	\$417,595	\$525,570	\$28,414	\$8,015	
	Available 2018 Budget	\$609,587	\$574,725	\$45,174	\$45,165	
	Project Demand	\$78,000	\$0	\$0	\$0	
	Shortfall/Balance	\$533,587	\$574,725	\$45,174	\$45,165	
Carry Over	\$533,587	\$574,725	\$45,174	\$45,165		
2019	Current Budget	\$191,992	\$49,155	\$18,760	\$37,150	STP--\$20,000 UPWP PL Supplemental STP--Des #1400875 (CON)--\$880,000
	FY 18 Carry Forward	\$533,587	\$574,725	\$45,174	\$45,165	
	Net 2019 Budget	\$725,579	\$623,880	\$81,934	\$82,315	
	Project Demand	\$900,000	\$0	\$0	\$0	
	Shortfall/Balance	(\$174,421)	\$623,880	\$81,934	\$82,315	
Carry Over	-\$174,421	\$623,880	\$81,934	\$82,315		

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 Program (STIP) for each of these states.

Tables 7 through 9 provide a listing of programmed highway projects by funding category for all the highway projects in the Ohio, Kentucky and Indiana portions of the region using federal funds for any phase of the development during the four year period 2016 - 2019.

Table 7 Total Funding in Ohio by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Ohio	\$0	\$0	\$0	\$0	\$0
BR	\$198,000	\$0	\$0	\$0	\$198,000
Fed Bonds	\$0	\$52,044,000	\$0	\$0	\$52,044,000
Fed Earmark	\$0	\$0	\$0	\$0	\$0
HSIP	\$1,045,913	\$4,038,400	\$0	\$0	\$5,076,313
IM	\$0	\$8,439,750	\$0	\$0	\$8,439,750
Local	\$18,518,671	\$17,698,646	\$11,194,754	\$5,658,089	\$53,070,160
Major New	\$0	\$178,544,855	\$0	\$0	\$178,544,855
NHPP	\$7,265,381	\$0	\$0	\$0	\$7,265,381
NHS	\$0	\$440,000	\$8,938,640	\$0	\$9,378,640
OKI-CMAQ	\$9,255,895	\$6,838,826	\$6,000,000	\$2,000,000	\$24,095,721
OKI-ENH	\$109,920	\$0	\$0	\$0	\$109,920
OKI-STP	\$26,291,524	\$22,760,797	\$20,584,537	\$16,220,920	\$85,857,778
OKI-TA	\$336,686	\$2,004,000	\$1,408,750	\$498,680	\$4,248,116
SAF	\$3,871,215	\$1,791,540	\$0	\$0	\$5,662,755
SRTS	\$0	\$0	\$0	\$0	\$0
State	\$4,533,909	\$46,266,209	\$2,255,660	\$110,000	\$53,165,778
State Bonds	\$0	\$0	\$0	\$0	\$0
STP	\$0	\$16,918,880	\$0	\$440,000	\$17,358,880
TA	\$561,408	\$2,251,592	\$178,012	\$0	\$2,991,012
TCSP	\$0	\$0	\$0	\$0	\$0
Ohio Total:	\$71,988,522	\$360,030,595	\$50,560,353	\$24,927,689	\$507,507,159

Table 8 Total Funding in Kentucky by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Kentucky					
BRO	\$5,250,000	\$1,630,000	\$0	\$0	\$6,880,000
BRX	\$300,000	\$0	\$0	\$0	\$300,000
BRZ	\$450,000	\$2,600,000	\$0	\$0	\$3,050,000
CMAQ	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
IM	\$36,180,000	\$12,490,000	\$92,450,000	\$0	\$141,120,000
KYD	\$0	\$0	\$0	\$0	\$0
Local	\$1,848,549	\$2,748,441	\$300,000	\$0	\$4,896,990
Rec Trails	\$0	\$0	\$0	\$0	\$0
SAF	\$0	\$0	\$0	\$0	\$0
SB2	\$0	\$0	\$0	\$0	\$0
SNK	\$7,894,514	\$10,978,869	\$1,200,000	\$0	\$20,073,383
SPP	\$8,500,000	\$0	\$15,000,000	\$0	\$23,500,000
SRTS	\$401,200	\$0	\$0	\$0	\$401,200
State	\$1,120,000	\$60,780,000	\$25,760,000	\$0	\$87,660,000
STP	\$31,490,000	\$4,160,000	\$0	\$0	\$35,650,000
TA	\$629,783	\$0	\$0	\$0	\$629,783
Kentucky Total:	\$94,064,046	\$95,387,310	\$134,710,000	\$0	\$324,161,356

Table 9 Total Funding in Indiana by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Indiana					
BR	\$1,820,498	\$1,687,520	\$828,000	\$0	\$4,336,018
HSIP	\$401,200	\$381,200	\$2,438,000	\$0	\$3,192,400
IM	\$2,214,000	\$6,291,800	\$0	\$0	\$8,505,800
Local	\$175,000	\$260,630	\$232,000	\$220,000	\$887,630
NHPP	\$76,500	\$590,000	\$0	\$0	\$666,500
OKI-CMAQ	\$200,000	\$0	\$0	\$0	\$200,000
OKI-HSIP	\$0	\$78,750	\$0	\$0	\$78,750
OKI-STP	\$264,000	\$0	\$56,000	\$880,000	\$1,200,000
OKI-TA	\$182,400	\$0	\$0	\$0	\$182,400
Scenic Byway	\$25,000	\$0	\$0	\$0	\$25,000
State	\$893,825	\$1,513,984	\$1,367,254	\$330,440	\$4,105,503
STP	\$581,200	\$2,210,335	\$4,433,019	\$1,321,760	\$8,526,314
Indiana Total:	\$6,813,623	\$12,094,319	\$9,346,273	\$2,752,200	\$31,906,415

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 the Section 5310 program. These funds have been awarded to various private non-profit agencies in the region. Administration of these projects, in conjunction with SORTA, will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2016-2019.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for all six transit agencies in the OKI region.

Table ID
 ORFY 2016 - 2019 STIP Fiscal Analysts Template as of 3/31/2015

Fund Type	FY 2016			FY 2017			FY 2018			FY 2019			4 Year STIP		
	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates
9889 - Urban Formula Program															
9889 Urban Formula Program Coreworks	\$17,810,212	\$4,451,218	\$2,738,480	\$17,810,212	\$4,443,818	\$2,729,871	\$17,810,212	\$4,407,588	\$2,717,800	\$17,810,212	\$4,407,588	\$2,717,748	\$17,810,212	\$4,407,588	\$2,717,748
9889 Urban Formula Program Neighborhoods	\$1,137,931	\$272,047	\$1,540,000	\$1,137,931	\$272,047	\$1,540,000	\$1,137,931	\$272,047	\$1,540,000	\$1,137,931	\$272,047	\$1,540,000	\$1,137,931	\$272,047	\$1,540,000
5300 - Capital Investment Program															
5300/0001 Bus & Bus Facility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0002 Transit Customer Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0003 New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0004 Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0005 Urban Circulator	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0006 Feasibility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0007 TIGER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0008 TIGER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5300/0009 State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Financial Mobility															
5310 Financial Mobility	\$1,139,543	\$1,139,543	\$0	\$1,139,543	\$1,139,543	\$0	\$1,139,543	\$1,139,543	\$0	\$1,139,543	\$1,139,543	\$0	\$1,139,543	\$1,139,543	\$0
5311 - Rural Transit Program															
5311 Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 - Job Access Reverse Commute															
5316 Job Access Reverse Commute	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom															
5317 New Freedom	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5327 - State of Good Repair															
5327 State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5327/0001 State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5327/0002 Transit Customer Modern	\$10,410	\$0	\$10,410	\$10,410	\$0	\$10,410	\$10,410	\$0	\$10,410	\$10,410	\$0	\$10,410	\$10,410	\$0	\$10,410
5327 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5330 - Bus and Bus Facilities															
5330/0002 Bus & Bus Facilities	\$1,981,498	\$0	\$1,981,498	\$1,981,498	\$0	\$1,981,498	\$1,981,498	\$0	\$1,981,498	\$1,981,498	\$0	\$1,981,498	\$1,981,498	\$0	\$1,981,498
Transit Local Match															
Local Match 0001 Revenue Revenue	\$47,383,242	\$0	\$47,383,242	\$47,383,242	\$0	\$47,383,242	\$47,383,242	\$0	\$47,383,242	\$47,383,242	\$0	\$47,383,242	\$47,383,242	\$0	\$47,383,242
Local Match 0002 Local Dedicated															
Local Match 0003 Local Other															
Local Match 0004															
Other Funds - FTA															
FTA Funds	\$167,464	\$0	\$167,464	\$167,464	\$0	\$167,464	\$167,464	\$0	\$167,464	\$167,464	\$0	\$167,464	\$167,464	\$0	\$167,464
Sub Totals															

** Includes Construction and Improvement Workbooks

**Clarksville-Oak Grove FY 2014-2017 TIP
Financial Plan**

B-1

FUNDING TABLES

Table 1
Summary of L-STP Funds
Federal Share Only

New
as of 10/1/2013

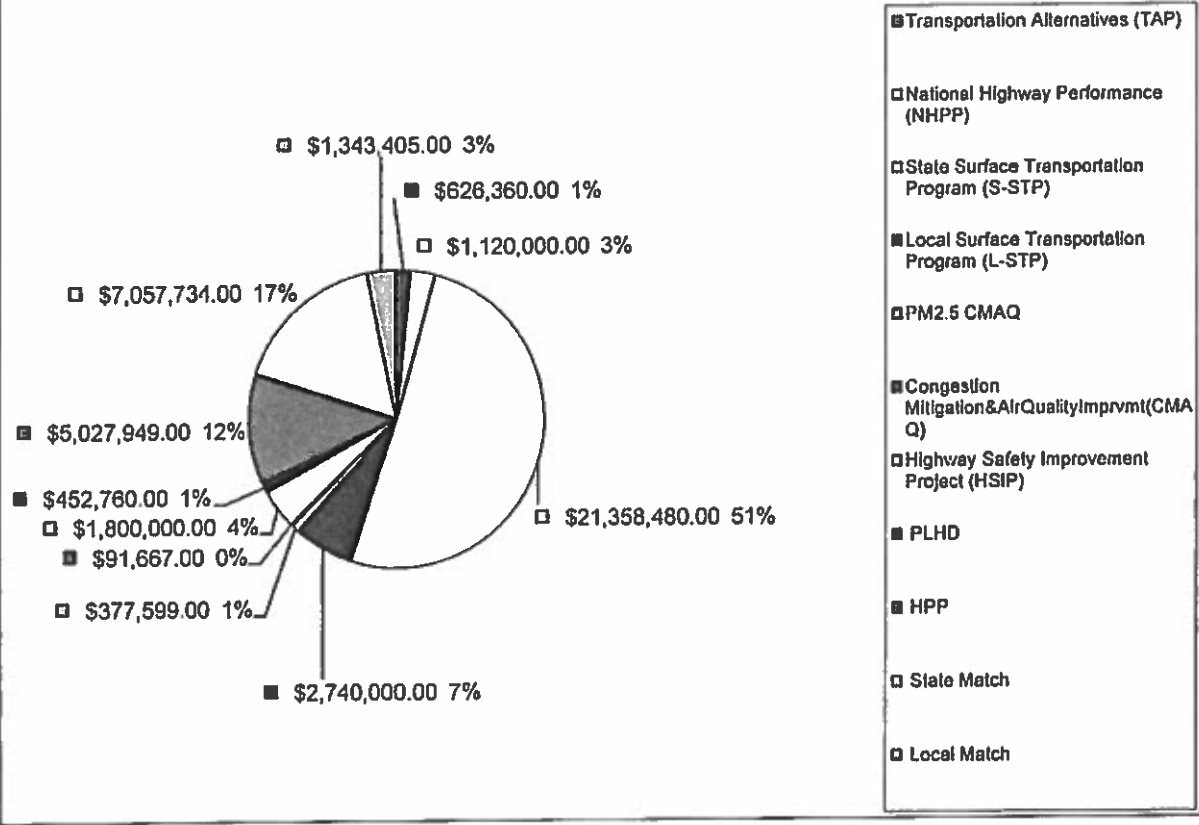
L-STP Funding Table (TDOT)

Balance 10-1-13		\$10,929,354
FY2014 Allocation	+	\$1,680,000
Available to Spend	=	\$12,609,354
Projects Programmed	-	\$2,740,000
Remaining 2014	=	\$9,869,354
2015		
FY2015 Allocation	+	\$1,690,000
Available to Spend	=	\$11,559,354
Projects Programmed	-	\$8,150,000
Remaining 2015	=	\$3,409,354
2016		
FY2016 Allocation	+	\$1,700,000
Available to Spend	=	\$5,109,354
Projects Programmed	-	\$200,000
Remaining 2016	=	\$4,909,354
2017		
FY2017 Allocation	+	\$1,710,000
Available to Spend	=	\$6,619,354
Projects Programmed	-	\$0
Remaining 2017	=	\$6,619,354

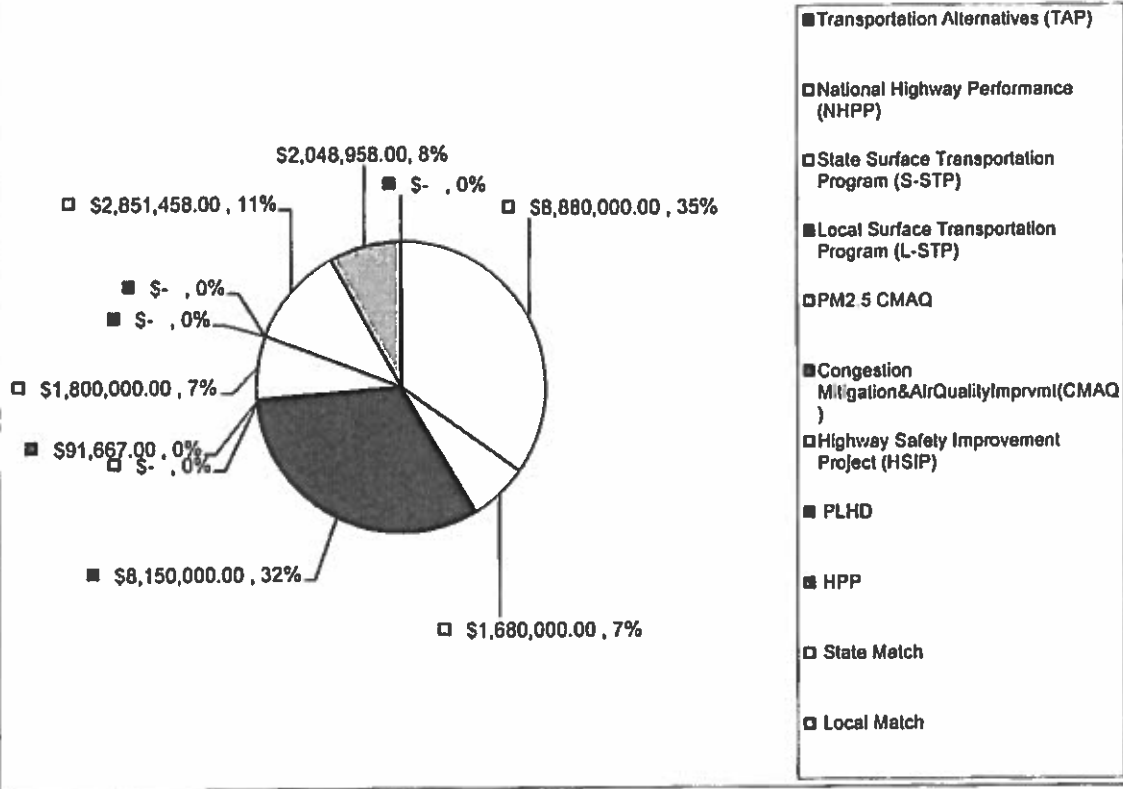
Tennessee Funding Table 3				
(By Year of Expenditure)				
	As of 10/1/2013			
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 12,809,354.00	\$ 11,559,354.00	\$ 5,109,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 3,810,744.00	\$ 2,901,297.00	\$ 1,288,798.00	\$ 1,339,838.00
Total	\$ 64,332,847.00	\$ 29,763,776.00	\$ 8,961,277.00	\$ 10,409,192.00
Amount Programmed to be Spent				
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 2,740,000.00	\$ 8,150,000.00	\$ 200,000.00	\$ -
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 1,343,405.00	\$ 2,048,958.00	\$ 61,459.00	\$ -
Total	\$ 41,996,954.00	\$ 26,502,083.00	\$ 2,814,584.00	\$ 2,450,000.00
Amount Remaining				
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (S-STP)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Program (L-STP)	\$ 9,869,354.00	\$ 3,409,354.00	\$ 4,909,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
PLHD	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -

Local Match	\$ 2,467,339.00	\$ 852,339.00	\$ 1,227,339.00	\$ 1,339,838.00
Total	\$ 12,338,693.00	\$ 4,281,693.00	\$ 8,138,693.00	\$ 7,959,192.00

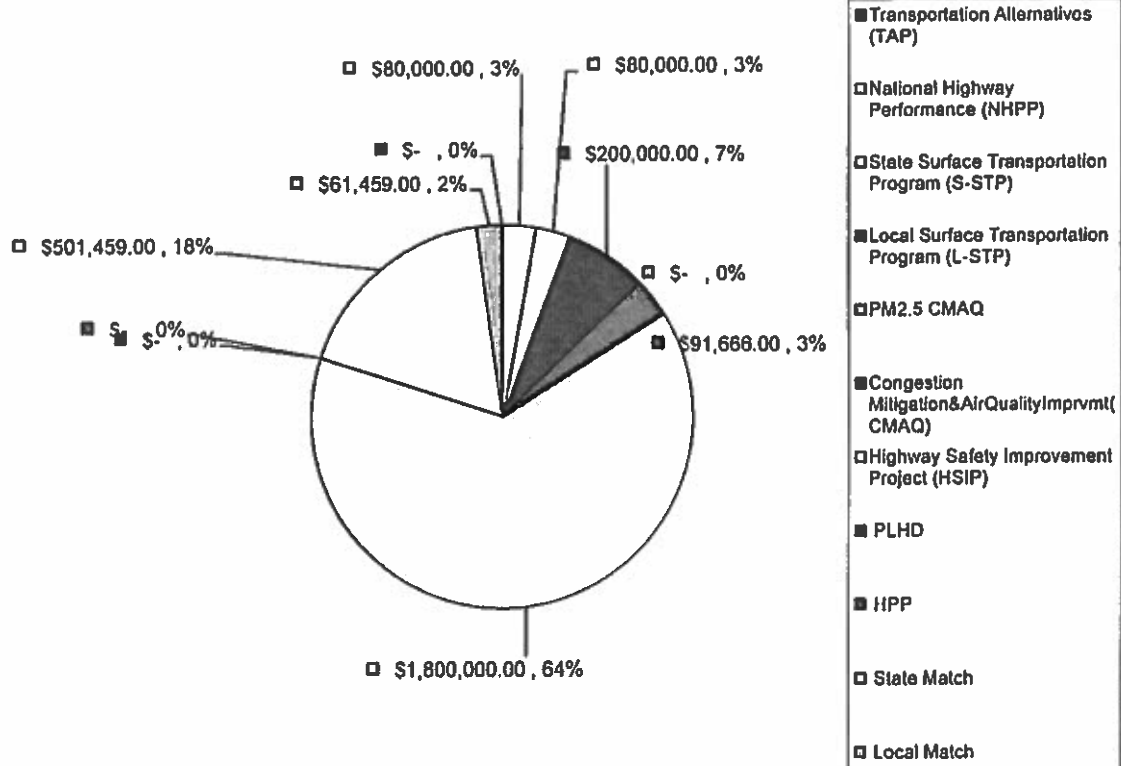
TN Funding Amount Programmed to be Spent FY2014



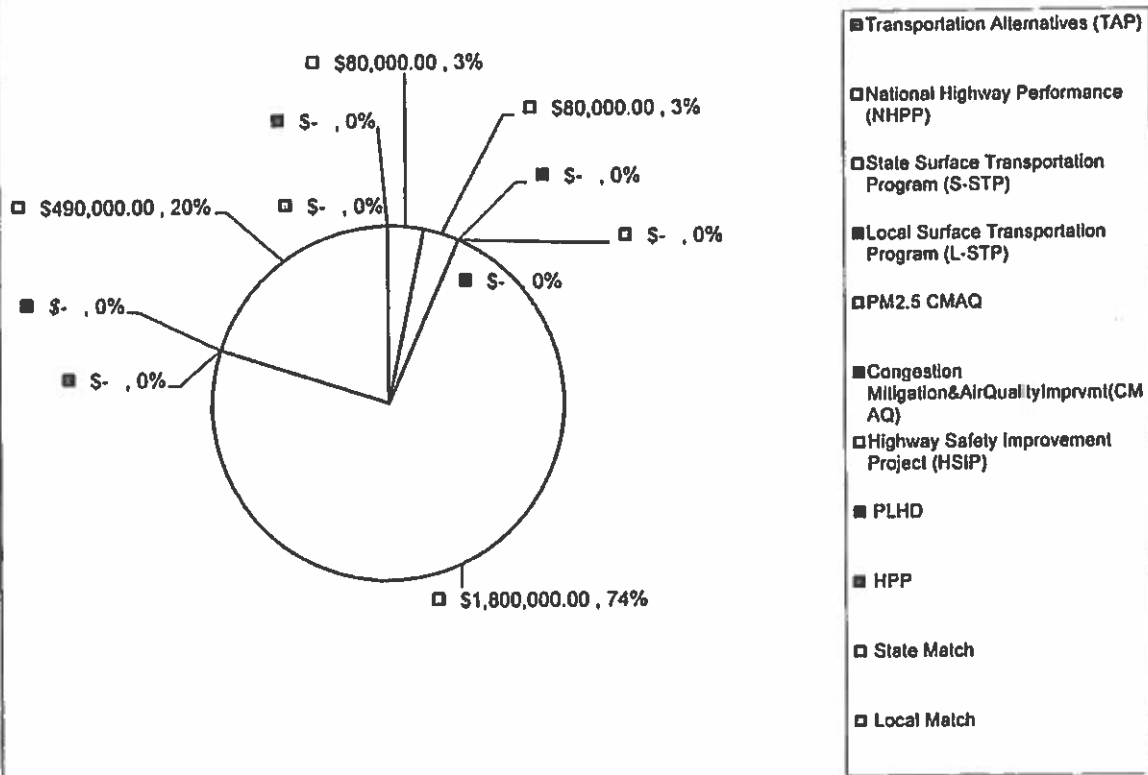
TN Funding Amount Programmed to be Spent 2015



TN Funding Amount Programmed to be Spent 2016



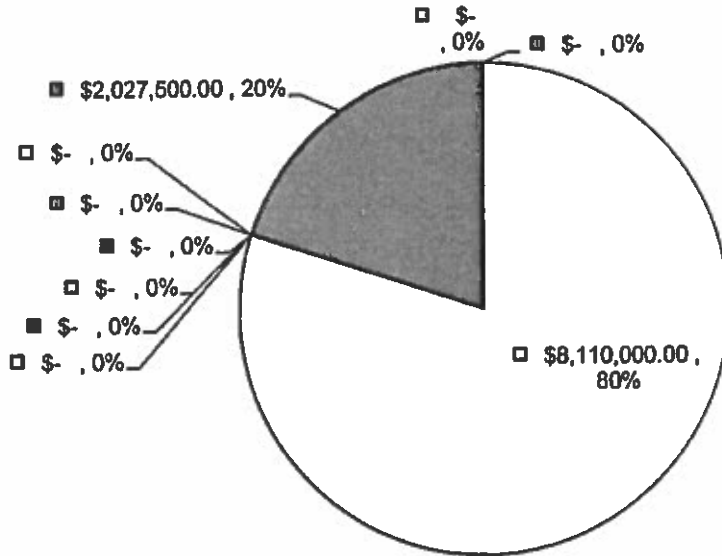
TN Funding Amount Programmed to be Spent 2017



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

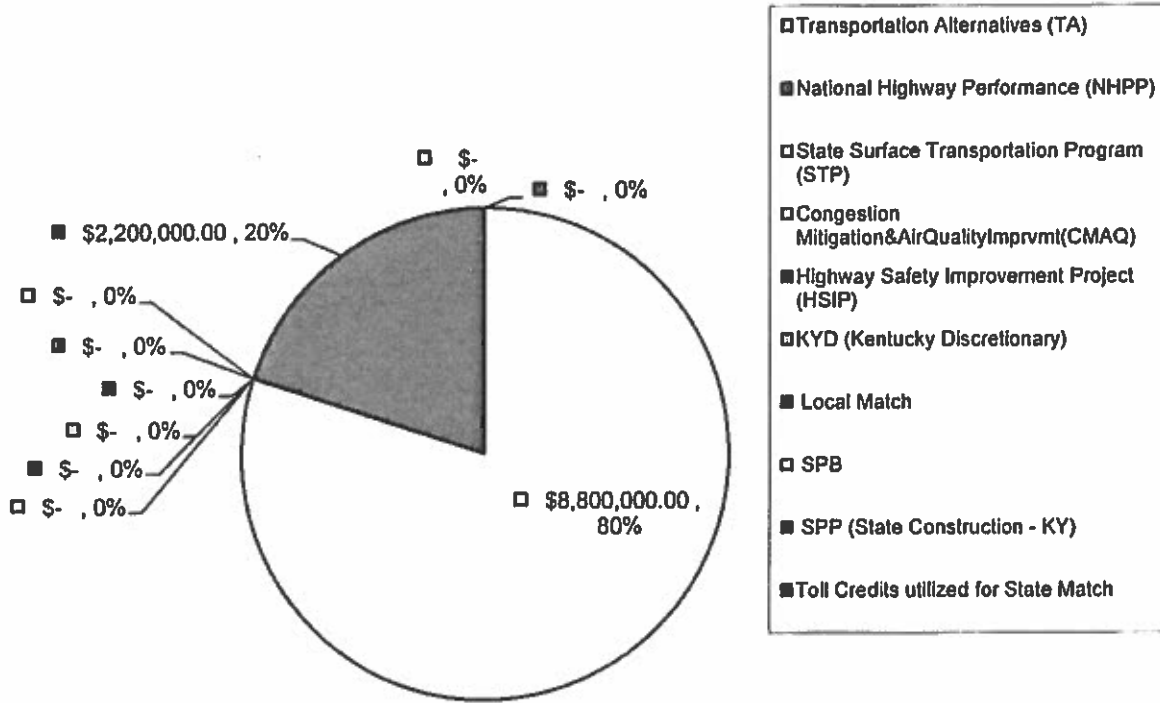
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match			\$ -	\$ -
SPB		\$ -		
SPP (State Construction - KY)	\$ -		\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00	\$ -	\$ -	\$ 2,200,000.00
Total	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Programmed to be Spent				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)		\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -		\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match		\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)		\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00		\$ -	\$ 2,200,000.00
Total Programmed	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Remaining				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	0	\$ -	0	0
Total Remaining	\$ -	\$ -	\$ -	\$ -

KY Funding Amount Programmed to be Spent 2014



- Transportation Alternatives (TA)
- National Highway Performance (NHPP)
- State Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- KYD (Kentucky Discretionary)
- Local Match
- SPB
- SPP (State Construction - KY)
- Toll Credits utilized for State Match

KY Funding Amount Programmed to be Spent 2017



Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00

**Evansville-Henderson FY 2016-2019 TIP
Financial Plan**



Federal regulations require the programming of state and local transportation programs and 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, and local transportation funds, and update current funding and revenue levels in the Evansville MPO Planning 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.

CHAPTER 3

FUNDING THE TIP

transportation improvement program / 2016-2019

FEDERAL FUNDS

Federal transportation funding is authorized through the federal transportation funding bill (MAP-21), as described in Section 1. MAP-21 restructured the core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program and the Highway Bridge Program are incorporated into the new core formula program structure comprised of: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP) and Metropolitan Planning. MAP-21 also established a new formula program, Transportation Alternatives (TA), with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs. The TA program encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

Federal fiscal constraint for the FY 2016-2019 TIP is demonstrated in Table 2. 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 reflect funding from the current bill, as well as funds from earlier bills, include:

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

This program is newly authorized in MAP-21 and provides support for the condition and performance of an expanded National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects. Beginning

in FY 2016, the NHPP share for a state that has not developed and implemented an asset management plan will be reduced to 65% until it develops and implements its plan.

NATIONAL HIGHWAY SYSTEM (NHS)

These funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities. The pre-MAP-21 NHS 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%.

SURFACE TRANSPORTATION PROGRAM (STP)

MAP-21 continues the STP, providing funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. Most current STP eligibilities are continued, with some additions and clarifications. Activities of some programs that are no longer separately funded are incorporated, including transportation enhancements (replaced by "transportation alternatives" which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). A portion of STP funds (equal to 15% of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount.

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 and maintenance. These projects receive 90% federal obligation, while all other STP funds receive 80% obligation.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

These 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%.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21 continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The federal participation for HSIP projects is 90-100%.

BRIDGE PROGRAM

Bridge Program 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%. While Bridge funds remain in this TIP period, the bridge project eligibility has been incorporated into the core formula programs as a part of MAP-21's program streamlining effort.

INTERSTATE MAINTENANCE (IM)

Interstate Maintenance funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds. IM funds remain in this TIP period, though MAP-21's integrates IM eligibility in the NHPP core program.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Eligible activities include: Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities), recreational trails program, safe routes to schools program.

RECREATIONAL TRAILS PROGRAM (RTP)

Another legacy of SAFETEA-LU, the RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. A sliding scale applies to the federal share for RTP projects.

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

transportation improvement program / 2016-2019

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 3 summarizes local revenues and costs for the first four years of the TIP. Based on historical averages, a shortfall is indicated for the Metropolitan Evansville Transit System. Consultation with the agency established that the required funds for transit operations will be made up with a general fund transfer adjustment.

LOCAL ROAD AND STREET FUNDS

This resource provides 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.

THE MOTOR VEHICLE HIGHWAY ACCOUNT

This 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.

THE CUMULATIVE BRIDGE FUND

These funds may be used to finance the construction or repair of county bridges and grade separations.

LOCAL OPTION AUTO EXCISE AND WHEEL TAX

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

TAX INCREMENT FINANCING (TIF)

Tax Increment Financing funds are funds collected from a specific area and can be spent to provide infrastructure improvements to encourage development in the area.

GENERAL OBLIGATION BONDS AND CUMULATIVE CAPITAL IMPROVEMENT FUNDS

Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.

STATE-MUNICIPAL ROAD AID, STATE-COUNTY ROAD AID, AND LOCAL ECONOMIC ASSISTANCE

Local governments in Kentucky may receive State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance funds.

TRANSIT FUNDS

SECTION 5303 METROPOLITAN PLANNING FUNDS

These funds are available to both state and LPAs to fund transit related planning activities.

5307 URBANIZED AREA FORMULA GRANTS PROGRAM

This is a Formula Grant program for urbanized areas. Formula is based on urbanized area's demographic profile such as population and transit service provisions such as ridership. The grant program funds operating expenses (up to a predetermined amount) and capital projects for transit agencies within an urbanized area. Capital projects require a 20% match. Operating projects require a 50% match.

SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

This is a Formula Grant program for urbanized areas. This grant program specifically targets the transportation needs of seniors and persons with disabilities. Projects are selected through a competitive selection process within each urbanized area. Funds are available to transit agencies and non-profits entities. Capital projects require a 20% match. Operating projects require a 50% match.

SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS PROGRAM

This is also a Formula Grant program for urbanized areas. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Capital projects require a 20% local match.

STATE TRANSIT FUNDING

The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems within the State of Indiana that receive federal funds under the Federal Transit Act. Capital and operating funds are allocated through a performance based formula. Projects require a 50% local match.

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% on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

transportation improvement program / 2016-2019

Table 2: Federal Fiscal Constraint

Indiana						Kentucky					
Funding Source	Fiscal Year				TIP Total	Funding Source	Fiscal Year				TIP Total
	2016	2017	2018	2019			2016	2017	2018	2019	
STP-Urban	\$ 3,754,708	\$ 3,350,000	\$ 3,350,000	\$ 3,350,000	\$ 13,804,708	SHN	\$ 578,000	\$ 578,000	\$ 578,000	\$ 578,000	\$ 2,312,000
HSIP	\$ 869,696	\$ 925,000	\$ 925,000	\$ 925,000	\$ 3,644,696	TAP	\$ 38,000	\$ 38,000	\$ 38,000	\$ 38,000	\$ 152,000
CMAQ	\$ 1,385,131	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000	\$ 5,435,131	HSIP					
TAP	\$ 331,295	\$ 320,000	\$ 320,000	\$ 320,000	\$ 1,291,295	Prior Year Balance			\$ 2,235,954		\$ 2,235,954
STP-R	\$ 89,800	\$ 379,200	\$ 4,000	\$ -	\$ 472,800	Total (Local + State Projects funded by SHN)	\$ 2,651,984	\$ 2,399,154	\$ 1,765,154	\$ 1,783,154	\$ 4,699,954
Prior Year Balance	\$ 865,106	\$ 4,000,000	\$ 9,410,000	\$ 900,000	\$ 15,175,106	Programmed	\$ 1,068,800	\$ 1,280,000	\$ 688,000	\$ 1,100,000	\$ 4,018,800
INDOT TAP	\$ 52,710	\$ 1,128,915	\$ -	\$ -	\$ 1,181,625	Surplus/Deficit	\$ 1,783,184	\$ 1,139,154	\$ 1,187,154	\$ 883,154	\$ 683,154
Total (Local Projects)	\$ 7,348,248	\$ 11,483,118	\$ 18,369,000	\$ 8,848,000	\$ 41,008,380	HART Transit					
Programmed	\$ 6,029,400	\$ 8,807,800	\$ 16,349,800	\$ 6,586,200	\$ 36,782,200	Sec 5307	\$ 690,400	\$ 691,400	\$ 936,800	\$ 1,016,800	\$ 3,315,400
Surplus/Deficit	\$ 2,318,848	\$ 2,648,315	\$ 9,200	\$ 279,800	\$ 6,263,180	Sec 5339	\$ -	\$ 100,000	\$ 24,000	\$ 28,000	\$ 152,000
Note: Indiana HSIP includes \$200,000 annual STP penalty funding						Sec 5310	\$ -	\$ 52,000	\$ -	\$ -	\$ 52,000
METS Transit						Total	\$ 690,400	\$ 843,400	\$ 960,800	\$ 1,044,800	\$ 3,539,400
Sec 5307	\$ 1,828,000	\$ 1,871,400	\$ 1,908,600	\$ 1,946,800	\$ 7,552,800	Programmed	\$ 690,400	\$ 843,400	\$ 960,800	\$ 1,044,800	\$ 3,539,400
Sec 5339	\$ -	\$ 274,400	\$ 294,800	\$ 284,800	\$ 844,000	Kentucky State Program of Projects					
Sec 5310	\$ 178,000	\$ -	\$ -	\$ -	\$ 178,000	NHS/NHPP	\$ 250,000	\$ 6,000,000	\$ -	\$ -	\$ 6,250,000
Total	\$ 1,826,000	\$ 2,145,800	\$ 2,193,400	\$ 2,231,600	\$ 8,398,800	STP KY	\$ 5,517,000	\$ -	\$ -	\$ -	\$ 5,517,000
Programmed	\$ 1,826,000	\$ 2,145,800	\$ 2,193,400	\$ 2,231,600	\$ 8,398,800	HSIP	\$ 120,000	\$ -	\$ -	\$ -	\$ 120,000
Private Non-profit Transit Providers						Bridge	\$ 11,350,000	\$ 15,000,000	\$ 2,000,000	\$ -	\$ 28,350,000
Sec 5310	\$ 72,000	\$ -	\$ -	\$ -	\$ 72,000	Total (State Projects)	\$ 17,237,000	\$ 21,000,000	\$ 2,000,000	\$ -	\$ 40,237,000
Total	\$ 72,000	\$ -	\$ -	\$ -	\$ 72,000	Programmed	\$ 17,237,000	\$ 21,000,000	\$ 2,000,000	\$ -	\$ 40,237,000
Programmed	\$ 72,000	\$ -	\$ -	\$ -	\$ 72,000	Surplus/Deficit	\$ -	\$ -	\$ -	\$ -	\$ -
MPO Transit Administration (Applicable to MPO urbanized area)											
Section 5310	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 88,000						
Programmed	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 88,000						

transportation improvement program/2016-2019

Table 3: Local Fiscal Constraint

	Local Transportation Apportioned Revenues			Projected Revenues & Programmed Costs	
	Average Annual Local Revenues	Average Annual Operations & Maintenance Costs ³	Residual Revenues	Projected Residual Revenues 2016-2019	Programmed Local Costs 2016-2019
Indiana					
Vanderburgh County	\$ 15,346,838	\$ 6,208,853	\$ 9,137,983	\$ 37,382,605	\$ 3,837,600
City of Evansville	\$ 13,088,340	\$ 6,849,646	\$ 6,238,694	\$ 25,521,894	\$ 2,516,000
METS ¹	\$ 5,064,415	\$ 3,910,093	\$ 6,909,535	\$ 28,266,239	\$ 10,343,600
METS PMTF ²	\$ 1,845,120				
Warrick County	\$ 13,139,547	\$ 2,574,103	\$ 10,565,444	\$ 43,222,212	\$ 6,317,000
Town of Newburgh	\$ 415,360	\$ 30,472	\$ 384,889	\$ 1,574,542	\$ 429,200
Private/Other	-	-	-	\$ 18,000	\$ 18,000
Kentucky					
Henderson County	\$ 4,373,794	\$ 4,398,007	\$ (24,212)	\$ -	\$ -
City of Henderson ¹	\$ 1,675,996	\$ 1,674,998	\$ 997	\$ 4,080	\$ 184,200
HART ¹	\$ 739,565	\$ 720,759	\$ 739,565	\$ 3,025,490	\$ 2,641,800

¹ Latest available annual general fund transfer assumed as best available data for projected transit revenues. Transfers necessary to balance Local Public Agency and transit budgets are assumed.

² Indiana Public Mass Transportation Funding. State funds allocated to public transit systems on a performance based formula.

³ Transit Operations/Maintenance reflected in TIP costs and not deducted from available revenues.

**Huntington-Ashland-Ironton FY 2016-2019 TIP
Financial Plan**

TRANSIT-ALLOCATED FUNDS

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter, a copy of which is then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

MATCHING FUNDS FOR TIP PROJECTS

Some Projects included in the TIP are funded up to 95% federal funds. However, other TIP projects are not federally funded at this level. This fact requires that matching state or local funds be committed to these other projects. The typical local match is 20% but varies from 5% to 50% of the total project cost for certain fund types.

FINANCIAL ASSESSMENT

This section summarizes highway and transit revenues anticipated to be available and compares them to the project costs identified as needed to implement the FY 2016-2019 TIP. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are using updated WVDOT, KYTC, and ODOT cost inflation factors that account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

FISCALLY CONSTRAINED TIP

As mandated by federal and state agencies the TIP must be fiscally constrained. It must be developed with the recognition of anticipated local and state revenue and authorized federal funding levels.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation limitations, all projects appearing in the TIP have been programmed by WVDOT, KYTC, and ODOT and can be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future section 5307 funding at current levels and section 5339 funding which can be

reasonably anticipated. Tables 6-8 display the Financial Plan for West Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2016-2019

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible.

TABLE 6: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016 - 2019)						
Type of Federal Funds	Federal Fund Usage FY 2016	Federal Fund Usage FY 2017	Federal Fund Usage FY 2018	Federal Fund Usage FY 2019	ESTIMATED Federal fund usage FY 2020 or Further	TOTAL
STP URBAN	\$3,706,000	\$1,220,000	\$0	\$0	\$0	\$4,926,000
STP NON-URBAN	\$3,761,600	\$1,079,200	\$1,079,200	\$1,079,200	\$0	\$6,999,200
NHPG	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0
PEND	\$0	\$0	\$0	\$0	\$166,640	\$166,640
OCRO	\$300,000	\$0	\$0	\$0	\$0	\$300,000
HSIP	\$0	\$0	\$0	\$0	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0
RR	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$3,968,000	\$600,000	\$0	\$0	\$0	\$4,568,000
TOTAL WITH PEND	\$11,735,600	\$2,899,200	\$1,079,200	\$1,079,200	\$166,640	\$16,959,840
TOTAL (ACTUAL)	\$11,735,600	\$2,899,200	\$1,079,200	\$1,079,200	\$0	\$16,793,200
Section 5310 Specialized Transportation Program	\$282,000	\$282,000	\$282,000	\$282,000	\$282,000	\$1,410,000
Section 5307 & SECTION 5340	\$4,208,640	\$5,520,782	\$4,245,531	\$6,980,966	\$4,245,531	\$25,201,450
Section 5339	\$368,660	\$370,660	\$372,660	\$374,660	\$376,660	\$1,863,300
TOTAL	\$4,859,300	\$6,173,442	\$4,900,191	\$7,637,626	\$4,904,191	\$28,474,750

TABLE 7: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016-2019)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2016	FEDERAL FUND USAGE FY 2017	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	TOTAL
BRX	\$9,370,000	\$4,000,000	\$4,370,000	\$0	\$17,740,000
BRO	\$0	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0	\$0
STP	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
TE	\$0	\$0	\$0	\$0	\$0
RR	\$0	\$0	\$0	\$0	\$0
TOTAL	\$9,370,000	\$4,000,000	\$4,370,000	\$0	\$17,740,000
Section 5310 Specialized Transportation Program	\$0	\$0	\$0	\$0	\$0
Section 5307 & SECTION 5340	\$642,840	\$674,982	\$708,731	\$744,166	\$2,770,719
Section 5339	\$52,000	\$54,000	\$56,000	\$58,000	\$220,000
TOTAL	\$694,840	\$728,982	\$764,731	\$802,166	\$2,990,719

*KENTUCKY'S 8 YEAR PLAN IS NOT UPDATED THIS CYCLE. THEREFORE A MORE DETAILED TABLE WILL BE INCLUDED INTO NEXT TIP CYCLE

TABLE 8: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016-2019)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2016	FEDERAL FUND USAGE FY 2017	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	TOTAL
CSTP	\$414,400	\$0	\$468,000	\$2,160,000	\$3,042,400
OSTP	\$1,766,000	\$8,715,670	\$4,962,012	\$2,506,100	\$17,949,782
MSTP	\$0	\$120,000	\$0	\$420,000	\$540,000
CMAQ	\$1,123,000	\$0	\$800,000	\$0	\$1,923,000
TOTAL	\$3,303,400	\$8,835,670	\$6,230,012	\$5,086,100	\$23,455,182
Section 5310 Specialized Transportation Program	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000
Section 5307 & SECTION 5340	\$564,000	\$564,000	\$535,000	\$535,000	\$2,198,000
Section 5339	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000
TOTAL	\$642,000	\$642,000	\$613,000	\$613,000	\$2,510,000

**Lexington FY 2013-2016 TIP
Financial Plan**

Chapter 3 FINANCIAL PLAN

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) a listing of the financial resources that are available to carry out TIP programs and projects which demonstrates financial constraint by balancing the estimated cost of projects and the expected revenue (an important aspect of financial constraint is to ensure costs are listed in an estimate of "year of expenditure dollars"); and (2) the inclusion of highway and transit operations and maintenance costs and revenues. All funding estimates have been developed together with the MPO, KYTC and public transit providers.

3.1 Financial Resources

MAP-21 identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of MAP-21 is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and fiscal constraint.

Most all federal transportation funding programs require a local match commitment for projects. This local match may come from a variety of state or local fund sources; however, the match cannot come from any federally allocated source.

Major MAP-21 programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Transportation Alternatives Program (TAP)
- Section 5307 transit urbanized area formula funds.
- Section 5309 transit capital investment funds
- Section 5310 elderly and disabled transportation funds

3.1.1 *Highway Fiscal Considerations*

Highway programs and projects are listed in the project tables beginning on page 21 with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2013" cost column; the required FY 2013 through FY 2016 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However, cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to 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.

Although the Lexington Area MPO has significant input in identifying local needs and in determining 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 (KYTC). 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).

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in Figure 3.2 which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with LexTran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data and the previous Lexington Area Long Range Transit Plan.

The transit financial element is estimated to average \$32 million per year in funding over the TIP’s four fiscal year period, totaling \$128 million from FY 2013 through 2016 as shown in Figure 3.2.

3.1.3 Financial Constraint

Federal law requires that TIPs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2013-2016 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 (Table 7).

HIGHWAY ELEMENT	FY 2013 – FY 2016 TOTALS
Total Programmed Expenditures	\$298,396,000
Total Anticipated Revenues	\$298,396,000
Ratio of Expenditures to Revenue	1.0
Note: SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State.	

Figure 3.1 Anticipated Highway Revenue and Expenditures

TRANSIT ELEMENT	FY 2013 – FY 2016 TOTALS
Expenditures	
Total Operating Expenditures	\$ 98,217,976
Total Capital Outlays	\$ 29,787,000
Total	\$ 128,004,976
Revenue	
FTA 5307	\$ 17,783,000
FTA 5309	\$ 8,780,000
FTA 5310	\$ 778,000
FTA 5311	\$ 290,000
FTA 5339	\$ 300,000
CMAQ	\$ 150,000
State Funding	\$ 256,000
Local Tax Levy	\$ 60,987,505
Passenger Fares & Other Operating Revenue	\$ 38,679,471
Total	\$ 128,004,976
Ratio of Expenditures to Revenue	1.0
Note: LexTran receives and expends a majority of transit funding	

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the associated programmed or planned revenue source and schedule that are shown in the Project Tables 1-7 beginning on page 21 have been identified by the KYTC in the 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.

To show fiscal balance, the MPO has made the distinction in our project tables (see Chapter 4) to separate the region's federally funded projects (Tables 1 and 2) and state funded projects (Tables 3 and 4). Federally funded projects are identified in the fiscally constrained STIP. State-funded projects are included in the KY Highway Plan. The Highway Plan is approved by the State Legislature every two years and outlines the state's construction program over the next six years for both state and federal funding programs; however, the Highway Plan is not always fiscally balanced. In recent years, the Highway Plan has been fiscally balanced for federal funds but state-funded projects have been over-programmed. Thus, the programming for state-funded projects for the Lexington Area includes some level of uncertainty.

Table 7 of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2013-2016. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Future Year programming information is also included in project tables (outside of the fiscally constrained 4-yr period) to provide an early glimpse of anticipated TIP program/project allocations needed to complete the project.

3.1.4 Year of Expenditure

MAP-21 requires inflationary cost factors to be used to provide a better assessment of future transportation project costs. The KYTC provided the MPO with the following Year of Expenditures (YOE) factors and adjustments to the cost of project phases:

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

Project cost estimate adjustments should be expected due to variation in economic conditions. To accommodate inflationary forces, YOE clarifies that fiscal constraint cost will reasonably match available revenue sources in order to support, operate and maintain the expected transportation system.

3.2 Operations, 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.

3.2.1 State Role

Kentucky's current Statewide Transportation Improvement Program (STIP) states that, "the operation and maintenance of existing transportation facilities within the state is a primary concern among Kentucky citizens, and included within the FY 2013-2016 STIP are federally-funded system preservation projects." In addition, it says "the KYTC is responsible for ensuring that the State Road System is maintained and operated in such a manner as to ensure the safest and most reliable roadways possible." The goal of any potential local 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. The Cabinet is organized to provide services in four key functional areas: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

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

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) seek to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities similar to those listed above.

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, LexTran has estimated they will spend over \$97 million to operate and maintain transit service over the four year period of this TIP.

3.2.3 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.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2013-2016 are over \$136 million (see Figure 3.3).

Short-Range Maintenance/Operations Funding 2013 – 2016	
Major O/M Funding Sources	O/M Funding Estimate
State Funding (KYTC)	\$22,815,000
Local Funding	\$16,000,000
LexTran	\$97,251,976
Total	\$136,066,976
Source: KYTC, LFUCG, LexTran	

Figure 3.3 Maintenance/Operations Funding Estimates

**Louisville FY 2015-2018 TIP
Financial Plan**

Funding

MAP-21 builds on, and strengthens, many of the funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. MAP-21 creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

Highway

MAP-21 is focused on the transportation investment in highways. It focuses on strengthening America's highways, establishes a performance-based program, creates jobs and supports economic growth, supports the Department of Transportation's safety agenda, streamlines transportation programs, and accelerates project delivery and promotes innovation. Funding for highways is provided for projects through several core highway formula programs.

National Highway Performance Program (NHPP)

The National Highway Performance Program provides funding for projects on the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

States must set aside the following amounts from their NHPP apportionment:

- A proportionate share of funds for the Transportation Alternatives (TA) program.
- 2% for State Planning and Research

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS

route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.

- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Additional eligible uses of NHPP funds are workforce development, training, and education activities.

The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established timeframe.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STP, a proportionate share of funds is set aside for the State's Transportation Alternatives program, as well as 2% for state planning and research, and not less than 15% of the State's FY 2009 Highway Bridge Program apportionment for off-system bridges.

Fifty percent of the apportionment is suballocated and obligated as follows:

- Urbanized areas with a population greater than 200,000 will receive a portion based on their relative share of population.
- Areas with population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization.
- Areas with population of 5,000 or less.

The remaining 50% maybe used in any area of the state.

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 MAP-21, 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.

All STP monies other than those used for interstate completion 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 (CMAQ)

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 (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. 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 typically 90%.

Railway-Highway Crossings

The Rail-Highway Crossing Program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%.

Transportation Alternatives (TA)

The Transportation Alternatives Program has been established by MAP-21 to fund alternative transportation projects. Fifty percent of the state's TA apportionment is suballocated to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using Transportation Alternatives funds:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transit

MAP-21 enhances safety in public transportation and emphasizes restoring and replacing our country's aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in

areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5309: Fixed Guideway Capital Investment Grants ("New Starts")

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Eligible activities include the following criteria:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

The federal share for capital projects (including acquisition of public transportation services) is 80% and the federal share for operating assistance is 50%.

Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible

activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share is 80% for capital projects, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5337: State of Good Repair Grants

The FTA Section 5337 program is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. Eligible activities include the following:

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

The maximum federal share is 80%.

Section 5339: Bus and Bus Facilities

The FTA Section 5339 program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities Program. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. The maximum federal share is 80% with a 20% local match.

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 2015 Through 2018

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.

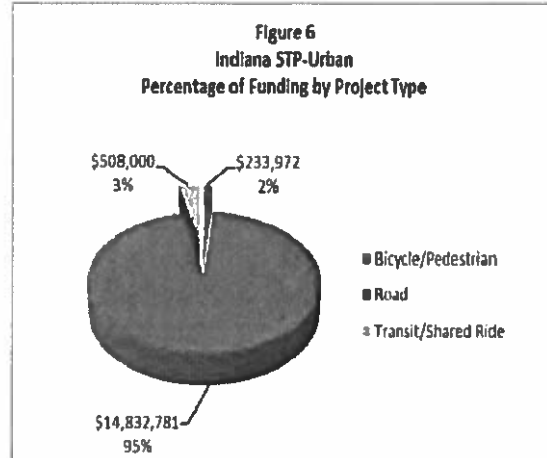
Most of the federal funding categories used for funding projects operate at the state's discretion. The projects requesting these funding sources originate from the states, but still require final approval for use through the Transportation Policy Committee's TIP approval process.

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 and MAP-21, 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 \$2,289,457 will be allocated to the urbanized area for each of FY 2015, FY 2016, FY 2017, and FY 2018. The Indiana Department of Transportation allows the MPOs 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 95% being programmed for road projects. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.



Surface Transportation Program				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation (\$2,289,457 x 4 yrs.)	\$9,157,828			
Carryover From Previous Year	\$8,460,459	\$11,228,087	\$2,525,934	\$2,398,934
Balance of Funds Available	\$17,618,287	\$11,228,087	\$2,525,934	\$2,398,934
Dollars Programmed	\$6,390,200	\$8,702,153	\$127,000	\$355,400
Balance Remaining	\$11,228,087	\$2,525,934	\$2,398,934	\$2,043,534

Kentucky

The Kentucky Transportation Cabinet has estimated that \$17,000,000 will be allocated to the urbanized area for each of FY 2015, FY 2016, FY 2017, and FY 2018. 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 69%, while 25% is programmed for stand-alone bicycle and pedestrian projects, and 6% is programmed for transit, as shown in Figure 7.

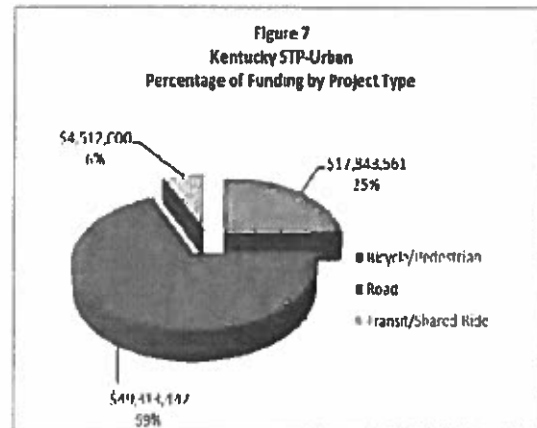


Table 3				
Financial Plan of				
Kentucky STP-Urban Funds				
Surface Transportation Program				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	\$17,000,000	\$17,000,000	\$17,000,000	\$17,000,000
Carryover From Previous Year	\$29,216,821	\$6,158,706	\$11,039,918	\$15,935,578
Balance of Funds Available	\$46,216,821	\$23,158,706	\$28,039,918	\$32,935,578
Dollars Programmed	\$40,058,115	\$12,118,788	\$12,104,340	\$7,387,760
Balance Remaining	\$6,158,706	\$11,039,918	\$15,935,578	\$25,547,818

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.

The U.S. Environmental Protection Agency had designated Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky as a maintenance area for the 8-hour ozone standard. On July 2013, this standard was partially revoked for the Louisville area. (The local area is still eligible to receive Congestion Mitigation/Air Quality funding). The Louisville fine particulate matter (PM 2.5) nonattainment area consists of Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY.

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 \$1,021,653 each year. The financial plan of Indiana CMAQ funds is shown in Table 4.

Table 4				
Financial Plan of				
Indiana CMAQ Funds				
Congestion Mitigation and Air Quality				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation (\$1,021,653 x 4 yrs.)	\$4,086,612			
Carryover From Previous Year	\$1,857,163	\$2,526,140	\$1,426,140	\$1,226,140
Balance of Funds Available	\$5,943,775	\$2,526,140	\$1,426,140	\$1,226,140
Dollars Programmed	\$3,417,635	\$1,100,000	\$200,000	\$965,000
Balance Remaining	\$2,526,140	\$1,426,140	\$1,226,140	\$261,140

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 Alternatives Program

Transportation Alternatives Program (TAP) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. MAP-21 has identified many categories of uses ranging from on-road and off-road trail facilities for pedestrians and bicyclists, projects and systems that provide safe routes for non-drivers, conversion of abandoned rail corridors for trails, and environmental mitigation activities. TAP funds are sub-allocated to KIPDA by KYTC and INDOT and the MPO ranks and selects projects for funding.

Indiana

The state of Indiana sub-allocates the TAP dollars it receives to each MPO over 200,000. KIPDA is sub-allocated approximately \$229,772 each year for use in Clark and Floyd counties. The financial plan of Indiana TAP funds is shown in Table 5.

Table 5 Financial Plan of Indiana TAP Funds				
Transportation Alternatives Program				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	\$229,772	\$229,772	\$229,772	\$229,772
Carryover From Previous Year	\$2,031,287	\$949,054	\$1,178,826	\$1,408,598
Balance of Funds Available	\$2,261,059	\$1,178,826	\$1,408,598	\$1,638,370
Dollars Programmed	\$1,312,005	\$0	\$0	\$0
Balance Remaining	\$949,054	\$1,178,826	\$1,408,598	\$1,638,370

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately \$1,000,000 each year for use in Bullitt, Jefferson, and Oldham counties. Since TAP funding is new with the implementation of MAP-21, projects have not yet been chosen to use these funds.

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 \$509,316 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. Table 6 shows the financial plan for the Indiana HSIP funds dollars in the TIP.

Table 6 Financial Plan of Indiana HSIP Funds				
Highway Safety Improvement Program				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	\$509,316	\$509,316	\$509,316	\$509,316
Carryover From Previous Year	\$1,158,553	\$524,284	\$1,033,600	\$1,542,916
Balance of Funds Available	\$1,667,869	\$1,033,600	\$1,542,916	\$2,052,232
Dollars Programmed	\$1,143,585	\$0	\$0	\$0
Balance Remaining	\$524,284	\$1,033,600	\$1,542,916	\$2,052,232

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2015 through FY 2018 is shown in Table 7. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of MAP-21 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 2015 – FY 2018 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.

Table 7
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$3,751,500	\$3,185,600	\$565,900	\$3,751,500
CMAQ	\$6,018,251	\$3,058,815	\$764,704	\$3,823,519
HSIP	\$2,616,835	\$1,143,585	\$127,065	\$1,270,650
IM	\$1,791,300	\$1,537,170	\$254,130	\$1,791,300
NHPP	\$46,700,000	\$23,350,000	\$23,350,000	\$46,700,000
NHS	\$150,000	\$135,000	\$15,000	\$150,000
Safety	\$1,796,000	\$1,639,000	\$157,000	\$1,796,000
STP-State	\$68,283,000	\$55,673,100	\$12,609,900	\$68,283,000
STP-Urban	\$17,535,371	\$6,749,020	\$1,687,255	\$8,436,275
TE-U	\$2,264,026	\$1,312,005	\$328,001	\$1,640,006
Total	\$150,906,283	\$97,783,295	\$39,858,955	\$137,642,250

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$3,338,128	\$2,670,502	\$667,626	\$3,338,128
CMAQ *	\$2,600,616	\$1,100,000	\$275,000	\$1,375,000
HSIP *	\$1,982,566	\$0	\$0	\$0
IM	\$16,702,719	\$14,928,275	\$1,774,444	\$16,702,719
NHPP	\$73,491,371	\$55,000,000	\$18,491,371	\$73,491,371
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$16,792,000	\$15,763,600	\$1,028,400	\$16,792,000
STP-Urban	\$11,145,171	\$8,702,153	\$2,175,538	\$10,877,691
TAP *	\$1,181,793	\$0	\$0	\$0
Total	\$127,984,364	\$98,764,530	\$24,562,379	\$123,326,909

Table 7 (continued)
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,314,500	\$1,061,600	\$252,900	\$1,314,500
CMAQ *	\$1,500,616	\$200,000	\$50,000	\$250,000
HSIP *	\$2,491,882	\$0	\$0	\$0
IM	\$1,116,500	\$929,850	\$186,650	\$1,116,500
NHPP	\$75,304,277	\$55,000,000	\$20,304,277	\$75,304,277
Safety	\$1,352,000	\$1,081,600	\$270,400	\$1,352,000
STP-State	\$2,689,000	\$2,227,200	\$461,800	\$2,689,000
STP-Urban	\$2,443,018	\$127,000	\$31,750	\$158,750
TAP *	\$1,411,565	\$0	\$0	\$0
Total	\$89,623,358	\$60,627,250	\$21,557,777	\$82,185,027

FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$750,000	\$600,000	\$150,000	\$750,000
CMAQ *	\$1,300,616	\$965,000	\$241,250	\$1,206,250
HSIP *	\$3,001,198	\$0	\$0	\$0
IM	\$1,702,000	\$1,456,800	\$245,200	\$1,702,000
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$1,418,464	\$1,134,400	\$284,064	\$1,418,464
STP-Urban	\$2,316,018	\$355,400	\$88,850	\$444,250
TAP *	\$1,641,337	\$0	\$0	\$0
Total	\$11,238,296	\$5,111,600	\$1,159,364	\$6,270,964

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

Table 7 (cont'd)
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,640,000	\$1,640,000	\$0	\$1,640,000
CMAQ	\$3,906,228	\$3,174,982	\$731,246	\$3,906,228
GARVEE Bonds	\$36,744,000	\$36,744,000	\$0	\$36,744,000
IF	\$165,450,000	\$0	\$165,450,000	\$165,450,000
IM	\$32,730,000	\$32,730,000	\$0	\$32,730,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$27,170,000	\$27,170,000	\$0	\$27,170,000
Recreational Trails	\$66,000	\$33,000	\$33,000	\$66,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$16,028,075	\$12,822,460	\$3,205,615	\$16,028,075
Section 5339	\$1,779,575	\$1,423,660	\$355,915	\$1,779,575
STP-State	\$39,930,000	\$39,930,000	\$0	\$39,930,000
STP-Urban	\$46,216,821	\$39,808,115	\$2,958,495	\$42,766,610
TE/TA*	\$3,881,634	\$3,214,634	\$667,000	\$3,881,634
Total	\$380,542,333	\$203,690,851	\$173,401,271	\$377,092,122

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$2,480,000	\$2,480,000	\$0	\$2,480,000
CMAQ	\$220,000	\$186,000	\$34,000	\$220,000
IF	\$386,354,000	\$0	\$386,354,000	\$386,354,000
IM	\$3,200,000	\$3,200,000	\$0	\$3,200,000
NHPP	\$53,650,000	\$53,650,000	\$0	\$53,650,000
NHS	\$17,990,000	\$17,990,000	\$0	\$17,990,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$17,105,419	\$13,684,335	\$3,421,084	\$17,105,419
Section 5339	\$1,911,571	\$1,529,257	\$382,314	\$1,911,571
STP-State	\$5,600,000	\$5,600,000	\$0	\$5,600,000
STP-Urban	\$23,158,706	\$12,118,788	\$1,961,697	\$14,080,485
TE/TA*	\$650,000	\$650,000	\$0	\$650,000
Total	\$513,669,696	\$112,438,380	\$392,153,095	\$504,591,475

Table 7 (cont'd)
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,760,000	\$1,760,000	\$0	\$1,760,000
CMAQ	\$1,271,047	\$1,026,838	\$244,209	\$1,271,047
IF	\$216,468,000	\$0	\$216,468,000	\$216,468,000
IM	\$13,680,000	\$13,680,000	\$0	\$13,680,000
NHPP	\$53,650,000	\$53,650,000	\$0	\$53,650,000
NHS	\$14,250,000	\$14,250,000	\$0	\$14,250,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$17,447,528	\$13,958,022	\$3,489,506	\$17,447,528
Section 5339	\$1,949,803	\$1,559,842	\$389,961	\$1,949,803
STP-State	\$13,410,000	\$13,410,000	\$0	\$13,410,000
STP-Urban	\$28,039,918	\$12,104,340	\$2,509,220	\$14,613,560
TA	\$650,000	\$650,000	\$0	\$650,000
Total	\$363,926,296	\$127,399,042	\$223,100,896	\$350,499,938

FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	\$50,000	\$50,000	\$0	\$50,000
IM	\$50,000,000	\$50,000,000	\$0	\$50,000,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$17,796,479	\$14,237,183	\$3,559,296	\$17,796,479
Section 5339	\$1,988,799	\$1,591,039	\$397,760	\$1,988,799
STP-State	\$2,900,000	\$2,900,000	\$0	\$2,900,000
STP-Urban	\$32,935,578	\$7,137,760	\$1,259,440	\$8,397,200
TA	\$650,000	\$650,000	\$0	\$650,000
Total	\$111,320,856	\$81,565,982	\$5,216,496	\$86,782,478

* 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.

The Ohio River Bridges Project of Kentucky and Indiana

The information used to depict the Louisville-Southern Indiana Ohio River Bridges (LSIORB) project in the metropolitan Transportation Improvement Program (TIP) comes from the, Louisville – Southern Indiana Ohio River Bridges Project Financial Plan – 2014 Interim Update (per TIFIA Requirement), February 2014. Because of the scope and significance of the LSIORB project, the FHWA requires the project sponsors (the Commonwealth of Kentucky and the State of Indiana) to submit annual finance plan updates to show how the project will be financed through construction. The annual updates demonstrate the shared commitments to complete this major project. The Financial Plan update that was approved in February 2014 can be found in Appendix F.

The financial plan update includes the annual update and updated expenditure information. It serves to not only inform the metropolitan area about the status of the project but also to provide funding information that will be reflected in the TIP through amendment or modification as appropriate.

The LSIORB project design and construction phases are currently being advanced. More detailed project information can be found at the LSIORB project web-site at: <http://www.kyinbridges.com/>.

Operations and Maintenance

The system of roadways that has been developed for the Louisville and Southern Indiana urbanized area must be maintained. The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The Indiana Department of Transportation projects spending \$15,703,034 over the four year period of the TIP to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that \$78,386,400 will be spent over the four year period to maintain roads in Bullitt, Jefferson, and Oldham counties. The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending \$243,824,003 to operate transit in the five county area over the next four years.

Between Fiscal Year 2015 and Fiscal Year 2018 there will be approximately \$337,913,437 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.

**Owensboro FY 2014-2019 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 (FHWA) and the Federal Transit Administration (FTA). 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 Owensboro – Daviess 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 and the Kentucky State Legislature. In order to address the full range of transportation needs, on a statewide level and within the Owensboro – Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Owensboro – Daviess County area are identified on page 8.

The specific projects shown in the Project Listing tables beginning on Appendix A 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 10 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; financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Moving Ahead in the 21st Century Act (MAP-21) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307

Section 5310

Section 5339

Federal Highway Programs

BR2 – JP2 BRAC Bond Projects Second Program

BRO – Federal Bridge Replacement – On-System

BRX – Federal Bridge Replacement – On/Off System

BRZ – Federal Bridge Replacement – Off System

HES – Hazard Elimination System

HPP – High Priority Projects

HSIP – Safety – Highway Safety Improvement Program

IF – Innovative Financing

IM – Interstate Maintenance

KYD – Demonstration funds Allocated to Kentucky

NH – National Highway System

NHPP – National Highway Performance Program

HUD – Housing and Urban Development

SRTS – Safe Routes to School

STP – Surface Transportation Program

TAP – Federal Transportation Alternatives Program

CMAQ – Congestion Mitigation Air Quality

TCSP – Transportation & Community System Preservation Funds

State Programs

SB2 – State Bonds

SP – State Construction Projects

SPB – State Bonds

SPP – State Construction High Priority

Table 1 Summary of Funding Owensboro - Daviess County MPO Transportation Improvement Program FY 2014 - 2019														
Funding Type	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA - OTS	\$0	\$0	\$2,372,250	\$2,372,250	\$2,490,250	\$2,490,250	\$2,598,500	\$2,598,500	\$2,710,750	\$2,710,750	\$2,830,500	\$2,830,500	\$13,002,250	\$13,002,250
FTA - GRITS	\$0	\$0	\$11,197,391	\$11,197,391	\$930,560	\$930,560	\$1,872,088	\$1,872,088	\$915,692	\$915,692	\$1,073,075	\$1,073,075	\$15,988,806	\$15,988,806
BRZ	\$0	\$0	\$485,000	\$485,000	\$870,000	\$870,000							\$1,355,000	\$1,355,000
HPP			\$3,404,040	\$3,404,040									\$3,404,040	\$3,404,040
STP	\$0	\$0	\$1,250,000	\$1,250,000	\$2,000,000	\$2,000,000							\$3,250,000	\$3,250,000
SB2													\$0	\$0
SPP			\$12,080,000	\$12,080,000	\$4,075,000	\$4,075,000	\$29,890,000	\$29,890,000	\$10,600,000	\$10,600,000			\$56,645,000	\$56,645,000
TOTAL	\$0	\$0	\$30,788,681	\$30,788,681	\$10,365,810	\$10,365,810	\$34,360,588	\$34,360,588	\$14,226,442	\$14,226,442	\$3,903,575	\$3,903,575	\$93,645,096	\$93,645,096

**Radcliff/Elizabethtown FY 2013-2018 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 Appendix A 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 9 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Moving Ahead in the 21st Century Act (MAP-21) and are abbreviated as follows:

Federal Transit Programs

FTA - Federal Transit Administration
 Section 5307
 Section 5310
 Section 5339
 Small Transit Intensive Cities

Federal Highway Programs

BR2 - JP2 BRAC Bond Projects Second Program
 BRO - Federal Bridge Replacement - On-system
 BRX - Federal Bridge Replacement - On/Off System
 BRZ - Federal Bridge Replacement - Off System
 HES - Hazard Elimination System
 HPP - High Priority Projects
 HSIP - Safety - Highway Safety Improvement Program
 IF - Innovative Financing
 IM - Interstate Maintenance
 KYD - Demonstration Funds Allocated to Kentucky
 NH - National Highway System
 NHPP - National Highway Performance Program
 RRP - Safety - Railroad Protection
 RRS - Safety - Railroad Separation
 SRTS - Safe Routes to School
 STP - Surface Transportation Program
 TAP - Federal Transportation Alternatives Program
 TE - Federal Transportation Enhancement Program

State Programs

SB2 - State Bonds
 SP - State Construction Projects
 SPB - State Bonds
 SPP - State Construction High Priority

Summary of Funding

Funding Type	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA	\$2,012,000	\$2,012,000	\$1,624,172	\$1,624,172									\$3,636,172	\$3,636,172
BRO			\$75,000	\$75,000	\$150,000	\$150,000	\$225,000	\$225,000					\$450,000	\$450,000
BR2					\$6,240,000	\$6,240,000							\$6,240,000	\$6,240,000
IM	\$1,450,000	\$1,450,000			\$370,000	\$370,000							\$1,820,000	\$1,820,000
NH	\$55,560,000	\$55,560,000			\$4,500,000	\$4,500,000	\$30,000,000	\$30,000,000	\$31,000,000	\$31,000,000	\$70,000,000	\$70,000,000	\$191,060,000	\$191,060,000
SB2	\$525,000	\$525,000											\$525,000	\$525,000
SP	\$3,080,000	\$3,080,000	\$11,840,000	\$11,840,000	\$27,814,000	\$27,814,000	\$1,000,000	\$1,000,000					\$43,734,000	\$43,734,000
SPP	\$24,380,000	\$24,380,000	\$16,130,000	\$16,130,000	\$10,000,000	\$10,000,000							\$50,510,000	\$50,510,000
STP	\$1,000,000	\$1,000,000			\$1,100,000	\$1,100,000			\$5,700,000	\$5,700,000			\$7,800,000	\$7,800,000
TOTAL	\$88,007,000	\$88,007,000	\$29,669,172	\$29,669,172	\$50,174,000	\$50,174,000	\$31,225,000	\$31,225,000	\$36,700,000	\$36,700,000	\$70,000,000	\$70,000,000	\$305,775,172	\$305,775,172

*The Kentucky Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2013-2016. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).