

**Operations and Maintenance Costs
MPO Areas**

**Bowling Green FY 2019-2024 TIP
Financial Plan**

**Clarksville-Oak Grove FY 2020-2023 TIP
Financial Plan**

**Evansville-Henderson FY 2020-2024 TIP
Financial Plan**

**Louisville FY 2020-2025 TIP
Financial Plan**

**Huntington-Ashland-Ironton FY 2021-2024 TIP
Financial Plan**

**Lexington FY 2021-2024 TIP
Financial Plan**

**Cincinnati-Northern KY FY 2021-2024 TIP
Financial Plan**

**Owensboro FY 2019-2024 TIP
Financial Plan**

**Radcliff/Elizabethtown FY 2018-2022 TIP
Financial Plan**

Operations and Maintenance Costs

MPO Areas

OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS

MPO	Ashland	Bowling Green	Cincinnati-Northern Kentucky	Clarksville	Elizabethtown	Henderson	Lexington	Louisville	Owensboro		
COUNTIES INCLUDED	Boyd, Greenup	Warren	Boone, Kenton, Campbell	Christian*	Hardin, Meade	Henderson	Fayette, Jessamine, Scott*	Bullitt, Jefferson, Oldham, Shelby*	Daviess		
PERCENT OF STATEWIDE MAINTENANCE COST ALLOCATED TO MPO AREA											
YEAR	STATEWIDE MAINTENANCE COST	1.57%	1.79%	3.12%	0.17%	2.79%	1.13%	2.86%	5.90%	1.47%	MPO TOTALS
2021	\$521,393,326	\$8,185,875	\$9,332,941	\$16,267,472	\$886,369	\$14,546,874	\$5,891,745	\$14,911,849	\$30,762,206	\$7,664,482	\$108,449,812
2022	\$532,863,979	\$8,365,964	\$9,538,265	\$16,625,356	\$905,869	\$14,866,905	\$6,021,363	\$15,239,910	\$31,438,975	\$7,833,100	\$110,835,708
2023	\$544,586,987	\$8,550,016	\$9,748,107	\$16,991,114	\$925,798	\$15,193,977	\$6,153,833	\$15,575,188	\$32,130,632	\$8,005,429	\$113,274,093
2024	\$556,567,901	\$8,738,116	\$9,962,565	\$17,364,918	\$946,165	\$15,528,244	\$6,289,217	\$15,917,842	\$32,837,506	\$8,181,548	\$115,766,123

*Partial County

**Bowling Green FY 2019-2024 TIP
Financial Plan**

- A project cost or schedule change is made that affects financial constraint.

TIP Administrative Modifications

Less significant changes to project details and the addition of certain types of projects (see Grouped Projects section) may be accomplished by Administrative Modification. Modifications include minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. Public review is not required for administrative changes to the TIP. Administrative Modifications will be included as agenda items for the TAC and PC meetings. The public may offer comments as part of the PC and TAC meeting's public comment time on the agenda. All TIP administrative modifications will be posted on the MPO website and distributed to agencies/stakeholders identified on the KYTC Routing & Information Sheet.

All TIP amendments and modifications are posted on the MPO's website at www.bgareampo.org.

Air Quality Conformity

The planning area for the Bowling Green-Warren County MPO is in attainment with all federal air quality regulations. An attainment area is considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards set forth in the Clean Air Act.

Fiscal Constraint

The Fixing America's Surface Transportation Act (FAST) identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of the FAST Act 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.

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 KYTC 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. Projects scheduled in the current biennium (Fiscal Years 2018-2019) of the Kentucky State Highway Plan have an associated commitment of the funding identified in the Plan by KYTC and the State Legislature. Funding identified in this document for the years 2020 and beyond represent "reasonably expected" funding to carry out those projects based on their inclusion in the Plan.

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; therefore, financial constraint is demonstrated.

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. To show fiscal balance and distinction of funds, the project tables (**pages 15 – 33**) are identified by federally funded transportation projects (**Table 4**). 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.

Project Types and Project Funds Classification

In order to address the full range of transportation needs, on a statewide level and within the MPO area, the 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 below:

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

HSIP – Highway Safety Improvement Program

NHPP/NH – National Highway Performance Program

BRO – Federal Bridge Replacement on Federal System

IM – Interstate Maintenance

NH – Federal National Highway System

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

STPG/STP – Surface Transportation Block Grant Program

BRX – Federal Bridge Replacement Off Federal System

BRZ – Federal Bridge Replacement Local System

TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Projects)

State Programs

SP – State Construction Funds

SPB – State Bonds

SPP – State Construction High Priority

Grouped Projects

Transportation planning regulations applicable to the development and content of the TIP allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or system preservation. The TIP includes a list of these types of projects (called Grouped Projects) that may be allocated federal funding through a variety of federal funding programs. These projects are typically identified in an effort to improve existing problems/deficiencies, enhance preservation, or improve safety. They may also be the result of competitive grant awards.

For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment, simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Bowling Green-Warren County MPO are shown in **Table 1** on the following page. The list of grouped projects was developed cooperatively with KYTC and FHWA. By listing these project types in the TIP and MTP documents, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by KYTC (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the STIP.

TABLE 1 | Grouped Projects

HSIP – Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier, and Crash Cushion Projects
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Projects
Traffic Signal System Improvements
Highway Signing
Pavement Markers and Striping
Pavement Resurfacing, Restoration, and Rehabilitation
Bridge Replacement (no additional lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Railroad/Highway Crossing Protection
Recreational Trails Projects
Transportation Alternatives Projects
Congestion Mitigation Air Quality (CMAQ) Projects**
Commuter Ridesharing Programs
Bicycle Facilities
Pedestrian Facilities
Park & Ride Facilities
Purchase of New Buses
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Small Transit Passenger Shelters and Informational Kiosks
Reconstruction or Renovation of Transit Facilities

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

Summary of Funding

The table below provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

TABLE 2 SUMMARY OF HIGHWAY FUNDING TYPES						
FISCAL YEAR		FUNDING TYPE				TOTAL
		NH	HSIP	STP	TAP	
2019	Est. Cost	\$ 800,000	\$ 590,000	\$ 8,760,000	\$ 2,158,924	\$ 12,308,924
	Revenue	\$ 800,000	\$ 590,000	\$ 8,760,000	\$ 2,158,924	\$ 12,308,924
2020	Est. Cost	\$ 3,910,000		\$ 28,330,000		\$ 32,240,000
	Revenue	\$ 3,910,000		\$ 28,330,000		\$ 32,240,000
2021	Est. Cost	\$ 25,160,000	\$ 1,250,000	\$ 5,950,000		\$ 32,360,000
	Revenue	\$ 25,160,000	\$ 1,250,000	\$ 5,950,000		\$ 32,360,000
2022	Est. Cost	\$ 25,290,000		\$ 4,560,000		\$ 29,850,000
	Revenue	\$ 25,290,000		\$ 4,560,000		\$ 29,850,000
2023	Est. Cost	\$ 14,850,000				\$ 14,850,000
	Revenue	\$ 14,850,000				\$ 14,850,000
2024	Est. Cost			\$ 440,000		\$ 440,000
	Revenue			\$ 440,000		\$ 440,000
TOTAL	Est. Cost	\$ 70,010,000	\$ 1,840,000	\$ 48,040,000	\$ 2,158,924	\$122,048,924
	Revenue	\$ 70,010,000	\$ 1,840,000	\$ 48,040,000	\$ 2,158,924	\$122,048,924

**Clarksville-Oak Grove FY 2020-2023 TIP
Financial Plan**

SECTION 2. FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, local jurisdictions and transit operators and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Detailed financial breakdowns are included in Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP are funded in accordance with current and proposed revenue sources. All revenue and cost estimates use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principles. The inflation rate of 3.0% for TN and 4.0% for KY projects was used to project expenditure dollars for each future year in the development of the 2045 MTP and for the TIP. There are no new State funded projects in the TIP, except those awarded through a competitive grant process. The funding for TDOT and KYTC projects is a continuation of existing projects. Each project listed in the TIP has an estimated cost assigned to it. These cost estimates were derived through consultation with TDOT, KYTC, consultants, local governments, the MPO staff and CTS. The estimated cost for each project is in line with the estimates in the 2045 MTP for that project. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L- STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

FY2020-FY2023 Transportation Improvement Program

**21 REASONABLY AVAILABLE L-STBG FUNDS:
(Allocated through TDOT)**

Table 1		
Summary of L-STBG Funds		New
Federal Share Only		as of 9/30/2019
L-STBG Funding Table (TDOT)		
Balance 9-30-19		\$17,202,044
FY2020 Allocation	+	\$2,000,000
Available to Spend	=	\$19,202,044
Projects Programmed	-	\$8,800,000
Remaining 2020	=	\$10,402,044
2021		
FY2021 Allocation	+	\$2,100,000
Available to Spend	=	\$12,502,044
Projects Programmed	-	\$0
Remaining 2021	=	\$12,502,044
2022		
FY2022 Allocation	+	\$2,200,000
Available to Spend	=	\$14,702,044
Projects Programmed	-	\$0
Remaining 2022	=	\$14,702,044
2023		
FY2023 Allocation	+	\$2,300,000
Available to Spend	=	\$17,002,044
Projects Programmed	-	\$16,500,000
Remaining 2023	=	\$502,044

FY2020-FY2023 Transportation Improvement Program

22 **FISCALLY CONSTRAINED PROGRAMMED REVENUE AND COSTS:**

Kentucky Funding Table 2				
As of 10/1/2019 (By Year of Expenditure)				
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
Total	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Amount Programmed to be Spent				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
Total Programmed	\$ 2,530,000.00	\$ 5,910,000.00	\$ -	\$ -
Amount Remaining				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant(STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$ -	\$ -	\$ -	\$ -

FY2020-FY2023 Transportation Improvement Program

Tennessee Funding Table 3				
(By Year of Expenditure)				
Funding Source	As of 10/1/2019			
	FY2020 Available	FY2021 Available	FY2022 Available	FY2023 Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (STBG-TA)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 12,502,044.00	\$ 14,702,044.00	\$17,002,044.00
Congestion Mitigation&Air Quality Imprvmt(CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$ 676,148.00	\$ 563,445.00	\$ 337,905.00	\$ 225,203.00
HPP	\$ -	\$ -	\$ 1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ 1,834,628.00	\$ 113,605.00	\$ 2,493,545.00	\$ 1,350,523.00
Local Match	\$ 16,229,399.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 4,250,511.00
Total	\$ 50,344,713.00	\$17,494,045.00	\$ 31,033,005.00	\$28,130,281.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 140,000.00	\$ 120,000.00	\$ 80,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 7,824,000.00	\$ 5,242,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (STBG-TA)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 8,800,000.00	\$ -	\$ -	\$16,500,000.00
Congestion Mitigation&Air Quality Imprvmt (CMAQ)	\$ 210,000.00	\$ 985,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$ 676,148.00	\$ 563,445.00	\$ 337,905.00	\$ 225,203.00
HPP	\$ -	\$ -	\$ 1,920,000.00	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ 1,834,628.00	\$ 113,605.00	\$ 2,493,545.00	\$ 1,350,523.00
Local Match	\$ 13,628,888.00	\$ -	\$ -	\$ 4,125,000.00
Total	\$ 37,342,158.00	\$ 1,866,490.00	\$ 12,655,450.00	\$27,502,726.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (STBG-TA)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 10,402,044.00	\$ 12,502,044.00	\$ 14,702,044.00	\$ 502,044.00
Congestion Mitigation&Air Quality Imprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 2,600,511.00	\$ 3,125,511.00	\$ 3,675,511.00	\$ 125,511.00
Total	\$ 13,002,555.00	\$15,627,555.00	\$ 18,377,555.00	\$ 627,555.00

FY2020-FY2023 Transportation Improvement Program

Clarksville Transit System	Table 4		New - 10/1/2019	
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 308,226.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 1,962,366.00	\$ 2,001,614.00	\$ 2,041,646.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,138,210.00	\$ 1,106,830.00	\$ 1,113,235.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 751,534.00	\$ 80,000.00	\$ 80,000.00
FTA-5310	\$ 168,000.00	\$ -	\$ -	\$ -
State Operating	\$ 960,100.00	\$ 981,183.00	\$ 1,000,806.00	\$ 1,020,823.00
State 5307 Capital Match	\$ 331,875.00	\$ 142,275.00	\$ 138,352.00	\$ 139,153.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 93,941.00	\$ 10,000.00	\$ 10,000.00
State 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,289,409.00	\$ 1,309,033.00	\$ 1,329,049.00
Local 5307 Capital Match	\$ 331,874.00	\$ 142,278.00	\$ 138,356.00	\$ 139,156.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 93,942.00	\$ 10,000.00	\$ 10,000.00
Local 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Total	\$ 10,826,619.00	\$ 6,903,364.00	\$ 6,103,217.00	\$ 6,191,288.00
Amount Programmed to be Spent				
FTA-5307(KY)Operating Assistance*	\$ 308,226.00	\$ 308,226.00	\$ 308,226.00	\$ 308,226.00
FTA-5307(TN)Operating Assistance	\$ 1,923,888.00	\$ 1,962,366.00	\$ 2,001,614.00	\$ 2,041,646.00
FTA-5307(TN) Capital	\$ 2,654,997.00	\$ 1,138,210.00	\$ 1,106,830.00	\$ 1,113,235.00
FTA-5307 / CMAQ flexed	\$ 1,584,000.00	\$ -	\$ -	\$ -
FTA-5339	\$ 682,916.00	\$ 751,534.00	\$ 80,000.00	\$ 80,000.00
FTA-5310	\$ 168,000.00	\$ -	\$ -	\$ -
State Operating	\$ 960,100.00	\$ 981,183.00	\$ 1,000,806.00	\$ 1,020,823.00
State 5307 Capital Match	\$ 331,875.00	\$ 142,275.00	\$ 138,352.00	\$ 139,153.00
State 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 85,364.00	\$ 93,941.00	\$ 10,000.00	\$ 10,000.00
State 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Local Operating	\$ 1,272,014.00	\$ 1,289,409.00	\$ 1,309,033.00	\$ 1,329,049.00
Local 5307 Capital Match	\$ 331,874.00	\$ 142,278.00	\$ 138,356.00	\$ 139,156.00
Local 5307 / CMAQ flexed	\$ 198,000.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 85,365.00	\$ 93,942.00	\$ 10,000.00	\$ 10,000.00
Local 5310 Match	\$ 21,000.00	\$ -	\$ -	\$ -
Total	\$ 10,826,619.00	\$ 6,903,364.00	\$ 6,103,217.00	\$ 6,191,288.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -

FY2020-FY2023 Transportation Improvement Program

FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -
Local 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
Local 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
Local 5339 Match	\$ -	\$ -	\$ -	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

23 MAINTENANCE AND OPERATIONS:

The Clarksville MPO and its member jurisdictions must assure the maintenance and efficient operation of existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, street lighting, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these annual activities are not scheduled or funded in the TIP, they are included in Figure 15 to demonstrate that jurisdictions have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP for FY2020. These numbers are based on expected continual economic growth. Actual numbers may change.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds from TN and KY for operating assistance, and through TDOT and local funds contributed by the City of Clarksville. These funds are spent on daily operations activities, and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation infrastructure.

Montgomery County, Tennessee expends approximately \$5.2 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$14.6 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$209,550 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$124,922 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

For future years, an estimate of a three(3) percent increase in the budget is used as shown in Figure 16. In the event federal transportation funds are made available for maintenance and operations projects, it will be identified in the TIP.

FY2020-FY2023 Transportation Improvement Program

Figure 15. Highway Operations and Maintenance Budgets – FY2020

Maintenance and Operations	Estimated Annual Revenues	Estimated Annual Cost
City of Clarksville, TN	\$14,600,000.00	\$ 14,600,000.00
Montgomery County, TN	\$ 5,200,000.00	\$ 5,200,000.00
City of Oak Grove, KY	\$ 209,550.00	\$ 209,550.00
City of Hopkinsville, KY	\$ 624,000.00	\$ 624,000.00
Christian County, KY*	\$ 124,922.00	\$ 124,922.00
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	\$ 4,156,002.00	\$ 4,156,002.00
Total Maintenance and Operations	24,290,474.00	\$ 24,290,712.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$499,668.00 in Transportation maintenance funds for Christian County.

Figure 16. Future Operations and Maintenance Budgets FY2021-FY2023

Maintenance and Operations	FY2021	FY2022	FY2023
City of Clarksville, TN	\$15,038,000	\$15,489,140	\$ 15,953,814
Montgomery County, TN	\$ 5,356,000	\$5,516,680	\$ 5,682,180
City of Oak Grove, KY	\$ 215,837	\$ 222,312	\$ 228,981
City of Hopkinsville, KY	\$ 642,720	\$ 662,002	\$ 681,862
Christian County, KY	\$ 128,670	\$ 132,530	\$ 136,506
Clarksville Transit System (CTS) – FTA 5307 Operating Funding with State and Local Match	\$ 4,366,296	\$4,497,285	\$ 4,632,203
Total Maintenance and Operations	\$ 25,412,763	\$ 25,921,019	\$ 26,439,440

**Evansville-Henderson FY 2022-2026 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 descriptions and sources of the varied federal, state, and local transportation funds supporting the TIP program of projects. Current and projected funding and revenue levels in the Evansville MPO Planning Area is also reviewed.

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.

FUNDING THE TIP

03



Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill (FAST Act), as described in Chapter 1. The first long-term surface transportation authorization in a decade, the FAST Act builds on the changes instituted with its predecessor MAP-21, which restructured the core highway formula programs. FAST Act core programs include, but are not limited to, the following:

Federal Highway Administration (FHWA) Administered	Federal Transit Administration (FTA) Administered
National Highway Performance Program (NHPP)	Section 5303 - Metropolitan Planning Program
Surface Transportation Block Grant (STBG)	Section 5307 - Urbanized Area Formula Program
Congestion Mitigation and Air Quality (CMAQ)	Section 5339 - State of Good Repair Program
Highway Safety Improvement Program (HSIP)	Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
National Highway Freight Program (NHFP)	

FHWA Administered Funds

National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the 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.

Surface Transportation Block Grant (STBG) Program

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most

flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds that States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the FAST Act continues all prior STP eligibilities and adds several new ones. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STBG funds (equal to 15 percent 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. For public understanding purposes, the set-aside funds are noted in this document, as applicable, as an add-on to the STBG funding notation (STBG-TA, Rec, B).

STBG funds can qualify for interstate construction and maintenance, which receive up to 90% federal obligation, while all other STBG funds receive up to 80% obligation. Funding priority within the urbanized area using MPO apportionment funds is determined by the MPO, while projects in rural areas must compete for statewide STBG funds administered by the State DOTs.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. 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 up to 80% reimbursement. CMAQ funds are only available to the Indiana portion of the MPO planning area.

Highway Safety Improvement Program (HSIP)

FAST Act continues the successful HSIP for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway-Highway Crossings Program continues as a set-aside from HSIP funding. The federal participation for HSIP projects is up to 90% reimbursement, with a few project types eligible for up to 100% reimbursement.

National Highway Freight Program (NHFP)

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is up to 90% for projects on the Interstate system and up to 80% for any other project.

FTA Administered Funds

The FTA has several funding sources for operating, maintenance and capital expenses.

Section 5303 Metropolitan Planning

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Evansville-Henderson Urbanized Area's population and population density, and the revenue miles and passenger miles

of METS and HART. The program covers up to 50% of annual operating costs and up to 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service (up to a predetermined operating cap). The City of Evansville or City of Henderson must provide the local match.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS and HART) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles, and prioritizes non-profit providers over public transportation providers. Funds not used by non-profits may be used by METS and HART for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by METS and HART for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A local match is required from the City of Evansville, City of Henderson or non-profit organization.

Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and/or purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match.

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. The state funds are administered by INDOT and KYTC and are allocated through their agency project selection processes.

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Administration. Capital and operating funds are allocated through a performance-based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5339, leaving just a 10% local match for the City of Henderson. Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll credits reward states that spend their toll revenue on projects that would otherwise require federal-aid support. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

Local Funds

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. A description of potential local funding sources are as follows:

Local Road and Street funds

Local Road and Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.

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.

Cumulative Bridge Fund

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide 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.

Municipal Road Aid and County Road Aid

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

Local Government Economic Assistance Fund

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. Thirty percent must be spent on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

Rural Secondary Program

The Kentucky Rural Secondary Program allocates funds to counties for the construction, reconstruction and maintenance of secondary and rural roads.

Local Transit Funding

Local transit funding includes fare revenue and funding from the city's general fund. Fare revenue is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of the City of Evansville and City of Henderson. Local non-profits derive their local match from a variety of sources, but primarily rely on donations from their boards, clients, and the local community.

Fiscal Constraint

The TIP must be fiscally constrained, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be implemented using committed, available, or reasonably available resources, and with assurance that funding is available to operate and maintain the federally supported transportation system. Projections of federal funding involve a measure of uncertainty

as the current legislation authorizing federal transportation expired at the end of the 2020 fiscal year. As such, the funding projections used in the federal fiscal constraint analysis assume the federal funding remains at the current/FY 2020 apportionment levels. Federal fiscal constraint for the FY 2022-2026 TIP is demonstrated in Tables 3.1 and 3.3. Federal funds within the first four years of the TIP are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects.

**Table 3.1:
Local Program Federal Fiscal Constraint**

Funding Source	All amounts in thousands					TIP Total
	2022	2023	2024	2025	2026	
Indiana LPA Program of Projects						
MPO Attributable						
STBG-U	\$ 3,950	\$ 3,950	\$ 3,950	\$ 3,950	\$ 3,950	\$ 19,750
HSIP	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 5,000
CMAQ	\$ 1,470	\$ 1,470	\$ 1,470	\$ 1,470	\$ 1,470	\$ 7,350
STBG -TA	\$ 330	\$ 330	\$ 330	\$ 330	\$ 330	\$ 1,650
CRRSAA	\$ -	\$ 1,508	\$ 300	\$ -	\$ -	\$ 1,808
MPO Transfers	\$ -	\$ -	\$ -	\$ (616)	\$ (2,000)	\$ (2,616)
Subtotal	\$ 6,750	\$ 8,258	\$ 7,050	\$ 6,134	\$ 4,750	\$ 32,942
State Attributable						
STBG-R	\$ 3,638	\$ 952	\$ 3,797	\$ 1,797	\$ 13	\$ 10,197
Subtotal	\$ 3,638	\$ 952	\$ 3,797	\$ 1,797	\$ 13	\$ 10,197
Note: Indiana HSIP includes \$215,000 annual STBG penalty funding.						
Kentucky LPA program of projects						
MPO Attributable						
SHN (STBG)	\$ 710	\$ 710	\$ 710	\$ 710	\$ 710	\$ 3,550
TA	\$ 39	\$ 39	\$ 39	\$ 39	\$ 39	\$ 195
Prior Year Balance	\$ -	\$ 1,381	\$ -	\$ -	\$ -	\$ 1,381
Subtotal	\$ 749	\$ 2,130	\$ 749	\$ 749	\$ 749	\$ 5,126
Local Project Federal Funding (Indiana & Kentucky)						
Source	2022	2023	2024	2025	2026	total
Available Federal	\$ 11,137	\$ 11,340	\$ 11,596	\$ 8,680	\$ 5,512	\$ 48,264
Programmed Federal	\$ 11,090	\$ 10,818	\$ 11,157	\$ 6,957	\$ 5,073	\$ 45,094

For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Table 3.2 summarizes local revenues and federal fund matching costs for the five years of the TIP. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

During the five-year period of this TIP, both METS and HART will continue to rely on federal, state and local funds for operating, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and City of Henderson, requiring the need for multiple revenue sources.

METS is eligible for FTA Section 5307, 5310 and 5339 funding. In addition to these federal funds, METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds can be used to assist in the financing of operating costs. All other METS funding is from the City of Evansville, primarily through the City’s general fund. Riverboat funds may also be used as a local match for capital projects.

HART is also eligible for Section 5307, 5310 and 5339 funding from the FTA. Through a request to KYTC, HART may receive a 10% match for capital projects, reducing the City of Henderson’s share for capital projects to 10%. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson general fund.

Table 3.3 is a summary of the local transit fiscal analysis. Estimated federal, state and local funding for METS, HART and local non-profits is compared to the programmed amounts as detailed in Table 4.4. More specific project information and detailed funding amounts are provided during the grant development process. Additional public outreach is also provided during the grant development process to solicit input regarding the projects and funding sources.

In compliance with the FTA Financial Capacity Policy (Circular 7008.1), it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2022 through 2026.

**Table 3.2:
Local Fiscal Constraint and Operations/Maintenance**

	Projected Local Revenues 2022-2026	Programmed Local Matching Costs 2022-2026	Revenues Available for Operations/Maintenance
Indiana			
Vanderburgh County	\$ 39,412,154	\$ 9,808,800	\$ 29,603,354
City of Evansville	\$ 38,408,316	\$ 5,911,800	\$ 32,496,516
Warrick County	\$ 22,795,848	\$ 10,631,200	\$ 12,164,648
City of Boonville	\$ 1,601,298	\$ 527,000	\$ 1,074,298
Town of Lynnville	\$ 229,316	\$ 239,800	\$ (10,484)
Kentucky			
Henderson County	\$ 11,245,145	\$ -	\$ 11,245,145
City of Henderson	\$ 2,994,653	\$ 580,400	\$ 2,414,253

**Table 3.3:
Local Program Federal Fiscal Constraint for Transit**

Evansville-Henderson Urbanized Area	FY 2022	FY 2023
Estimated Federal Funds (5307, 5339, 5310)	\$ 3,361,877	\$ 3,416,264
Estimated State & local funds (METS, HART & non-profits)	\$ 7,785,151	\$ 8,087,783
Programmed	\$ 10,412,000	\$ 10,006,000
Difference	\$ 735,028	\$ 1,498,046

**Louisville FY 2020-2025 TIP
Financial Plan**

03

FUNDING

IN THIS CHAPTER

Roadway

Public Transportation

Other Funds

Summary of Funding Award Authority

Financial Plans

Transit Program of Projects

Operations and Maintenance

The FAST Act furthers the commitment to funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. The FAST Act creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation’s transportation infrastructure.

ROADWAY

The following programs primarily focus on strengthening America’s highways, establishing a performance-based program, creating jobs and supporting economic growth, supporting the Department of Transportation’s safety agenda, streamlining transportation programs, and accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The National Highway Performance Program (NHPP) 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.

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; and
- 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 BLOCK GRANT (STBG)

The Surface Transportation Block Grant (STBG) 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 STBG, a proportionate share of funds is set aside for the State's Transportation Alternatives (TA) 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 can be used in any area of the state, while the other fifty percent is suballocated 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; and
- Areas with population of 5,000 or less.

STBG funds, allocated to the Louisville/Jefferson County KY-IN MPA, are to be awarded 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. STBG monies obligated to the areas outside a Transportation Management Area (TMA) are to be spent at the discretion of the state department of transportation. INDOT and KYTC have the authority to award the state's share of STBG funds to projects within the Louisville/Jefferson County KY-IN MPA.

All STBG funds, other than those used for interstate completion or interstate maintenance projects, receive an 80% federal share toward the cost of each project. STBG funds 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 suballocated to the nonattainment/maintenance areas rests with the MPO. CMAQ funds typically represent 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 KYTC, and in Indiana, INDOT suballocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is typically 90%.

TRANSPORTATION ALTERNATIVES (TA)

The Transportation Alternatives Program was established to fund alternative transportation projects most notably for bicyclists and pedestrians. Fifty percent of the state's TA apportionment is suballocated by both Indiana and Kentucky 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 these funds:

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

RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION (RAIL SAFETY)

This 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%. INDOT and KYTC have the authority to award these funds.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD Transportation grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. The FHWA has the authority to award these competitive grant funds.

OTHER ROADWAY PROGRAMS

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program, and the Infrastructure for Rebuilding America (INFRA) Grants Program. The majority of them are competitively awarded by the FHWA. More information about all FHWA programs is available [here](#).

PUBLIC TRANSPORTATION

The FAST Act also provides programmatic funding to enhance 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).

TARC receives an annual allocation of funds through this program. 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. However, TARC is generally not eligible to use these funds for operating assistance.

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%.

This is a discretionary grant program whereby transit agencies are required to complete a series of steps over several years prior to receiving grant funds. These funds are very competitive and are typically used to build new fixed guideway systems using light rail and streetcars.

SECTION 5310: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

The goal of 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.

These funds have two specific requirements:

- 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.

TARC is responsible for competitively awarding these funds on an annual basis to smaller transit agencies and non-profits who serve seniors and people 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.

These funds are awarded by INDOT’s Office of Transit and KYTC’s Office of Transportation Delivery to rural transit agencies. 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

Section 5337 is a formula-based 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 development and implementation of a Transit Asset Management Plan as well as the replacement and rehabilitation of:

- 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.

Eligible recipients are state and local government authorities in urbanized areas (UZAs) with fixed guideway (e.g. light rail and streetcars) and high intensity motorbus systems (e.g. bus rapid transit) in revenue service for at least seven years.

TARC is not currently eligible to receive funds through this program. The maximum federal share is 80%.

SECTION 5339: GRANTS FOR BUSES AND BUS FACILITIES FORMULA PROGRAM

This 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.

Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

TARC receives an annual allocation of funds through this program. 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 0.76 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.

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.

SUMMARY OF FUNDING AWARD AUTHORITY

Understanding which agencies have the ability to award Federal funds in the Louisville/Jefferson County KY-IN MPA for the different USDOT programs can be complicated. On the next page is a chart which explains the agencies that have the authority to award funds from the core federal transportation programs. There are many other smaller funding programs not listed below for which INDOT and KYTC, as the state DOT's, also have authority to award. In addition, both entities award state transportation funds through a variety of programs.

Although there are different agencies that have the authority to award funds from different programs, the TPC and KIPDA staff still have the ultimate responsibility to officially program (i.e. add) the projects and the associated funds TIP.

FINANCIAL PLANS

The FAST Act requires the MPO to ensure the funds in the TIP are based on the Year of Expenditure, meaning they are adjusted to reflect how much each phase of a project will cost in the year in which they are scheduled. The TIP must be fiscally constrained which means the MPO cannot program more dollars in the TIP than are anticipated to be received between FY 2020 – 2025. A financial plan of federal funds that are programmed in the TIP for FY 2020 through 2025 is shown in Figure 3 for Indiana programs and Figure 4 for Kentucky programs.

TRANSIT PROGRAM OF PROJECTS (POP)

Transit projects requesting federal funds must be included in the TIP and endorsed by the TPC. TARC receives the majority of Federal Transit Administration (FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the CMAQ, STBG and TA programs.

TARC's proposed Fiscal Year 2020 – 2025 POP for FTA Section 5307 can be found in Figure 5. FTA Section 5310 projects are usually added to the TIP by administrative modification because the funds are awarded competitively on an annual basis. The anticipated annual allocations for FTA Section 5310 funds can be found in Figure 6. To date, TARC has not awarded any Section 5310 funds between FY 2020 – 2025. As additional FTA Section 5310 funds are awarded, the TIP will be updated to add the newly awarded transit projects. TARC's proposed Fiscal Year 2020 - 2025 POP for FTA Section 5339 funds can be found in Figure 7. Any FHWA funds that a transit agency receives are also listed in the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Figures 8 and 9. TARC's five-year Capital Improvement Program is shown in Figure 10. These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The amounts provided are the total costs including local, state and Federal funds. The Indiana Department of Transportation anticipates spending approximately \$268,924,056 over the six-year period of the TIP to maintain the roadways in

Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that approximately \$174,797,000 will be spent over the six-year period to maintain roads in Bullitt, Jefferson, and Oldham counties. TARC has projected spending \$123,640,392 to operate transit in the five-county area over the next six years. Between Fiscal Year 2020 and Fiscal Year 2025 there will be approximately \$567,361,448 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.



INDOT

- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Section 130)



KYTC

- Congestion Mitigation and Air Quality (CMAQ) - Statewide
- Highway Safety Improvement Program (HSIP) - Statewide
- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Rail Safety)
- Surface Transportation Block Grant (STBG) - Statewide
- Transportation Alternatives (TA) - Statewide



TARC

- Section 5307: Urbanized Area Formula Grants
- Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities
- Section 5339: Grants for Buses and Bus Facilities Formula Program



MPO DEDICATED FUNDS

- Congestion Mitigation and Air Quality (CMAQ) - Indiana Only
- Highway Safety Improvement Program (HSIP) - Indiana Only
- Surface Transportation Block Grant (STBG) - Both States
- Transportation Alternatives (TA) - Both States

Figure 3: Financial Plans for Indiana Funding Programs

FY 2020				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$174,943	\$174,943	\$43,761	\$218,704
CMAQ-MPO	\$1,384,147	\$1,384,147	\$334,400	\$1,718,547
Group III	\$3,000,000	\$3,000,000	\$0	\$3,000,000
Group IV	\$5,678,727	\$5,678,727	\$1,264,739	\$6,943,466
HSIP-MPO	\$704,325	\$704,325	\$75,606	\$779,931
HSIP-ST	\$3,486,344	\$3,486,344	\$436,260	\$3,922,604
IM	\$3,833,350	\$3,833,350	\$425,928	\$4,259,278
NHPP	\$16,626,649	\$16,626,649	\$2,365,501	\$18,992,150
NHS	\$496,800	\$496,800	\$124,200	\$621,000
Rail Safety	\$2,232,000	\$2,232,000	\$248,000	\$2,480,000
STBG-MPO	\$2,590,936	\$2,590,936	\$630,238	\$3,221,174
STBG-ST	\$17,712,344	\$17,712,344	\$3,221,638	\$20,933,982
TA-MPO	\$0	\$0	\$0	\$0
TIGER	\$1,618,213	\$1,618,213	\$931,787	\$2,550,000
TOTAL	\$59,538,778	\$59,538,778	\$10,102,058	\$69,640,836

FY 2021				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$18,530	\$18,530	\$4,633	\$23,163
CMAQ-MPO	\$1,300,000	\$1,300,000	\$310,000	\$1,610,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$707,824	\$707,824	\$84,203	\$792,027
IM	\$201,804	\$201,804	\$22,423	\$224,227
NHPP	\$56,668,999	\$56,668,999	\$6,852,802	\$63,521,801
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,287,366	\$3,287,366	\$779,342	\$4,066,708
STBG-ST	\$6,362,523	\$6,362,523	\$1,590,630	\$7,953,153
TA-MPO	\$36,615	\$36,615	\$7,323	\$43,938
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$68,583,661	\$68,583,661	\$9,651,356	\$78,235,017

FUNDING

FY 2022				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$362,454	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$474,500	\$474,500	\$87,567	\$562,067
HSIP-ST	\$1,208,916	\$1,208,916	\$167,657	\$1,376,573
IM	\$0	\$0	\$0	\$0
NHPP	\$9,245,935	\$9,245,935	\$1,027,326	\$10,273,261
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,552,880	\$3,552,880	\$888,220	\$4,441,100
STBG-ST	\$7,690,207	\$7,690,207	\$1,922,551	\$9,612,758
TA-MPO	\$234,147	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$22,769,039	\$22,372,438	\$4,143,321	\$26,515,759

FY 2023				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$108,000	\$108,000	\$12,000	\$120,000
HSIP-ST	\$689,375	\$689,375	\$172,344	\$861,719
IM	\$91,119,088	\$91,119,088	\$10,124,343	\$101,243,431
NHPP	\$6,336,833	\$6,336,833	\$704,092	\$7,040,925
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,627,000	\$3,627,000	\$731,750	\$4,358,750
STBG-ST	\$8,329,724	\$8,329,724	\$2,082,432	\$10,412,156
TA-MPO	\$688,981	\$688,981	\$909,083	\$1,598,064
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$111,099,001	\$111,099,001	\$14,786,044	\$125,885,045

FY 2024				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$1,923,750	\$1,923,750	\$213,750	\$2,137,500
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$7,908,130	\$7,908,130	\$878,682	\$8,786,812
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$2,500,231	\$2,500,231	\$2,383,426	\$4,883,657
STBG-ST	\$2,435,040	\$2,435,040	\$608,759	\$3,043,799
TA-MPO	\$0	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$14,967,151	\$14,967,151	\$4,134,617	\$19,101,768

FY 2025				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$590,834	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,799,000	\$3,799,000	\$949,750	\$4,748,750
STBG-ST	\$0	\$0	\$0	\$0
TA-MPO	\$234,147	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$4,623,981	\$3,999,000	\$999,750	\$4,998,750

KIPDA FY 2020 - 2025 Financial Plan Tables
Updated July 8, 2021

Kentucky FY 2020				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
CMAQ-ST	\$1,934,560	\$1,934,560	\$483,640	\$2,418,200
HSIP-ST	\$2,015,000	\$2,015,000	\$0	\$2,015,000
NHPP	\$13,566,500	\$13,566,500	\$769,500	\$14,336,000
NHS	\$70,446,000	\$70,446,000	\$80,000	\$70,526,000
Section 5307	\$14,970,048	\$14,970,048	\$3,769,278	\$18,739,326
Section 5310	\$1,733,698	\$1,733,698	\$646,366	\$2,380,064
Section 5339	\$3,501,155	\$3,501,155	\$875,290	\$4,376,445
SRTS	\$203,000	\$203,000	\$0	\$203,000
STBG-MPO	\$9,713,535	\$9,713,535	\$1,375,857	\$11,089,392
STBG-ST	\$10,871,280	\$10,871,280	\$6,855,720	\$17,727,000
TA-MPO	\$282,401	\$282,401	\$66,506	\$348,907
TA-ST	\$127,520	\$127,520	\$29,880	\$157,400

Kentucky FY 2021				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
CMAQ-ST	\$2,914,233	\$2,914,233	\$413,200	\$3,327,433
CRRSAA-MPO	\$1,498,557	\$1,498,557	\$0	\$1,498,557
HSIP-ST	\$2,476,900	\$2,476,900	\$134,100	\$2,611,000
NHPP	\$27,967,400	\$27,967,400	\$6,455,600	\$34,423,000
NHS	\$51,560,000	\$51,560,000	\$0	\$51,560,000
RTP	\$400,000	\$400,000	\$0	\$400,000
Section 5307	\$6,389,917	\$6,389,917	\$1,624,123	\$8,014,040
Section 5310	\$1,453,795	\$1,453,795	\$507,693	\$1,961,488
Section 5339	\$19,526,034	\$19,526,034	\$4,881,509	\$24,407,543
STBG-MPO	\$56,194,968	\$56,194,968	\$9,046,302	\$65,241,270
STBG-ST	\$41,388,600	\$41,388,600	\$10,881,400	\$52,270,000
TA-MPO	\$2,875,299	\$2,875,299	\$718,825	\$3,594,124
TA-ST	\$55,600	\$55,600	\$13,900	\$69,500

Kentucky FY 2022				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
CMAQ-ST	\$370,400	\$370,400	\$92,600	\$463,000
CRRSAA-MPO	\$6,439,458	\$6,439,458	\$0	\$6,439,458
HSIP-ST	\$832,500	\$832,500	\$92,500	\$925,000
NHPP	\$25,100,000	\$25,100,000	\$6,275,000	\$31,375,000
NHS	\$72,950,000	\$72,950,000	\$0	\$72,950,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,008,402	\$1,008,402	\$254,812	\$1,263,214
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
STBG-MPO	\$33,795,817	\$33,795,817	\$8,094,506	\$41,890,323
STBG-ST	\$43,904,000	\$43,904,000	\$5,306,000	\$49,210,000
TA-MPO	\$2,439,064	\$2,439,064	\$609,766	\$3,048,830
TA-ST	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000

Kentucky FY 2023				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
NHPP	\$46,196,000	\$46,196,000	\$11,549,000	\$57,745,000
NHS	\$62,880,000	\$62,880,000	\$0	\$62,880,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
STBG-MPO	\$30,018,786	\$30,018,786	\$7,492,197	\$37,510,983
STBG-ST	\$30,694,000	\$30,694,000	\$7,400,000	\$38,094,000

KIPDA FY 2020 - 2025 Financial Plan Tables
Updated July 8, 2021

Kentucky FY 2024				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
NHPP	\$58,120,000	\$58,120,000	\$14,530,000	\$72,650,000
NHS	\$24,000,000	\$24,000,000	\$0	\$24,000,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
STBG-MPO	\$10,838,290	\$10,838,290	\$2,224,573	\$13,062,863
STBG-ST	\$816,000	\$816,000	\$204,000	\$1,020,000
TA-MPO	\$1,282,000	\$1,282,000	\$320,500	\$1,602,500

Kentucky FY 2025				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
NHPP	\$12,000,000	\$12,000,000	\$3,000,000	\$15,000,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
STBG-MPO	\$44,938,236	\$44,938,236	\$6,252,058	\$51,190,294
STBG-ST	\$12,744,000	\$12,744,000	\$3,186,000	\$15,930,000
TA-MPO	\$2,312,000	\$2,312,000	\$578,000	\$2,890,000

Figure 5: Section 5307 - Urbanized Area Formula Grants

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2020					
2422	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,375	\$5,094	\$25,469
2426	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,528,425	\$882,106	\$4,410,531
2430	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,450,801	\$2,612,700	\$13,063,501
2434	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$82,325	\$20,581	\$102,906
2438	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$144,430	\$36,108	\$180,538
2442	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$72,215	\$18,054	\$90,269
2446	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$72,215	\$18,054	\$90,269
2450	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$72,215	\$18,054	\$90,269
Fiscal Year 2021					
2423	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2427	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2431	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2435	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2439	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2443	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2447	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2451	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

FUNDING

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2022					
2790	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2794	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2798	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2802	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2806	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2810	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2814	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2818	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
Fiscal Year 2023					
2791	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2795	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2799	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2803	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2807	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2811	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2815	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2819	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2024					
2792	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2796	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2800	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2804	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2808	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2812	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2816	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2820	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
Fiscal Year 2025					
2793	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2797	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2801	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2805	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2809	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2813	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2817	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2821	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

**Figure 6: Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program
TARC's Program of Projects (POP) for FY 2020 – 2025**

These funds have not yet been awarded and programmed to specific projects. The amounts below are the estimated apportionments by fiscal year. The funds will be awarded and programmed to specific projects at a later date.

YEAR	FEDERAL	OTHER	TOTAL
2020	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2021	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2022	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2023	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2024	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2025	\$1,004,787.00	\$251,197.00	\$1,255,984.00

**Figure 7: Section 5339 - Grants for Buses and Bus Facilities Formula Program
TARC's Program of Projects (POP) for FY 2020 – 2025**

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2020					
2453	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$779,920.00	\$194,981.00	\$974,901.00
2455	TARC Rehab Administrative Facility	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$560,000.00	\$140,000.00	\$700,000.00
2457	TARC Purchase Support Vehicles	Purchase replacement support vehicles.	\$219,920.00	\$54,981.00	\$274,901.00
Fiscal Year 2021					
2454	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2458	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2462	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2022					
2822	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2826	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2830	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00
Fiscal Year 2023					
2823	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2827	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2831	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00
Fiscal Year 2024					
2824	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2828	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2832	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.		\$100,000.00	\$500,000.00
Fiscal Year 2025					
2825	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2829	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2833	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00

Additional Financial Information for TARC

Figure 8: TARC Projected Revenues & Expenses

OPERATING PROJECTIONS							
Fiscal Year	Operating Expenses	% Change	MTTF Contributions	Ind. & Other Contributions	Operating Revenue	% Change	Total
2000	\$37,382,722	ACT	\$28,994,419	\$844,438	\$7,543,865	ACT	\$37,382,722
2001	\$39,698,543	ACT	\$30,982,874	\$1,223,651	\$7,492,018	ACT	\$39,698,543
2002	\$38,854,782	ACT	\$30,357,284	\$1,282,990	\$7,214,508	ACT	\$38,854,782
2003	\$39,628,270	ACT	\$31,649,169	\$1,152,725	\$6,826,376	ACT	\$39,628,270
2004	\$38,142,774	ACT	\$30,686,583	\$645,346	\$6,810,845	ACT	\$38,142,774
2005	\$40,351,969	ACT	\$30,613,953	\$1,494,009	\$8,244,009	ACT	\$40,351,971
2006	\$44,348,514	ACT	\$34,280,413	\$1,422,251	\$8,645,851	ACT	\$44,348,515
2007	\$47,941,963	ACT	\$37,490,955	\$1,420,961	\$9,030,047	ACT	\$47,941,963
2008	\$51,284,977	ACT	\$39,109,870	\$1,351,725	\$10,823,384	ACT	\$51,284,979
2009	\$51,620,981	ACT	\$38,236,525	\$1,691,666	\$11,692,790	ACT	\$51,620,981
2010	\$48,960,386	ACT	\$34,579,447	\$3,292,003	\$11,088,936	ACT	\$48,960,386
2011	\$49,029,118	ACT	\$36,007,938	\$1,906,565	\$11,114,614	ACT	\$49,029,117
2012	\$52,145,780	ACT	\$38,849,946	\$1,260,785	\$12,035,049	ACT	\$52,145,780
2013	\$55,719,321	ACT	\$41,149,120	\$1,442,813	\$12,840,773	ACT	\$55,432,706
2014	\$54,587,384	ACT	\$39,793,989	\$1,640,374	\$13,153,021	ACT	\$54,587,384
2015	\$63,251,427	ACT	\$48,239,862	\$1,686,322	\$13,325,243	ACT	\$63,251,427
2016	\$61,143,301	ACT	\$46,238,385	\$1,535,985	\$13,368,931	ACT	\$61,143,301
2017	\$65,856,370	ACT	\$51,077,933	\$1,589,679	\$13,188,758	ACT	\$65,856,370
2018	\$63,365,749	ACT	\$48,788,672	\$1,640,547	\$12,936,530	ACT	\$63,365,749
2019	\$67,733,803	ACT	\$54,345,974	\$1,631,866	\$11,755,963	ACT	\$67,733,803
2020	\$74,300,047	BUD	\$59,465,967	\$1,637,166	\$13,196,914	12.3%	\$74,300,047
2021	\$74,711,982	0.55%	\$60,357,957	\$1,661,074	\$12,692,951	-3.8%	\$74,711,982
2022	\$75,542,698	1.11%	\$61,263,326	\$1,668,019	\$12,611,352	-0.6%	\$75,542,698
2023	\$76,760,435	1.61%	\$62,182,276	\$1,680,251	\$12,897,908	2.3%	\$76,760,435
2024	\$77,607,579	1.10%	\$63,115,010	\$1,694,828	\$12,797,741	-0.8%	\$77,607,579
2025	\$78,600,829	1.28%	\$64,061,735	\$1,706,248	\$12,832,845	0.3%	\$78,600,829
TOTAL	\$1,389,970,875		\$1,077,857,846	\$38,498,040	\$273,328,378		\$1,389,684,264

Figure 9: TARC Projected Federal Formula Funds for Capital Projects

PROGRAMMABLE CAPITAL REVENUES				TOTAL PROJECTED EXPENSES			
5307 Formula Program		Federal Share	Local Match	Total 5307 Funds Available	Cost Shifting	Capital Purchases	5307 Program of Projects
FY 2019	Actual	\$14,776,426	\$3,694,107	\$18,470,533	\$17,192,032	\$13,676,708	\$30,868,740
FY 2020	Budget	\$14,924,190	\$3,731,048	\$18,655,238	\$18,350,277	\$7,989,537	\$26,339,814
FY 2021	Estimate	\$15,073,432	\$3,768,358	\$18,841,790	\$18,860,028	\$21,071,121	\$39,931,149
FY 2022	Estimate	\$15,224,166	\$3,806,042	\$19,030,208	\$19,092,421	\$21,232,604	\$40,325,025
FY 2023	Estimate	\$15,376,408	\$3,844,102	\$19,220,510	\$19,025,406	\$22,954,399	\$41,979,805
FY 2024	Estimate	\$15,530,172	\$3,882,543	\$19,412,715	\$19,129,409	\$17,626,008	\$36,755,417
FY 2025	Estimate	\$15,685,474	\$3,921,368	\$19,606,842	\$19,238,866	\$18,269,977	\$37,508,843
TOTAL		\$106,590,269	\$26,647,567	\$133,237,837	\$130,888,439	\$122,820,354	\$253,708,793

Fiscal Years (FY) 2020 - 2025 assume annual increase of 1% in the formula program.

5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available	TOTAL FORMULA FUNDS AVAILABLE		
FY 2019	Actual	\$1,824,064	\$456,016	\$2,280,080	FY 2019	Actual	\$20,750,613
FY 2020	Budget	\$1,842,305	\$460,576	\$2,302,881	FY 2020	Budget	\$20,958,119
FY 2021	Estimate	\$1,860,728	\$465,182	\$2,325,910	FY 2021	Estimate	\$21,167,700
FY 2022	Estimate	\$1,879,335	\$469,834	\$2,349,169	FY 2022	Estimate	\$21,379,377
FY 2023	Estimate	\$1,898,128	\$474,532	\$2,372,660	FY 2023	Estimate	\$21,593,171
FY 2024	Estimate	\$1,917,110	\$479,277	\$2,396,387	FY 2024	Estimate	\$21,809,102
FY 2025	Estimate	\$1,936,281	\$484,070	\$2,420,351	FY 2025	Estimate	\$22,027,193
TOTAL		\$13,157,950	\$3,289,487	\$16,447,437	TOTAL		\$149,685,274

		Section 5310 Award
FY 2019	Actual	\$966,653
FY 2020	Budget	\$976,320
FY 2021	Estimate	\$986,083
FY 2022	Estimate	\$995,944
FY 2023	Estimate	\$1,005,903
FY 2024	Estimate	\$1,015,962
FY 2025	Estimate	\$1,026,122
TOTAL		\$6,972,985

Fiscal Years (FY) 2020 - 2025 assume annual increase of 1% in the formula program.

Figure 10: TARC Capital Improvement Program

FTA REQUIRED 5307 CATEGORIES	QTY	FY 2019 ACTUAL	DBE POTENTIAL	QTY	FY 2020 BUDGET	DBE POTENTIAL	QTY	FY 2021 ESTIMATED	DBE POTENTIAL	QTY	FY 2022 ESTIMATED
Security Enhancements		\$19,412	\$19,412		\$356,278	\$356,278		\$190,302	\$190,302		
BUSES											
35' & 40' Fixed Route	10	\$4,646,898		0	\$90,000		25	\$12,324,714		15	\$7,579,699
35' & 40' Full Electric	0			0			2	\$1,674,750		10	\$8,499,356
30' Fixed Route / Shuttle	0			0			0			0	
20' Paratransit	0	\$148,704		10	\$301,121		0	\$301,121		0	\$301,121
LF Paratransit Van	0			0			0			0	
40' Commuter	8	\$3,900,000		0			2	\$1,021,572		0	
Subtotal Revenue Vehicles	18	\$8,695,602		10	\$391,121		29	\$15,322,157		25	\$16,380,176
Support Vehicles	4	\$76,548	\$76,548	0			3	\$65,228	\$65,228	3	\$66,859
Service Trucks	0			2	\$53,300	\$53,300	1	\$27,316	\$27,316	2	\$55,998
Facility Construction											
Facility Renovation/ Maintenance		\$2,714,396	\$2,714,396		\$1,304,187	\$1,304,187		\$450,000	\$450,000		\$461,250
Arch/Engineering Consulting		\$216,418	\$216,418		\$410,192	\$410,192		\$54,000	\$54,000		\$55,350
Environmental Consulting		\$8,326	\$8,326		\$3,588	\$3,588		\$8,624	\$8,624		\$8,839
ITS Engineering Consulting		\$182,658									
Passenger Amenities		\$106,639	\$106,639		\$1,103,433	\$1,103,433		\$350,000	\$350,000		\$250,000
Shop Equipment & Bus Parts		\$69,810	\$69,810		\$306,759	\$306,759		\$87,263	\$87,263		\$89,444
Office Equipment / Furniture					\$434,443	\$434,443					\$35,000
Operational Infrastructure & Information Technology		\$1,201,488			\$3,481,490			\$2,400,000			\$1,500,000
Preventive Maintenance		\$12,403,655			\$13,139,229			\$13,336,317			\$13,402,999
Capital Non-FR ADA Paratransit		\$4,766,266			\$5,211,048			\$5,523,711			\$5,689,422
Contracted FR Service		\$22,111									
Svc Planning & Proj Admin (1%)		\$349,385			\$108,000			\$188,123			\$189,977
La Grange Subrecipient Share		\$36,026			\$36,747			\$37,481			\$38,231
Contingency @ 5%								\$1,892,511			\$1,911,177
GROSS PROJECT COST :		\$30,868,740	\$3,211,549		\$26,339,814	\$3,972,180		\$39,931,149	\$1,230,848		\$40,325,025
Federal Share*:		\$24,694,992			\$21,071,852			\$31,944,919			\$32,260,020
Local Share*:		\$6,095,203			\$5,267,963			\$7,986,230			\$8,065,005
DBE 8% Goal			\$256,924			\$317,774			\$98,468		
Cap Maint & Contracting Subtotal		\$17,192,032			\$18,350,277			\$18,860,028			\$19,092,421

DBE POTENTIAL	QTY	FY 2023 ESTIMATED	DBE POTENTIAL	QTY	FY 2024 ESTIMATED	DBE POTENTIAL	QTY	FY 2025 ESTIMATED	DBE POTENTIAL	6 YEAR TOAL EST/COST
	10	\$5,179,461		0			0			\$29,820,772
	15	\$12,940,270		15	\$13,263,777		15	\$13,595,371		\$49,973,524
	0			0			0			
	0	\$152,417		0	\$152,417		0	\$152,417		\$1,509,318
	0			0			0			\$4,921,572
	0			0			0			
	25	\$18,272,148		15	\$13,416,194		15	\$13,747,788		\$72,477,398
\$66,859	3	\$68,530	\$68,530	3	\$70,243	\$70,243	3	\$72,000	\$72,000	\$419,408
\$55,998	1	\$28,699	\$28,699	2	\$58,833	\$58,833	2	\$60,304	\$60,304	\$284,451
								\$250,000		\$250,000
\$461,250		\$472,781	\$472,781		\$484,601	\$484,601		\$496,716	\$496,716	\$6,383,931
\$55,350		\$56,734	\$56,734		\$58,152	\$58,152		\$59,606	\$59,606	\$910,452
\$8,839		\$9,060	\$9,060		\$9,287	\$9,287		\$9,519	\$9,519	\$57,242
										\$182,658
\$250,000		\$250,000	\$250,000		\$250,000	\$250,000		\$250,000	\$250,000	\$2,560,072
\$89,444		\$91,680	\$91,680		\$93,972	\$93,972		\$96,321	\$96,321	\$835,249
\$35,000		\$35,875	\$35,875		\$36,772	\$36,772		\$37,691	\$37,691	\$579,781
		\$1,250,000			\$1,000,000			\$1,000,000		\$11,832,978
		\$13,335,984			\$13,269,304			\$13,202,958		\$92,090,446
		\$5,689,422			\$5,860,105			\$6,035,908		\$38,775,882
		\$197,805			\$173,037			\$176,594		\$22,111
		\$38,996			\$39,776			\$40,571		\$1,382,921
		\$1,989,886			\$1,741,014			\$1,776,799		\$267,827
		\$1,989,886			\$1,741,014			\$1,776,799		\$9,311,387
\$1,213,042		\$41,979,805	\$1,205,565		\$36,755,417	\$1,255,987		\$37,508,843	\$1,278,225	\$253,708,793
		\$33,583,844			\$29,404,333			\$30,007,074		\$202,967,035
		\$8,395,961			\$7,351,083			\$7,501,769		\$50,663,214
\$97,043			\$96,445			\$100,479			\$102,258	
		\$19,025,406			\$19,129,409			\$19,238,866		\$130,866,328

Huntington-Ashland-Ironton FY 2021-2024 TIP Financial Plan

5. Protect and enhance the environment, provide energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The Transportation Improvement Program (TIP) projects are a subset of the KYOVA 2040 Integrated Metropolitan Transportation Plan (MTP) and were reviewed and evaluated on many criteria including the planning factors from the FAST Act.

PROJECT ENDORSEMENT

As required by the FAST Act, all projects requesting the use of federal transportation funds must be included in the Transportation Improvement Program (TIP) and endorsed by the KYOVA Policy Board Committee. A Comprehensive Project List for Cabell, Wayne, Lawrence, Greenup and Boyd counties that includes roadway projects, transit projects, bicycle and pedestrian projects, and other transportation related projects has been included for reference and descriptions. The WVDOT, KYTC, and ODOT implement the projects; therefore, they are consistent with the Statewide Regional ITS Architecture.

SECTION 5 – FINANCIAL PLAN

One of the planning requirements of the FAST Act is that the TIP must include "a financial plan that demonstrates how the TIP can be implemented and indicates resources from public and private sources that are reasonably expected to be available to carry out the program." (23 U.S.C. 134 (j)(2)(B)(i-ii))

KYOVA's 2021-2024 TIP Financial Plan demonstrates that existing transportation facilities are being adequately operated and maintained. Therefore, 80% of the final 2021- 2024 TIP funding is utilized for system maintenance and preservation.

In this TIP, those projects that have been selected by ODOT, WVDOT or KYTC will be analyzed by the respective state and will be programmed accordingly. The burden of financial constraint will be the responsibility of the respective states.

FAST ACT AND FEDERAL AID HIGHWAY PROGRAM FUNDS

Under the FAST Act, the Federal-Aid highway program has six basic funding components. They are: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality (CMAQ), Metropolitan Transportation Planning and Surface Transportation Block Grant (STBG) Program, and Transportation Alternatives (TA). Other highway funding programs are: Appalachian Development Highway System (ADHS), Projects of National

and Regional Significance (PNRS), Ferry Boat (FB) Program and Federal Land and Tribal Transportation. The KYOVA Policy Committee has taken the necessary action to amend the current TIP, along with appropriate public involvement, prior to the WVDOT, ODOT and KYTC being able to amend their STIPs.

The National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG) Program, and Transportation Alternatives (TA) are under the control of the Ohio Department of Transportation, West Virginia Department of Transportation and the Kentucky Transportation Cabinet. KYOVA also receives sub-allocated funds through the STBG and TA programs. CMAQ funds are sub-allocated to KYOVA within Ohio only. Projects funded with the sub allocated funds are selected by KYOVA in cooperation with WVDOT, KYTC and ODOT. A list of the funding source designations used in this document can be found on the Funding Categories List.

PROGRAM FUNDS		PROGRAMMING AGENCY
NHPP	National Highway Performance Program	WVDOT, ODOT, KYTC
NHPG	National Highway Performance Safety (G)	WVDOT, ODOT, KYTC
HSIP	Highway Safety Improvement Program	WVDOT, ODOT, KYTC
STP	Surface Transportation Program (now referred to as STBG)	WVDOT, ODOT, KYTC, & KYOVA
NRT	National Recreational Trails	WVDOT, ODOT, KYTC
TA	Transportation Alternatives	WVDOT, ODOT, KYTC, & KYOVA
STBG	Surface Transportation Block Grant Program (formerly STP)	WVDOT, ODOT, KYTC & KYOVA
CMAQ	Congestion Mitigation & Air Quality Program	WVDOT, ODOT, KYTC, & KYOVA
MTP	Metropolitan Transportation Planning	KYOVA
RRP	Railroad Protective Devices	WVDOT, ODOT, KYTC
HES	Hazard Elimination	WVDOT, ODOT, KYTC
MSTP	MPO Surface Transportation Program (Ohio)	KYOVA
CSTP	County Surface Transportation Program (Ohio)	COUNTY ENGINEER
OSTP	State Surface Transportation Program (Ohio)	ODOT
OCRO	Open Container Repeat Offender	WVDOT
AC	Advanced Construction	WVDOT, ODOT
SP	State Construction "Not" Available	KYTC
SPP	State Construction High Priority Projects	KYTC
5339	Bus and Bus Facilities	WVDOT, ODOT, KYTC
5307/5340	FTA Formula (Operating Capital)	WVDOT, ODOT, KYTC
5310	FTA Elderly/Handicapped Capital Grants	KYOVA/TTA
5303	Transit Planning	KYOVA
4BG	Ohio Reference for Local Share	
002	Ohio Reference for State Share	

INNOVATIVE FINANCING

Using innovative financing tools allows ODOT, WVDOT, KYTC and MPOs to develop and create innovative procedures to build, manage, maintain, and operate our transportation

infrastructure. These tools assist all agencies in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing include Advance Construction, Public-Private-Partnerships (P3s), and Toll Credits.

ADVANCE CONSTRUCTION

Advance construction is utilized for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows agencies to gain federal authorization to begin federally eligible activities without obligating funding. By placing the funds into advance construction, FHWA does not guarantee funding for the project, but is indicating that the activities would be eligible.

By utilizing advance construction in short-term projects, the DOTs can convert its appropriations and obligation limitation for costs that are currently being incurred and maintain a balance throughout the federal fiscal year. The long-term projects can be used primarily for State DOTs, MPOs or Community Action Organization (CAO) SIB (State Infrastructure Bank) loans that are utilized and managed by State DOTs and MPOs, such as KYOVA. The SIB loans are taken out by a local sponsor and paid off utilizing federal MPO or CAO funding. These loans have a typical repayment term of 10 years and are paid down using a level principal amortization schedule. These loans typically have two annual payments due. At the designated payment dates, advance construction is converted in the amount of the federal participating principal and interest due.

An example of a long-term project using the SIB loan method in the KYOVA region is the South Point Intermodal Cargo Dock/Intermodal Facility. This SIB loan was in the amount of \$2,600,000 to facilitate the initial construction of this piling/intermodal dock facility.

PUBLIC-PRIVATE PARTNERSHIPS (P3s)

Public-Private Partnerships (P3s) can provide numerous benefits in the finance, design, construction, maintenance and operation of transportation facilities.

One of the P3 projects in the KYOVA regional area is the Portsmouth Bypass project in Scioto County, Ohio. This project is a new roadway just outside of Portsmouth, connecting U.S. Route 52 east of New Boston to U.S. Route 23 north and west of Lucasville. This project was procured as a Design Build Finance Operate and Maintain (DBFOM) with availability payments. DBFOM with availability payments combines the complete spectrum of equity finance and delivery. The project was financed by the private partner with a combination of private debt and equity along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loans through FHWA. ODOT will repay the private partner using availability payments for the capital and operations costs over a thirty-year period provided the transportation facility meets the performance specifications of the public-private agreement.

TOLL CREDITS

Toll Credits are credits that states earn from non-federal capital expenditures that public or private agencies make “to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce.”

Section 120(j) of Title 23 permits the use of Toll Credits to fulfill some or all of the federal matching fund requirements normally associated with the financing of eligible Title 23 and Title 49 surface transportation capital, operating, or planning projects. The application of TCs increases the federal share of a project, thereby reducing required non-federal match requirements.

It is important to note that TCs are not “cash” or additional funding, but instead are credits that can be applied to surface transportation federal aid projects. Utilizing TCs increases the percentage and amount of federal funding that is used to finance an eligible project.

GROUPED PROJECTS

WEST VIRGINIA

With the new 2020-2025 STIP, the WVDOH has created “Groupable Buckets” which most projects will fall into. Projects with a phase cost larger than \$10,000,000, Safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity and projects that affect air quality are considered not groupable. All other projects will be considered groupable under the new STIP/TIP operating guidelines. The groupable buckets are described below and can be further explained in Appendix E of the 2020-2025 STIP.

Bucket Group #	Bucket Program Name	Bucket Program Description
1	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint
2	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects
3	Localized Mobility Improvement Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction
4	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program
5	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other
6	Resurfacing Program	Fed Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement
7	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR signals; Lighting
8	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339

TIP Amendment vs. Administrative Modification Process

Under groupable projects, an amendment is a major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding, deleting or moving across federal fiscal years a number of projects with a sum cost greater than 10% of the bucket size, which is found in Appendix E; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA - rolling stock or facility type), changing capital category (FTA), and may include changing termini which changes the project from groupable to not groupable; or
- Any change requiring a new regional air quality conformity finding which changes the project from groupable to not groupable; or
- A greater than \$10,000,000 cost increase or cost decrease in a phase of a project listed in the current STIP/TIP which changes the project from groupable to not groupable.

For projects considered not groupable, an amendment is any major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding or deleting any safety project; or
- Adding or deleting any project that adds new traffic signals; or
- Adding or deleting any project that affects air quality; or
- Adding or deleting any project that changes traffic capacity of a road or bridge; or
- Adding or deleting any expansion project; or
- Adding or deleting any regionally significant, non-federal aid project; or
- Major change in scope of work or cost changes greater than \$2,000,000.

Amendments may be made to the STIP/TIP at any time during the life of the STIP/TIP and require federal approval by FHWA and/or FTA. The amendment, when required, must be consistent with 23 CFR 450 including public involvement procedures, air quality conformity and fiscal constraint.

An administrative modification is a minor change in the approved STIP/TIP. Modifications may be made to the STIP/TIP at any time during the life of the STIP/TIP and do not require federal approval, but will be submitted to FHWA and/or FTA for informational purposes. The administrative modification is to meet requirements of the 23 CFR 450 and is defined as follows:

- A minor change in project description that does not change the Air Quality conformity finding in maintenance and nonattainment areas or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the STIP/TIP); or
- Moving programmed projects from year to year within an approved STIP/TIP, except those that cross Air Quality horizon years; or
- A cost change to a groupable project that is less than \$10,000,000 and doesn't change the groupable bucket size by more than 10%; or
- A change to a project that is considered groupable as long as the change does not make it not groupable

KENTUCKY

Transportation planning regulations applicable to the development and content of

TIPs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, system preservation, etc. Typically, these projects are not generated through the metropolitan planning process; they are usually initiated by traffic operations or maintenance staff to correct existing problems or deficiencies, or they are the result of successful grant applications by local government agencies.

For the reasons noted above, KYTC and the KYOVA have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

KENTUCKY GROUPED PROJECT LIST

MTP #	Description <small>(All projects are located in Boyd or Greenup County)</small>
BG-100	Pavement resurfacing/rehabilitation projects
BG-101	Pavement widening with no additional travel lane
BG-103	Shoulder improvements
BG-104	Slope stabilization/landslide repairs
BG-106	Drainage improvements
BG-107	Bridge replacement/rehabilitation projects with no additional travel lanes
BG-108	Bridge painting
BG-109	Bridge inspections
BG-112	Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity
BG-114	Traffic signal maintenance and operations
BG-115	Highway signage
BG-116	Lighting improvements
BG-117	Skid treatments
BG-118	Sight distance improvements
BG-119	Curve realignment projects
BG-120	Median installation
BG-121	Fencing
BG-122	Guardrail/median barriers/crash cushions
BG-124	Pavement markers and markings
BG-125	Railroad/highway crossing safety improvements and warning devices
BG-126	Highway Safety Improvement Program projects

BG-127	Driver education programs
BG-128	Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plan to meet requirements of the Americans with Disabilities Act ADA
BG-131	Operating assistance to transit agencies
BG-133	Rehabilitation of transit vehicles
BG-134	Construction of transit passenger shelters and information kiosks
BG-135	Transportation Enhancement activities including streetscaping, landscaping, plantings, and informational signs
BG-136	Planning and Technical Studies

OHIO

Ohio utilizes Grouped Projects in the TIPs and STIP as shown in the following Grouped Project List. Federal regulations establish the parameters as to whether a project is able to be included on the STIP/TIP as part of a Group. ODOT has automated the Group Process for determining if an individual project was eligible for inclusion in a Group.

PROCESS:

When a project is programmed in Ellis, an automated report determines whether the project meets the requirements for inclusion in a Group. If the project is eligible to be part of a Group, the *CO Approved STIP Line Item Eligibility* field on the Project Overview screen in Ellis is marked with a Yes. A Group Report is generated monthly for projects/phases within the current STIP period that are Group eligible. This monthly report is sent to Districts, MPOs, RTPOs and program managers for a coordinated review (1 week). After the review period, Ellis is updated with the STIP Group Reference ID and the Group Report is posted to the STIP website. All projects identified on the posted Group Report are considered to be on the TIP/STIP via the Group(s) identified.

EXCEPTIONS:

As the Group Process is automated, it may be possible for a project to be misidentified as eligible or ineligible to be included in a Group. As such during the review period, the District, MPO, RTPO, and/or program manager may request that a project be reviewed to further determine eligibility or ineligibility.

A MPO, RTPO, District, or program manager may submit a waiver request via email to the Statewide STIP Coordinator to remove or add a project from or to the Group Report. The request is to include the project name, PID, reason for the request, and action being requested. The request will be reviewed and processed accordingly.

FISCAL CONSTRAINT:

STIP/TIP fiscal constraint is maintained by fiscal year per Group and not on the individual projects utilizing the Group "OHIO ONLY".

ODOT 2021-2024 Highway STIP Group Summary

2021-2024 Highway STIP Group Summary

Costs in \$Millions	2021	2022	2023	2024	Total
	Estimates	Estimates	Estimates	Estimates	Estimates
STIP Group					
<i>(Programs Related to Group)</i>					
Discretionary / Earmark <i>(Discretionary, Earmark)</i>	\$.7	\$.4	\$.0	\$.0	\$1.1
Emergency <i>(Emergency)</i>	\$3.1	\$6.3	\$.1	\$.0	\$9.5
FLAP <i>(Federal Lands Access Program)</i>	\$.3	\$.0	\$.0	\$.0	\$.3
Local Programs <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>	\$79.3	\$85.4	\$59.1	\$32.3	\$256.2
Major Programs <i>(Minor project activities funded by Major Programs)</i>	\$65.0	\$76.0	\$.0	\$13.6	\$154.6
MPO Capital <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
National Highway Freight <i>(National Highway Freight)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Other <i>(Project Impact Advisory Council, Noise Walls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs)</i>	\$21.1	\$17.3	\$19.0	\$4.4	\$61.8
Preservation <i>(District Preservation)</i>	\$467.4	\$541.0	\$566.5	\$542.2	\$2117.2
Rail <i>(Railroad Crossing Safety)</i>	\$1.1	\$.2	\$.0	\$.0	\$1.4
Rec Trails <i>(Recreational Trails Program)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Safety <i>(Highway Safety Improvement Program)</i>	\$56.8	\$123.0	\$59.9	\$9.7	\$249.3
State <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue)</i>	\$311.8	\$302.2	\$237.2	\$223.5	\$1074.7
Total Grouped Projects	\$1006.6	\$1151.9	\$941.8	\$825.7	\$3926.0

Ohio DRAFT 2021-2024 Highway TIP Grouped Project Summary for KYOVA Region

DRAFT 2021-2024 Highway TIP Grouped Project Summary for KYOVA Region

KYOVA	2021	2022	2023	2024	Total
<i>Note: \$ in Millions</i>	Estimates	Estimates	Estimates	Estimates	Estimates
TIP Group					
<i>(Programs Related to Group)</i>					
Discretionary / Earmark <i>(Discretionary, Earmark)</i>	\$.0	\$.3	\$.0	\$.0	\$.3
Emergency <i>(Emergency)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
FLAP <i>(Federal Lands Access Program)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Local Programs <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>	\$.0	\$.0	\$ 1.9	\$.0	\$ 1.9
Major Programs <i>(Minor project activities funded by Major Programs)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
MPO Capital <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
National Highway Freight <i>(National Highway Freight)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Other <i>(Project Impact Advisory Council, Noise Walls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs)</i>	\$.0	\$.0	\$ 1.5	\$.0	\$ 1.5
Preservation <i>(District Preservation)</i>	\$ 3.3	\$ 4.9	\$.2	\$.0	\$ 8.5
Rail <i>(Railroad Crossing Safety)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Rec Trails <i>(Recreational Trails Program)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
Safety <i>(Highway Safety Improvement Program)</i>	\$.0	\$.0	\$.0	\$.0	\$.0
State <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue)</i>	\$ 2.2	\$ 1.4	\$ 1.7	\$.0	\$ 5.2

Note: Estimates represent group projects with some portion of work within KYOVA region. Reasonable fiscal constraint for all groups except MPO Capital is maintained by the STIP. Group estimates are for informational purposes.

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

The typical local match is 20% of the total project cost for certain fund types. Some projects included in the TIP are funded up to 100% 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.

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 2021-2024 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 5.1-5.3 display the Financial Plan for West

Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2021-2024

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the WVDOT, KYTC and ODOT. 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 5.1: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2021 - 2024)					
Type of Federal Funds	Federal Fund Usage FY 2021	Federal Fund Usage FY 2022	Federal Fund Usage FY 2023	Federal Fund Usage FY 2024	TOTAL
STP URBAN	\$0	\$0	\$0	\$0	\$0
STP RURAL	\$960,628	\$0	\$0	\$0	\$960,628
NHPP	\$7,254,000	\$10,254,000	\$0	\$0	\$17,508,000
NHFP	\$11,300,000	\$8,300,000	\$0	\$0	\$19,600,000
STBG-TMA	\$4,800,000	\$0	\$0	\$0	\$4,800,000
TA	\$0	\$396,800	\$0	\$0	\$396,800
TOTAL	\$24,314,628	\$18,950,800	\$0	\$0	\$43,265,428
SECTION 5310 FTA ALLOCATION	\$256,466	\$256,466	\$256,466	\$256,466	\$1,025,864
Section 5307 & SECTION 5340	\$1,263,808	\$1,301,722	\$1,340,864	\$1,381,090	\$5,287,484
Section 5339	\$149,448	\$153,931	\$158,549	\$163,305	\$625,233
TOTAL	\$1,669,722	\$1,712,119	\$1,755,879	\$1,800,861	\$6,938,581

TABLE 5.2: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2021-2024)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2021	FEDERAL FUND USAGE FY 2022	FEDERAL FUND USAGE FY 2023	FEDERAL FUND USAGE FY 2024	TOTAL
SAH (Dedicated by MPO)	\$3,601,680	\$1,795,600	\$1,795,600	\$1,795,600	\$8,988,480
STP	\$1,600,000	\$0	\$0	\$0	\$1,600,000
TOTAL	\$5,201,680	\$1,795,600	\$1,795,600	\$1,795,600	\$10,588,480
Section 5307 & SECTION 5340	\$642,224	\$661,491	\$681,336	\$701,776	\$2,686,827
Section 5339	\$76,082	\$78,364	\$80,715	\$83,136	\$318,297
TOTAL	\$718,306	\$739,855	\$762,051	\$784,912	\$3,005,124

TABLE 5.3: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2021-2024)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2021	FEDERAL FUND USAGE FY 2022	FEDERAL FUND USAGE FY 2023	FEDERAL FUND USAGE FY 2024	TOTAL
CSTP	\$0	\$1,700,000	\$0	\$150,000	\$1,850,000
OSTP	\$569,097	\$1,041,560	\$0	\$0	\$1,610,657
MSTP	\$0	\$0	\$0	\$192,000	\$192,000
TE	\$0	\$140,000	\$0	\$0	\$140,000
CMAQ	\$268,296	\$269,792	\$271,332	\$136,258	\$945,678
TOTAL	\$837,393	\$3,151,352	\$271,332	\$478,258	\$4,738,335
Section 5307 & SECTION 5340	\$382,359	\$393,830	\$405,645	\$417,814	\$1,599,648
Section 5339	\$46,193	\$47,579	\$49,006	\$50,476	\$193,254
TOTAL	\$428,552	\$441,409	\$454,651	\$468,290	\$1,792,902

PROJECT SOLICITATION AND RANKING PROCESS FOR KYOVA-MANAGED FUNDS

WVDOT, KYTC, and ODOT sub-allocates federal funding to KYOVA for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program (Ohio only) and Transportation Alternatives (TA). As part of the development of the TIP, WVDOT, ODOT, and KYTC provided a forecast of these funds anticipated to be available during the fiscal years 2021 through 2024. These revenue estimates (Table 5.4, 5.5 and 5.6) include a 3% annual increase for each year of the TIP.

KYOVA uses a competitive application process to award these funds to project sponsors and is outlined in this section. It should be noted that these funds are not subject to an additional inflation factor because KYOVA caps the amount of federal funds a project is to receive.

KYOVA has developed a project selection policy which was approved by the Policy Committee that provides all project sponsors with an understanding of the process utilized by this planning agency for developing the TIP and for the administration of STP, CMAQ Ohio, and TA funds. These estimated funds are cooperatively developed by the metropolitan planning organization, public transit agency and respective DOTs in each state.

The Transportation Improvement Program is required to consist of projects that can realistically be expected to move to construction over the next four fiscal years. There are generally many more projects requested than can be funded by KYOVA. All of the project requests must be reviewed by the TIP Committee and subjected to a ranking process to prioritize the projects for funding priority.

KYOVA manages federal funds annually which are allocated into three programs: Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ) Program; and Transportation Alternatives Program (TA).

New project requests and projects in the current TIP at the time of ranking are screened according to KYOVA's policies. Projects from prior years are screened for continued progress to determine whether the project simply advances into the new TIP as is or must be re-evaluated by the TIP Committee and subject to compete for funding once again. New applications are reviewed for eligibility, for completeness and required prerequisites to be included in the program.

Table 5.4 – KYOVA Suballocated Funds – West Virginia

DRAFT KYOVA Suballocated Funds - West Virginia*					
FY 2018-2024					
Year		STP Funds	TAP Funds	Comments	
2018	Suballocated Amount	\$ 3,175,991	\$ 142,443	STP Projects:	
	FY 2017 Carry Forward	\$10,945,572	\$ 321,838	Barboursville Sidewalk Improvements \$ 76,000	
	Available 2018 Budget	\$14,121,563	\$ 464,281	Barboursville Roadway Drainage Project \$ 100,000	
				St. Cloud Transportation Access \$ 20,000	
				Arlington Boulevard Roadway Improvements \$ 160,000	
				14th St. West PATH \$ 80,000	
				3rd Avenue Complete Street \$ 200,000	
				MTS Intermodal Facility \$ 420,000	
				TTA Transit Expansion Study \$ 40,000	
				MTS Economic Impact & Traffic Mobility Study \$ 60,000	
			144th B Study \$ 80,000		
			Barboursville Non-Motorized Study \$ 60,000		
			Milton Non-Motorized Study \$ 40,000		
			TTA Bus Purchase (2 Buses) \$ 680,000		
	Project Demand Total	\$ 2,116,000	\$ -		
	Shortfall/Balance	\$ 12,005,563	\$ 464,281		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 12,005,563	\$ 464,281		
2019	Suballocated Amount	\$ 3,308,790	\$ 142,443	STP Projects:	
	FY 2018 Carry Forward	\$12,005,563	\$ 464,281	Ohio River Bridge Crossing Study \$ 200,000	
	Available 2019 Budget	\$15,314,353	\$ 606,724	Arlington Park Mobility Study \$ 40,000	
				Huntington Pavement Management Program \$ 52,000	
				5th Street West Bridge Study \$ 28,000	
				Milton Traffic Mobility Study \$ 20,000	
				Safety Study for Cabell & Wayne Counties \$ 180,000	
				Marshall University Bike Plan \$ 28,000	
				TTA Bus Purchase (2 Buses) \$ 720,000	
		Project Demand Total	\$ 1,268,000	\$583,764	
	Shortfall/Balance	\$14,046,353	\$ 22,960		
	Budget Transactions				
	Revised Budget			TAP Projects:	
	Carry Over	\$14,046,353	\$ 22,960	Downtown Huntington Bike/Ped Improvement \$ 137,000	
				Tri-State Airport ADA Project (Additional Funds) \$546,764	
2020	Suballocated Amount*	\$ 4,181,411	\$ 143,443	STP Projects:	
	FY 2019 Carry Forward	\$14,046,353	\$ 22,960	Harvey Road Connector PEL Study \$175,000	
	Available 2020 Budget	\$18,227,764	\$ 166,403	Hal Greer Blvd Corridor (Design) \$1,500,000	
				Huntington Multimodal Parking Study \$90,000	
				Huntington Intersection Study \$15,000	
				Huntington Truck Route Study \$30,000	
				Tri-State Airport Parking Study \$40,000	
				TTA Bus Purchase (2 buses) \$720,000	
				Downtown Huntington Bike/Ped Improvement \$119,200	
		Project Demand Total	\$2,570,000	\$159,200	
	Shortfall/Balance	\$15,657,764	\$ 7,203	*Additional INBRA suballocated funding for FY 2020 (\$705,955)	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$15,657,764	\$ 7,203		
2021	Suballocated Amount*	\$ 4,470,141	\$ 167,701	STP Projects:	
	FY 2020 Carry Forward	\$15,657,764	\$ 7,203	Hal Greer Blvd Corridor (Construction - includes lighting & Danish Crossing) \$7,592,758	
	Available 2021 Budget	\$20,127,905	\$ 174,904		
		Project Demand Total	\$7,592,756	\$ -	
	Shortfall/Balance	\$12,535,149	\$ 174,904	*Additional INBRA suballocated funding for FY 2021 (\$994,685)	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$12,535,149	\$ 174,904		
2022	Suballocated Amount	\$ 3,475,456	\$ 167,701	Comments	
	FY 2021 Carry Forward	\$12,535,149	\$ 174,904		
	Available 2022 Budget	\$16,010,605	\$ 342,605		
		Project Demand Total	\$ -	\$ -	No Funds Encumbered FY 2022
	Shortfall/Balance	\$16,010,605	\$ 342,605		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$16,010,605	\$ 342,605		
2023	Suballocated Amount	\$ 3,475,456	\$ 167,701	Comments	
	FY 2022 Carry Forward	\$16,010,605	\$ 342,605		
	Available 2023 Budget	\$19,486,061	\$ 510,306		
		Project Demand Total	\$ -	\$ -	No Funds Encumbered FY 2023
	Shortfall/Balance	\$19,486,061	\$ 510,306		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$19,486,061	\$ 510,306		
2024	Suballocated Amount	\$ 3,475,456	\$ 167,701	Comments	
	FY 2023 Carry Forward	\$19,486,061	\$ 510,306		
	Available 2024 Budget	\$22,961,517	\$ 678,007		
		Project Demand Total	\$ -	\$ -	No Funds Encumbered FY 2024
	Shortfall/Balance	\$22,961,517	\$ 678,007		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$22,961,517	\$ 678,007		

* Subject to change based on updated information

**Table 5.5 – KYOVA
Suballocated Funds –
Kentucky**

KYOVA Suballocated Funds - Kentucky*					
FY 2018-2024					
2018	Suballocated Amount	\$ 1,200,000	\$ 74,566	STP Projects:	
				Rush Off Road Access Study	\$ 48,000
	FY 2017 Carry Forward	\$ 4,239,788	\$ 270,084	Flatwoods SRIS	\$ 505,600
	Available 2018 Budget	\$ 5,439,788	\$ 344,650		
	Project Demand Total	\$ 553,600	\$ 135,000		
				TAP Projects:	
				Greenup Riverwalk Study	\$ 67,500
	Shortfall/Balance	\$ 4,886,188	\$ 209,650	Greenup Riverfront Improvements	\$ 67,500
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 4,886,188	\$ 209,650		
2019	Suballocated Amount	\$ 1,200,000	\$ 74,566	STP Projects:	
				Downtown Ashland Streetscape	\$ 400,000
	FY 2018 Carry Forward	\$ 4,886,188	\$ 209,650	Greenup County Railroad Crossing Upgrade	\$ 350,000
	Available 2019 Budget	\$ 6,086,188	\$ 284,216		
	Project Demand Total	\$ 750,000	\$ 0		
	Shortfall/Balance	\$ 5,336,188	\$ 284,216		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 5,336,188	\$ 284,216		
2020	Suballocated Amount	\$ 1,200,000	\$ 74,566	STP Projects:	
				D9 Continuous Green Light Installation	\$223,804
	FY 2019 Carry Forward	\$ -	\$ -	D9 Remove Median on Greenup Avenue	\$367,689
	Available 2020 Budget	\$ 1,200,000	\$ 74,566	D9 Remove median on US 23 in Greenup County	\$413,069
				D9 Continuous Green Light Installation	\$127,638
	Project Demand Total	\$2,796,561	\$29,280	D9 Small Urban Study	\$160,000
				Purchase 6 bus shelters	\$136,681
				Renovation of guttering on ABS building	\$22,000
	Shortfall/Balance	\$(1,596,561)	\$ 45,286	Sidewalks for Seniors on 15th Street	\$92,000
				Sidewalks on Greenup Riverfront	\$273,680
	Budget Transactions			Left and right turn lanes on KY 1	\$980,000
	Revised Budget			TAP Projects:	
				Westwood Sidewalk Rehab	\$24,000
	Carry Over	\$(1,596,561)	\$ 45,286	Purchase 6 Bike racks	\$5,280
2021	Suballocated Amount	\$ 1,200,000	\$ 74,566		
	FY 2020 Carry Forward	\$ -	\$ -		
	Available 2021 Budget	\$ 1,200,000	\$ 74,566		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 1,200,000	\$ 74,566	No Funds Encumbered FY 2021	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 1,200,000	\$ 74,566		
2022	Suballocated Amount	\$ 1,200,000	\$ 74,566		
	FY 2021 Carry Forward	\$ -	\$ -		
	Available 2022 Budget	\$ 1,200,000	\$ 74,566		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 1,200,000	\$ 74,566	No Funds Encumbered FY 2022	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 1,200,000	\$ 74,566		
2023	Suballocated Amount	\$ 1,200,000	\$ 74,566		
	FY 2022 Carry Forward	\$ -	\$ -		
	Available 2023 Budget	\$ 1,200,000	\$ 74,566		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 1,200,000	\$ 74,566	No Funds Encumbered FY 2023	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 1,200,000	\$ 74,566		
2024	Suballocated Amount	\$ 1,200,000	\$ 74,566		
	FY 2023 Carry Forward	\$ -	\$ -		
	Available 2023 Budget	\$ 1,200,000	\$ 74,566		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 1,200,000	\$ 74,566	No Funds Encumbered FY 2024	
	Budget Transactions				
	Revised Budget				
	Carry Over	\$ 1,200,000	\$ 74,566		

* Subject to change based on updated information

Table 5.6 – KYOVA Suballocated Funds – Ohio

KYOVA SFY 2020-2024 Capital Program						
Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	Comments	
2020	Current Budget	\$341,037	\$218,499	\$62,975		
	FY 19 Carry Forward	\$210,339	\$0	\$91,785		
	Net 2020 Budget	\$551,376	\$218,499	\$154,760		
	Project Demand					
	92753 - Intermodal debt service		\$266,845			
	SFY 2020 Program Totals	\$0	\$266,845	\$0		
	Shortfall/Balance	\$551,376	(\$48,346)	\$154,760		
	SAC Budget transactions	(\$48,346)	\$48,346	\$0	SFY 2020 KYOVA SAC budget trade	
	New Available Budget	\$503,030	\$266,845	\$154,760		
	Carry Over	\$503,030	\$0	\$154,760		
	2021	Current Budget	\$554,702	\$408,042	\$55,470	
		FY 20 Carry Forward	\$503,030	\$0	\$154,760	
Net SFY 2021 Budget		\$1,057,732	\$408,042	\$210,230		
Project Demand						
92753 - Intermodal debt service			\$268,296			
SFY 2021 Program Totals		\$0	\$268,296	\$0		
Shortfall/Balance		\$1,057,732	\$408,042	\$210,230		
SAC Budget transactions		\$48,346	(\$48,346)	\$0	Repay SFY 2020 KYOVA SAC budget trade	
New Available Budget		\$1,106,078	\$359,696	\$210,230		
Carry Over		\$1,106,078	\$91,400	\$210,230		
2022		Current Budget	\$554,702	\$408,042	\$55,470	
		SFY 2021 Carry Forward	\$1,106,078	\$91,400	\$210,230	
	Net SFY 2022 Budget	\$1,660,780	\$499,442	\$265,700		
	Project Demand					
	92753 - Intermodal debt service		\$269,792			
	106508 - LAW TID-US52/SR243	\$1,700,000		\$140,000		
	SFY 2022 Program Totals	\$1,700,000	\$269,792	\$140,000		
	Shortfall/Balance	(\$39,220)	\$229,650	\$125,700		
	SAC Budget transactions	\$39,220	(\$39,220)	\$0	SFY 2022 KYOVA SAC budget trade	
	New Available Budget	\$1,700,000	\$460,222	\$265,700		
	Carry Over	\$0	\$190,430	\$125,700		
	2023	Current Budget	\$568,820	\$322,031	\$52,877	
SFY 2022 Carry Forward		\$0	\$190,430	\$125,700		
Net SFY 2023 Budget		\$568,820	\$512,461	\$178,577		
Project Demand						
92753 - Intermodal debt service			\$271,332			
92753 - Multi-modal Parking Deck		\$192,000				
SFY 2023 Program Totals		\$192,000	\$271,332	\$0		
Shortfall/Balance		\$376,820	\$241,129	\$178,577		
SAC Budget transactions		(\$39,220)	\$39,220		Repay SFY 2022 SAC budget trade	
New Available Budget		\$529,600	\$551,681	\$178,577		
Carry Over		\$337,600	\$280,349	\$178,577		
2024		Current Budget	\$568,820	\$314,646	\$52,534	
	SFY 2023 Carry Forward	\$337,600	\$280,349	\$178,577		
	Net SFY 2024 Budget	\$906,420	\$594,995	\$231,111		
	Project Demand					
	92753 - Intermodal debt service		\$136,258			
	92753 - Multi-modal Parking Deck	\$228,000				
	91067 - Union Rome Trails	\$428,000	\$428,000			
	110295 - South Point Sidewalk			\$120,000		
	24 Program Totals	\$656,000	\$564,258	\$120,000		
	Shortfall/Balance	\$250,420	\$30,737	\$111,111		
	SAC Budget transactions	\$0	\$0	\$0		
	New Available Budget	\$906,420	\$594,995	\$231,111		
Carry Over	\$250,420	\$30,737	\$111,111			

SAC budget trade balance must equal \$0

ODOT DRAFT Demonstration of Fiscal Constraint for 2021-2024 STIP

DRAFT Demonstration of Fiscal Constraint for 2021 - 2024 Highway STIP

	2021 Budget*	2021 Estimate	2021 Balance	2022 Budget	2022 Estimate	2022 Balance	2023 Budget	2023 Estimate	2023 Balance	2024 Budget	2024 Estimate	2024 Balance
Federal Funds by Program												
Debt Service	\$95.3	\$95.3	\$0.0	\$140.1	\$106.2	\$33.9	\$148.5	\$111.4	\$37.0	\$153.5	\$111.5	\$42.0
Discretionary / Earmark	\$18.2	\$19.2	(\$1.0)	\$1.0	\$5.8	(\$4.8)	\$1.0	\$0.0	\$1.0	\$1.0	\$0.0	\$1.0
Emergency	\$68.4	\$3.1	\$65.3	\$10.0	\$6.3	\$3.7	\$10.0	\$1.1	\$9.9	\$10.0	\$0.0	\$10.0
FLAP	\$2.4	\$3.3	\$2.1	\$0.8	\$0.0	\$0.8	\$0.8	\$0.0	\$0.8	\$0.8	\$0.0	\$0.8
Garvee / SIB	\$79.3	\$53.3	\$26.0	\$60.0	\$2.7	\$57.3	\$60.0	\$0.0	\$60.0	\$60.0	\$10.5	\$49.5
Local Programs	\$178.9	\$91.2	\$87.6	\$112.4	\$111.6	\$0.8	\$112.4	\$85.6	\$26.8	\$112.4	\$38.7	\$73.7
Major Programs	\$305.9	\$432.0	(\$126.1)	\$235.0	\$579.4	(\$344.4)	\$240.9	\$274.7	(\$33.9)	\$247.5	\$175.9	\$71.6
MPO Capital	\$220.0	\$177.1	\$43.0	\$209.4	\$231.6	(\$22.1)	\$209.4	\$151.5	\$57.9	\$209.4	\$66.5	\$142.9
National Highway Freight	\$64.9	\$0.0	\$64.9	\$47.2	\$0.0	\$47.2	\$47.2	\$0.0	\$47.2	\$47.2	\$0.0	\$47.2
Other	\$65.6	\$21.1	\$44.5	\$55.0	\$17.3	\$37.7	\$55.2	\$19.0	\$36.2	\$55.2	\$4.4	\$50.7
Preservation	\$348.2	\$545.5	(\$197.3)	\$483.4	\$582.9	(\$99.5)	\$469.1	\$593.5	(\$124.3)	\$454.1	\$582.3	(\$128.2)
Rail	\$23.1	\$1.3	\$21.7	\$14.1	\$0.2	\$13.8	\$14.1	\$0.0	\$14.1	\$14.1	\$0.0	\$14.1
Rec Trails	\$1.6	\$0.0	\$1.6	\$1.6	\$0.0	\$1.6	\$1.6	\$0.0	\$1.6	\$1.6	\$0.0	\$1.6
Safety	\$118.6	\$90.5	\$28.1	\$97.7	\$151.1	(\$53.4)	\$97.7	\$83.0	\$14.7	\$97.7	\$18.0	\$79.7
Total Federal	\$1590.4	\$1530.0	\$60.4	\$1467.7	\$1795.2	(\$327.5)	\$1467.9	\$1318.9	\$149.0	\$1464.5	\$1007.8	\$456.7
Other Funds												
State	\$1134.1	\$415.2	\$718.9	\$853.5	\$430.4	\$423.1	\$885.0	\$290.7	\$594.3	\$916.3	\$263.3	\$653.0
Local	\$182.9	\$182.9	\$0.0	\$222.3	\$222.3	\$0.0	\$142.5	\$142.5	\$0.0	\$89.6	\$89.6	\$0.0
Labor	\$74.0	\$74.0	\$0.0	\$102.1	\$102.1	\$0.0	\$52.9	\$52.9	\$0.0	\$40.6	\$40.6	\$0.0
Total Other	\$1391.0	\$672.1	\$718.9	\$1177.9	\$754.8	\$423.1	\$1080.4	\$486.1	\$594.3	\$1046.5	\$393.6	\$653.0
Total	\$2981.4	\$2202.1	\$779.3	\$2645.7	\$2550.0	\$95.6	\$2548.2	\$1804.9	\$743.3	\$2511.0	\$1401.3	\$1109.7

* 2021 budget includes anticipated 2020 carry forward. Federal budgets are apportionment amounts assuming no inflation.

DRAFT Demonstration of Fiscal Constraint for KYOVA Region within Lawrence County, OH – 2021-2024 TIP

Draft Demonstration of Fiscal Constraint for KYOVA 2021 - 2024 TIP

KYOVA	2020	2021	2021	2021	2022	2022	2022	2023	2023	2023	2024	2024	2024
LY09	Carry Forward	Budget ¹	Estimate	Balance ²	Budget ¹	Estimate	Balance	Budget ¹	Estimate	Balance	Budget ¹	Estimate	Balance
MPO Capital	\$ 394,613	\$ 1,069,125	\$ 268,296	\$ 1,195,442	\$ 1,069,125	\$ 2,109,792	\$ (1,040,667)	\$ 1,069,125	\$ 271,332	\$ 797,793	\$ 1,069,125	\$ 448,258	\$ 620,867
STBG	\$ 563,198	\$ 582,437	\$ -	\$ 1,145,635	\$ 582,437	\$ 1,700,000	\$ (1,117,563)	\$ 582,437	\$ -	\$ 582,437	\$ 582,437	\$ 192,000	\$ 390,437
CMAQ	\$ (323,346)	\$ 428,444	\$ 268,296	\$ (163,198)	\$ 428,444	\$ 269,792	\$ 158,653	\$ 428,444	\$ 271,332	\$ 157,112	\$ 428,444	\$ 136,258	\$ 292,186
TA	\$ 154,761	\$ 58,244	\$ -	\$ 213,004	\$ 58,244	\$ 140,000	\$ (81,757)	\$ 58,244	\$ -	\$ 58,244	\$ 58,244	\$ 120,000	\$ (61,757)

1: Budgets represent apportionment amounts and assume no inflation.

2: 2021 Balance incorporates anticipated carry forward.

ODOT DRAFT Demonstration of Fiscal Constraint for 2021-2024 Transit STIP

DRAFT Demonstration of Fiscal Constraint for 2021 - 2024 Transit STIP

Amounts in Millions	2021	2021	2021	2022	2022	2022	2023	2023	2023	2024	2024	2024
	Budget*	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
ODOT Administered Federal Funds by Program												
5310 (ODOT)	\$3.8	\$3.8	\$-.1	\$3.8	\$3.8	\$-.0	\$3.8	\$3.9	(\$-.1)	\$3.8	\$3.9	(\$-.1)
5311	\$28.1	\$27.7	\$-.4	\$28.1	\$28.1	\$-.0	\$28.1	\$28.7	(\$-.7)	\$28.1	\$28.8	(\$-.7)
5339 (ODOT)	\$3.5	\$3.5	\$-.0	\$3.5	\$2.7	\$-.8	\$3.5	\$4.3	(\$-.8)	\$3.5	\$3.5	(\$-.0)
Total Federal	\$35.4	\$34.9	\$-.5	\$35.4	\$34.5	\$-.8	\$35.4	\$37.0	(\$1.6)	\$35.4	\$36.2	(\$-.8)
Non-ODOT Administered Federal Funds by Program												
5307	\$110.4	\$181.8	(\$71.4)	\$110.4	\$145.3	(\$34.9)	\$110.4	\$144.4	(\$34.0)	\$110.4	\$140.3	(\$29.9)
5310 (Non-ODOT)	\$7.1	\$7.4	(\$-.3)	\$7.1	\$3.7	\$3.4	\$7.1	\$3.6	\$3.5	\$7.1	\$3.4	\$3.7
5337	\$30.7	\$36.9	(\$6.2)	\$30.7	\$29.2	\$1.5	\$30.7	\$32.7	(\$2.0)	\$30.7	\$31.4	(\$-.7)
5339 (Non-ODOT)	\$12.0	\$28.2	(\$16.1)	\$12.0	\$13.8	(\$1.7)	\$12.0	\$13.3	(\$1.3)	\$12.0	\$13.4	(\$1.3)
Flex Transfer CMAQ	\$17.8	\$17.8	\$-.0	\$14.9	\$14.9	\$-.0	\$15.4	\$15.4	\$-.0	\$14.1	\$14.1	\$-.0
Flex Transfer STBG	\$3.1	\$3.1	\$-.0	\$7.7	\$7.7	\$-.0	\$-.6	\$-.6	\$-.0	\$1.1	\$1.1	\$-.0
Total Federal	\$178.1	\$272.1	(\$94.0)	\$175.2	\$206.9	(\$31.7)	\$175.7	\$209.4	(\$33.7)	\$174.4	\$202.6	(\$28.2)
Other Funds												
State	\$69.6	\$45.8	\$23.8	\$69.6	\$35.6	\$33.9	\$69.6	\$34.9	\$34.7	\$69.6	\$34.9	\$34.7
Local	\$815.6	\$815.6	\$-.0	\$764.3	\$764.3	\$-.0	\$771.1	\$771.1	\$-.0	\$940.1	\$940.1	\$-.0
Labor	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0	\$-.0
Total Other	\$885.2	\$861.4	\$23.8	\$833.9	\$799.9	\$33.9	\$840.7	\$806.0	\$34.7	\$1009.6	\$974.9	\$34.7
Total	\$1098.7	\$1168.4	(\$69.7)	\$1044.4	\$1041.3	\$3.1	\$1051.7	\$1052.3	(\$-.6)	\$1219.4	\$1213.7	\$5.7

ODOT 2021-2024 Transit STIP Group Summary

2021-2024 Transit STIP Group Summary

Costs in \$Millions	2021	2022	2023	2024	Total
	Estimates	Estimates	Estimates	Estimates	Estimates
STIP Group					
<i>(Programs Related to Group)</i>					
5310 <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$3.8	\$3.8	\$3.9	\$3.9	\$15.4
5311 <i>(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)</i>	\$27.7	\$28.1	\$28.7	\$28.8	\$113.2
5339 <i>(Bus and Bus Facilities for Rural)</i>	\$3.5	\$2.7	\$4.3	\$3.5	\$14.0
State <i>(General Revenue Match)</i>	\$1.0	\$.6	\$.6	\$.6	\$2.9
Total Grouped Projects	\$35.9	\$35.2	\$37.6	\$36.8	\$145.5

DRAFT Summary of Transit TIP Estimates for KYOVA Region in Lawrence County, OH - 2021-2024 TIP

Draft Summary of Transit TIP Estimates for KYOVA Region in 2021 - 2024

KYOVA	2021	2022	2023	2024	Total
	Estimate	Estimate	Estimate	Estimate	Estimate
ODOT Administered Federal Funds by Program					
5310 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ -	\$ -	\$ -	\$ -	\$ -
Non-ODOT Administered Federal Funds by Program					
5307	\$ 453,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,653,000
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
Flex Transfer CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ 420,000	\$ 420,000
Total Federal	\$ 493,000	\$ 440,000	\$ 440,000	\$ 440,000	\$ 1,813,000
Other Funds					
State	\$ 60,000	\$ -	\$ 98,025	\$ 60,000	\$ 218,025
Local	\$ 232,000	\$ 218,750	\$ 218,750	\$ 323,750	\$ 993,250
Labor	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 292,000	\$ 218,750	\$ 316,775	\$ 383,750	\$ 1,211,275
Total	\$ 785,000	\$ 658,750	\$ 756,775	\$ 823,750	\$ 3,024,275

DRAFT Summary of Highway STIP Estimates for KYOVA Region within Lawrence County, OH for 2021-2024 TIP

Draft Summary of Highway STIP Estimates for KYOVA Region in 2021 - 2024

KYOVA	2021	2022	2023	2024	Total
KY09	Estimate	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program					
Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -
Discretionary / Earmark	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
Emergency	\$ -	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$ -	\$ 1,881,382	\$ -	\$ 1,881,382
Major Programs	\$ -	\$ -	\$ -	\$ -	\$ -
MPO Capital	\$ 268,296	\$ 269,792	\$ 271,332	\$ 448,258	\$ 1,257,678
National Highway Freight	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ 1,492,540	\$ -	\$ 1,492,540
Preservation	\$ 3,347,031	\$ 4,925,572	\$ 200,000	\$ -	\$ 8,472,604
Rail	\$ -	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ 3,615,327	\$ 5,445,364	\$ 3,845,254	\$ 448,258	\$ 13,354,203
Other Funds					
State	\$ 2,188,633	\$ 1,371,393	\$ 1,684,735	\$ -	\$ 5,244,761
Local	\$ -	\$ 328,311	\$ 414,420	\$ 78,000	\$ 820,731
Labor	\$ 310,781	\$ 234,300	\$ 175,118	\$ -	\$ 720,199
Total Other	\$ 2,499,414	\$ 1,934,004	\$ 2,274,273	\$ 78,000	\$ 6,785,691
Total	\$ 6,114,741	\$ 7,379,367	\$ 6,119,527	\$ 526,258	\$ 20,139,894

Note: Estimates include all projects that have a portion of work within the KYOVA region.

**Lexington FY 2021-2024 TIP
Financial Plan**

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; 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

The FAST Act identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspects of the FAST Act include flexibility of funds, empowerment of local jurisdictions in assigning project priorities, an emphasis on public participation 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. The major FAST Act funding programs are listed below. A detailed overview of these programs can be found in Appendix B.

- Surface Transportation Block Grant Program (STBG)
- STBG Suballocation for Lexington (STBG-SLX)
- STBG Set-Aside for Transportation Alternatives (STBG-TA)
- National Highway Performance Program (NHPP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Federal Transit Administration (FTA) Programs

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables in Appendix 4 with various funding categories identified and funding for each phase shown by fiscal year. Two quick-lookup tables, Table 5 and Table 10 are also provided. The quick-lookup tables also provide an estimated total project cost including any and all costs previously authorized for the project, the required FY 2021 - FY 2024 costs and any future costs beyond the TIP period. The TIP provides programming information on planned future-year funding for 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. Table 2 shows a summary of the anticipated highway revenue and expenditures, for both locally and KYTC sponsored non-transit projects over the TIP years.

HIGHWAY ELEMENT	FY 2021-2024 TOTALS
Total Programmed Expenditures	\$217,739,000
Total Anticipated Revenues	\$217,739,000
Ratio of Expenditures to Revenue	1.0

Table 2: Anticipated Highway Revenue and Expenditures

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Block Grant Program funds dedicated to the Lexington MPO area (STBG-SLX). The STBG-SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the STBG-SLX funds and is responsible for selecting and prioritizing STBG-SLX projects within the fiscal constraints of the current STBG-SLX allocation (see Table 1 for STBG-SLX projects). The MPO currently receives approximately \$9.0 million available for programming projects and programs for STBG-SLX funds (\$7.2 million federal funds matched with \$1.8 million local 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 STBG-SLX projects), it should be understood that the MPO does not have direct control over many Federal, State, and other funding sources identified in the TIP. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address transportation needs on a statewide level and within the Lexington urbanized area, the Cabinet and Legislature make use of a variety of available revenue sources.



3.1.2 Transit Fiscal Considerations

The transit financial element shown in Table 13 identifies the various Federal Transit Administration (FTA) funding categories as well as an annual STBG-SLX allocation for Lextran. 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, financial trends and projections. Local share funding for Lextran comes from property tax revenue and is used as the source for local match of federal funds and operating expenditures. In addition to the revenue outlined in Table 13, local transit providers (predominantly Lextran) receive funding from a variety of other sources. The total anticipated transit revenue and expenditures are shown in Table 3. The transit financial element is estimated to total approximately \$160 million from FY 2021 through FY 2024.



TRANSIT ELEMENT	FY 2021-2024 TOTALS
Expenditures	
Operating & Maintenance Expenditures	\$108,000,000
Capital Outlays	\$67,102,089
Total	\$175,102,089
Revenue	
FTA 5307	\$19,789,201
FTA 5310	\$4,972,120
FTA 5311	\$39,454,765
FTA 5339	\$9,990,200
FTA AIM Grant	\$528,625
Local Tax Levy	\$79,794,331
Passenger Fares	\$5,518,085
University of Kentucky Partnership	\$9,457,548
State Revenue	\$550,000
Lex MPO STBG-SLX Allocation	\$3,000,000
Fuel Tax Refund	\$651,214
Advertising Sales	\$1,396,000
Total	\$175,102,089
Ratio of Expenditures to Revenue	1.0

Table 3: Anticipated Transit Revenue and Expenditures

3.1.3 Fiscal 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 Tables 2 and 3, the estimated ratio of revenues to expenditures for all funding sources for FY 2021-2024 is 1.0, which means our planned expenditures balance with our anticipated revenues. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated. The specific projects and the program or planned revenue source and schedule shown in the Project Tables have been identified by the KYTC in the Statewide Transportation Improvement Program and/or the Kentucky State Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules or planned revenue source due to adjustments that must be made to balance costs and revenues 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.

3.2 Operations, Maintenance and Preservation

A key goal of the TIP is to operate and maintain a high quality transportation network to preserve the significant investment that has been made in transportation facilities in the Lexington MPO area.



3.2.1 State Role

Kentucky's Statewide Transportation Improvement Program (STIP) places an emphasis on operating and maintaining existing transportation infrastructure. The KYTC is primary agency tasked with ensuring the National Highway System and the State Road System is operated and maintained to greatest degree possible for safety and system reliability. The goal of local funding is to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

The KYTC is organized to provide services in key areas to ensure routine maintenance and operation of the regional freeway/highway network. This includes maintenance of the state's roadways, bridges and rest areas as well as traffic operations on state maintained roads. 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) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To this end, 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 like 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 approximately \$108 million to operate and maintain transit service over the four year period of the TIP.



3.2.3 Operations and Maintenance Funding

The TIP and 2045 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain our transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding. The estimated maintenance expenditures for the FY 2021 - 2024 period are shown in Table 4.

Major O/M Funding Sources	O/M Funding Estimate FY 2021 - FY 2024
State Funding (KYTC)	\$48,000,000
Local Funding	\$36,000,000
Lextran (Operations)	\$88,560,000
Lextran (Maintenance)	\$19,440,000
Total	\$192,000,000

Table 4: Maintenance/Operations Funding Estimates

**Cincinnati-Northern KY FY 2021-2024 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.

Table 3-1 shows ODOT's cost estimates for all projects that have a portion of work within the OKI region in Ohio during fiscal years 2021 through 2024. In Ohio, ODOT allocates Surface Transportation Block Grant Program (STBG) and Transportation Alternatives (TA) federal funds to OKI for the fiscal years covered by the current TIP. Table 3-2 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2021 through 2024 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2021 through 2024. Transfers between OKI STBG and TA funds are completed during the period with all original amounts of funding returned to their respective funding levels. The Ohio CMAQ program is a statewide program for the MPO's and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

Table 3-3 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates Surface Transportation Program for Northern Kentucky (SNK) funds and TA 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 2021 – 2024 TIP.

Table 3-4 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STBG, CMAQ, HSIP and TA 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 2021 – 2024.

Draft Summary of Highway STIP Estimates for OKI Region in 2021 - 2024

OKI	2021	2022	2023	2024	Total
K108	Estimate	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program					
Garvee Debt Service	\$ 8,216,304	\$ 8,170,051	\$ 8,123,797	\$ 8,077,544	\$ 32,587,696
Discretionary / Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
Emergency	\$ -	\$ -	\$ 76,000	\$ -	\$ 76,000
FLAP	\$ -	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ 60,000,000	\$ -	\$ 5,904,000	\$ 65,904,000
Local Programs	\$ 4,956,379	\$ 10,443,978	\$ 2,000,000	\$ -	\$ 17,400,358
Major Programs	\$ 39,257,162	\$ 31,354,846	\$ 4,125,157	\$ 44,608,571	\$ 119,345,736
MPO STBG	\$ 28,007,186	\$ 28,108,849	\$ 8,708,150	\$ 3,065,555	\$ 67,889,740
MPO CMAQ	\$ 10,008,832	\$ 9,631,725	\$ 13,099,968	\$ 366,022	\$ 33,106,547
MPO TA	\$ 2,558,008	\$ 2,707,424	\$ -	\$ -	\$ 5,265,432
National Highway Freight	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ 1,202,880	\$ 1,780,000	\$ -	\$ 2,982,880
Preservation	\$ 49,724,164	\$ 58,996,505	\$ 51,915,442	\$ 66,178,589	\$ 226,814,701
Rail	\$ 199,000	\$ 234,176	\$ -	\$ -	\$ 433,176
Rec Trails	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$ 16,845,208	\$ 24,850,287	\$ 8,284,388	\$ 7,968,056	\$ 57,947,937
Total Federal	\$ 159,772,243	\$ 235,700,721	\$ 98,112,902	\$ 136,168,336	\$ 629,754,203

Other Funds					
State	\$ 31,294,246	\$ 90,431,995	\$ 20,404,906	\$ 25,636,259	\$ 167,767,406
Local	\$ 63,718,371	\$ 27,052,524	\$ 38,389,416	\$ 37,011,000	\$ 166,171,311
Labor	\$ 8,064,265	\$ 17,814,366	\$ 5,336,687	\$ 5,993,496	\$ 37,208,814
Total Other	\$ 103,076,882	\$ 135,298,885	\$ 64,131,009	\$ 68,640,755	\$ 371,147,531

Total	\$ 262,849,126	\$ 370,999,606	\$ 162,243,911	\$ 204,809,091	\$ 1,000,901,734
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Note: Estimates include all projects that have a portion of work within the OKI region.

**Table 3-2: Ohio OKI Sub-Allocated Federal Funds
TIP FY 2021-2024 Fiscal Constraint (STP and TA funds)**

<u>FY 2020</u>	Estimated Apportionment for Federal FY	Carryover from Previous FY	Adjustments	Available Budget	Estimated Obligated/ Outstanding Project Costs for FY	Projected Carryover
OKI-STBG	\$ 20,488,158	\$ 14,826,262	\$(10,959,737)	\$ 24,354,683	\$ 22,863,427	\$ 1,491,256
OKI-TA	\$ 2,048,816	\$ 391,227	\$ 720,951	\$ 3,160,994	\$ 2,071,775	\$ 1,089,219
<u>FY 2021</u>						
OKI-STBG	\$ 20,488,158	\$ 1,491,256	\$ 9,353,732	\$ 31,333,146	\$ 29,631,287	\$ 1,701,859
OKI-TA	\$ 2,048,816	\$ 1,089,219	\$ 1,706,797	\$ 4,844,832	\$ 3,139,901	\$ 1,704,931
<u>FY 2022</u>						
OKI-STBG	\$ 20,488,158	\$ 1,701,859	\$ 13,304,747	\$ 35,494,764	\$ 35,913,294	\$ (418,530)
OKI-TA	\$ 2,048,816	\$ 1,704,931	\$ 246,527	\$ 4,000,274	\$ 2,436,119	\$ 1,564,155
<u>FY 2023</u>						
OKI-STBG	\$ 20,488,158	\$ (418,530)	\$ 1,956,982	\$ 22,026,610	\$ 14,388,056	\$ 7,638,554
OKI-TA	\$ 2,048,816	\$ 1,564,155	\$ 246,527	\$ 3,859,498	\$ 2,507,571	\$ 1,351,927
<u>FY 2024</u>						
OKI-STBG	\$ 20,488,158	\$ 7,638,554	\$ 1,956,982	\$ 30,083,694	\$ 2,520,000	\$27,563,694
OKI-TA	\$ 2,048,816	\$ 1,351,927	\$ 246,527	\$ 3,647,270	\$ 395,969	\$ 1,127,270

**Table 3-3 Kentucky OKI Sub-allocated Funds
FY 2020-FY 2023 TIP Fiscal Constraint (SNK and TA)**

FY	SNK Estimated Apportionment for Federal Fiscal Year	SNK Carry Over from previous year	SNK Available Budget	SNK Estimated Obligated/ Outstanding Project Costs for Fiscal Year	SNK Projected Carry Over
2020	\$ 8,150,173	\$ 3,646,689	\$ 11,796,862	\$22,259,288	\$ (10,462,426)
2021	\$ 8,150,173	\$ (10,462,426)	\$ (2,312,253)	\$12,217,518	\$ (14,529,771)
2022	\$ 8,150,173	\$ (14,529,771)	\$ (6,379,598)	\$6,151,726	\$ (12,531,324)
2023	\$ 8,150,173	\$ (12,531,324)	\$ (4,381,151)	\$3,951,112	\$ (8,332,263)
2024	\$ 8,150,173	\$ (8,332,263)	\$ (182,090)	\$648,513	\$ (830,603)
FY	TA Estimated Apportionment for Federal Fiscal Year	TA Carry Over from previous year	TA Available Budget	TA Estimated Obligated/ Outstanding Project Costs for Fiscal Year	TA Projected Carry Over
2020	\$457,938	\$1,227,968	\$1,685,906	\$1,193,777	\$492,129
2021	\$457,938	\$492,129	\$950,067	\$198,599	\$751,468
2022	\$457,938	\$751,468	\$1,209,406	\$1,383,459	-\$174,053
2023	\$457,938	-\$174,053	\$283,885	\$0	\$283,885
2024	\$457,938	\$283,885	\$741,823	\$0	\$741,823

Dearborn County Indiana - Cincinnati MPO 5-Year Spending Plan

Fiscal Year 2020						
CA	STBG	CMAQ	HSIP	TE/TA	Total	
FY19 Carryover	\$ 4,256	\$ 1,027	\$ 269	\$ 305	\$ 5,857	
Allocation	\$ 215,846	\$ 65,738	\$ 51,328	\$ 17,410	\$ 350,322	
Trade from Elkhart	\$ 220,000				\$ 220,000	
Available Balance	\$ 440,102	\$ 66,765	\$ 51,597	\$ 17,715	\$ 576,179	
FY20 Obligations	\$ 29,000				\$ 29,000	
Remaining Balance	\$ 411,102	\$ 66,765	\$ 51,597	\$ 17,715	\$ 547,179	
<u>Obligation Summary</u>						
<u>Project Number/DES</u>	<u>PS Activity</u>	<u>PO Amount</u>	<u>Federal Amount</u>	<u>Fund Type</u>	<u>Month</u>	
1900813	20PLM1F	\$25,000.00	\$25,000.00	STBG	July	
1400675	20CSM1F	\$4,000.00	\$4,000.00	STBG	October	
<u>Remaining CA Commitments</u>						
1400675 State Line Rd Realign (CN)	\$ 490,032		\$ 52,000		\$ 542,032	
CA Commitments Total	\$ 490,032	\$ -	\$ 52,000	\$ -	\$ 542,032	
Expected End of Year CA Remaining	\$ (78,930.00)	\$ 66,765.00	\$ (403.00)	\$ 17,715.00	\$ 5,147.00	
Fiscal Year 2021						
CA	STBG	CMAQ	HSIP	TE/TA	Total	
Carryover	\$ 146,325	\$ 352,918	\$ (443)	\$ 25,168	\$ 523,968	
<u>PYB Commitments</u>						
1400675 State Line Rd Realign (CN)	\$ 523,968	\$ -	\$ -		\$ 523,968	
Total PYB Commitments	\$ 523,968	\$ -	\$ -	\$ -	\$ 523,968	
Expected End of Year Balance	\$ (377,643)	\$ 352,918	\$ (443)	\$ 25,168	\$ (0)	
Fiscal Year 2022						
CA	STBG	CMAQ	HSIP	TE/TA	Total	
Allocation	\$ 215,846	\$ 65,738	\$ 51,328	\$ 17,410	\$ 350,322	
"Bonus" Funds	\$ 15,968	\$ -	\$ -	\$ -	\$ 15,968	
Available Balance	\$ 231,814	\$ 65,738	\$ 51,328	\$ 17,410	\$ 350,322	
<u>CA Commitments</u>						
UPWP OKI Planning Supplemental	\$ 25,000				\$ 25,000	
1600706 Market Street (ROW)	\$ 120,000				\$ 120,000	
Repay Elkhart loan	\$ 220,000				\$ 220,000	
CA Commitments Total	\$ 365,000	\$ -	\$ -	\$ -	\$ 365,000	
Expected End of Year CA Remaining	\$ (133,186)	\$ 65,738	\$ 51,328	\$ 17,410	\$ 1,290	
Fiscal Year 2023						
CA	STBG	CMAQ	HSIP	TE/TA	Total	
Allocation	\$ 215,846	\$ 65,738	\$ 51,328	\$ 17,410	\$ 350,322	
<u>CA Commitments</u>						
UPWP OKI Supplemental Planning	\$ 25,000				\$ 25,000	
1297183 State Line Rd @ US50	\$ -	\$ 192,000	\$ -	\$ -	\$ 192,000	
1600706 Market Street (UTIL)	\$ 135,968	\$ -	\$ -	\$ -	\$ 135,968	
CA Commitments Total	\$ 160,968	\$ 192,000	\$ -	\$ -	\$ 352,968	
Expected End of Year CA Remaining	\$ 54,878	\$ (126,262)	\$ 51,328	\$ 17,410	\$ (2,646)	
Fiscal Year 2024						
CA	STBG	CMAQ	HSIP	TE/TA	Total	
Allocation	\$ 215,846	\$ 65,738	\$ 51,328	\$ 17,410	\$ 350,322	
<u>CA Commitments</u>						
UPWP OKI Supplemental Planning	\$ 25,000				\$ 25,000	
CA Commitments Total	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	
Expected End of Year CA Remaining	\$ 190,846	\$ 65,738	\$ 51,328	\$ 17,410	\$ 325,322	

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 3-4 through 3-6 provide a summary programmed highway funds 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 2021 - 2024.

Table 3-4: Ohio Total Funding By State and Fiscal Year

	FY 21	FY 22	FY 23	FY 24	Total Funding:
Federal	\$60,895,206	\$83,797,801	\$65,157,367	\$65,892,053	\$275,742,427
Federal Labor	\$0	\$682,531	\$89,085	\$1,294,748	\$2,066,364
Federal Major New	\$5,280,000	\$10,241,186	\$400,000	\$0	\$15,921,186
Federal Preservation	\$0	\$0	\$1,486,250	\$0	\$1,486,250
Federal SPR	\$700,000	\$0	\$0	\$0	\$700,000
Garvee	\$8,216,304	\$8,170,051	\$8,123,798	\$13,981,544	\$38,491,697
HSIP	\$10,897,702	\$2,741,945	\$0	\$7,608,056	\$21,247,703
Local	\$60,394,786	\$36,789,339	\$44,493,411	\$40,693,358	\$182,370,894
NHPP	\$34,533,930	\$163,864,271	\$0	\$35,988,887	\$234,387,088
NHS	\$0	\$8,374,800	\$0	\$0	\$8,374,800
OKI-CMAQ	\$10,032,906	\$9,605,641	\$14,388,103	\$11,574,486	\$45,601,136
OKI-CMAQ Planning	\$326,506	\$326,506	\$326,506	\$326,506	\$1,306,024
OKI-STBG	\$29,770,116	\$30,565,529	\$14,388,056	\$2,520,000	\$77,243,701
OKI-STBG Planning	\$436,444	\$436,444	\$436,444	\$436,444	\$1,745,776
OKI-TA	\$3,078,442	\$3,936,119	\$2,507,571	\$395,969	\$9,918,101
State	\$34,157,077	\$42,933,279	\$18,650,646	\$22,396,339	\$118,137,341
STBG	\$800,000	\$7,603,200	\$3,985,918	\$859,500	\$13,248,618
Ohio Total:	\$259,519,419	\$410,068,642	\$174,433,155	\$203,967,890	\$1,047,989,106

Table 3-4: Kentucky Total Funding By State and Fiscal Year

	FY 21	FY 22	FY 23	FY 24	Total Funding:
BR	\$3,150,000	\$2,170,000	\$0	\$0	\$5,320,000
CMAQ	\$240,370	\$0	\$0	\$0	\$240,370
Contrib Svcs	\$19,325	\$19,325	\$19,325	\$0	\$57,975
HPP	\$0	\$18,270,000	\$0	\$38,820,000	\$57,090,000
IM	\$13,700,000	\$0	\$0	\$0	\$13,700,000
Local	\$4,415,697	\$2,534,810	\$522,067	\$162,128	\$7,634,702
NHPP	\$12,960,000	\$8,880,000	\$0	\$0	\$21,840,000
OKI-SNK	\$12,217,518	\$6,151,726	\$2,165,568	\$648,513	\$21,183,325
OKI-TA	\$198,599	\$1,383,459	\$0	\$0	\$1,582,058
PM/NH	\$11,220,000	\$0	\$0	\$0	\$11,220,000
PM/STP	\$18,304,000	\$0	\$0	\$0	\$18,304,000
SP	\$0	\$0	\$0	\$80,410,000	\$80,410,000
State	\$13,680,000	\$5,900,400	\$187,500	\$0	\$19,767,900
STBG	\$28,496,000	\$8,322,600	\$1,750,000	\$11,700,000	\$50,268,600
Kentucky Total:	\$118,601,509	\$53,632,320	\$4,644,460	\$131,740,641	\$308,618,930

Table 3-4: Indiana Total Funding By State and Fiscal Year

	FY 21	FY 22	FY 23	FY 24	Total Funding:
BR	\$9,659,977	\$0	\$0	\$0	\$9,659,977
HSIP	\$788,353	\$4,804,225	\$2,739,620	\$1,264,500	\$9,596,698
Local	\$940,293	\$594,346	\$112,500	\$259,000	\$1,906,139
Local Bridge	\$390,617	\$272,217	\$400,000	\$1,036,000	\$2,098,834
NHPP	\$1,237,984	\$16,971,175	\$0	\$0	\$18,209,159
OKI-CMAQ	\$0	\$192,000	\$0	\$0	\$192,000
OKI-STBG	\$145,000	\$160,968	\$25,000	\$0	\$330,968
PL	\$25,000	\$25,000	\$25,000	\$0	\$75,000
State	\$3,511,100	\$2,751,144	\$2,564,338	\$422,628	\$9,249,210
STBG	\$7,040,863	\$3,569,021	\$8,527,731	\$1,128,514	\$20,266,129
Indiana Total:	\$23,739,187	\$29,340,096	\$14,394,189	\$4,110,642	\$71,584,114

Fiscal Constraint for Funds Allocated to Transit Agencies

There are five transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, SORTA, TANK and Warren County Transit System. These agencies rely on federal, state and local funds for operations, maintenance and capital expenses. The Federal Transit Administration (FTA) has several funding sources for operating, maintenance and capital expenses. Section 5307 funds can cover up to 50% of annual operating costs and 80% of annual capital and planning costs, after excluding projected annual fare revenue. Section 5339 funds can cover up to 80% of capital costs to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Section 5310 funds are used for the transportation needs of seniors and persons with disabilities and can cover up to 80% of capital costs to replace, rehabilitate and purchase paratransit vehicles and equipment. OKI acts as the designated recipient for the Section 5310 program. 5310 funds have been awarded to various private non-profit agencies in the region. In addition, the transit agencies have the opportunity to apply to receive OKI sub-allocated FHWA STBG and CMAQ funds.

Chapter 9 includes a list of all FY 2021-2024 federally-funded transit projects in the region. Table 3-7 below, demonstrates fiscal conformity for FTA funds and OKI-sub allocated FHWA funds for all five transit agencies in the OKI region. Table 3-8 shows the Cincinnati Urbanized Area apportionment to the five transit providers in the region.

Table 3-7: Total Transit Funding by Type and Fiscal Year

	FY 21	FY 22	FY 23	FY 24	Total Funding:
Ohio					
5307 - Urban Formula	\$20,689,487	\$18,537,487	\$18,505,487	\$18,505,487	\$76,237,948
5310	\$1,565,296	\$0	\$0	\$0	\$1,565,296
5337 SOGR	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
5339 - Bus & Bus Facil	\$6,998,960	\$6,477,360	\$5,814,000	\$6,177,360	\$25,467,680
CMAQ	\$3,103,400	\$0	\$5,854,695	\$0	\$8,958,095
DERG Flex Transfer	\$0	\$1,560,000	\$0	\$0	\$1,560,000
Federal DERG	\$0	\$0	\$0	\$1,560,000	\$1,560,000
Federal Flex Transfer	\$3,120,000	\$0	\$0	\$0	\$3,120,000
GRF	\$595,644	\$1,827,752	\$801,644	\$664,000	\$3,889,040
Local	\$155,835,732	\$118,637,779	\$88,559,974	\$252,388,934	\$615,422,419
OKI-CMAQ	\$3,103,400	\$0	\$0	\$10,354,695	\$13,458,095
State	\$6,220,000	\$6,220,000	\$7,246,108	\$7,383,752	\$27,069,860
				Total	\$778,368,433
Kentucky					
5307 - Urban Formula	\$6,809,816	\$4,569,816	\$4,569,816	\$4,569,816	\$20,519,264
5310	\$180,000	\$0	\$0	\$0	\$180,000
5339 - Bus & Bus Facil	\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000
KYTC Match/TDC	\$931,227	\$651,227	\$651,227	\$651,227	\$2,884,908
Local	\$360,000	\$0	\$446,386	\$0	\$806,386
OKI-SNK	\$0	\$0	\$1,785,544	\$0	\$1,785,544
Operating Revenue	\$5,028,108	\$5,028,108	\$5,028,108	\$5,028,108	\$20,112,432
Other Local	\$17,613,562	\$17,693,562	\$17,693,562	\$17,693,562	\$70,694,248
				Total	\$119,542,782

Table 3-8
FY 2020 Cincinnati Urbanized Area Apportionment to Transit Providers

<u>Provider</u>	<u>FY 20 Section 5307</u>	<u>FY 20 Section 5339</u>	<u>FY 20 Section 5337</u>	<u>Totals</u>
BCRTA	\$2,060,006	\$237,136	\$0	\$2,297,142
CTC	\$1,345,887	\$158,299	\$0	\$1,504,186
SORTA	\$11,728,096	\$1,544,041	\$11,741	\$13,283,878
TANK	\$4,245,379	\$525,795	\$0	\$4,771,174
WCTS	\$844,959	\$0	\$0	\$844,959
	\$20,224,327	\$2,465,271	\$11,741	\$22,701,339

WCTS will not be a part of the 5339 allocation until, and if, WCTS establishes fixed route service. Since SORTA currently provides service to Warren County, it was decided the \$94,234 allocation to WCTS would be added to SORTA's Section 5339 allocation. Authorized representatives from each agency have reviewed, discussed, and agreed upon these funding splits. It was also agreed the \$127,530 allocated to the Indiana portion of the Cincinnati UZA will be split between TANK and SORTA since no transit agencies operate in the Indiana area of the OKI region. Previously, as operators of the Cincinnati Streetcar, SORTA was the only transit system eligible to receive Section 5337 (fixed guideway) federal funds. The City of Cincinnati now has the sole responsibility for streetcar operations and maintenance and may receive federal transit funds in future. Project funding and programming in this TIP may be amended in the near future to reflect this change.

In addition, \$1,476,842 of FY20 Section 5310 funds have been apportioned to the UZA is awarded competitively to agencies providing transportation to seniors and those with disabilities.

**Owensboro FY 2019-2024 TIP
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MPO GOALS AND OBJECTIVES

1. Promote Transportation Safety

- Reduce the number and severity of traffic accidents by improving existing and potential high crash locations
- Improve substandard roadway geometrics where necessary
- Support and/or undertake public education programs to emphasize safety and promote safe driving practices
- Provide improved conditions to enhance emergency services

2. Preserve Existing Transportation Facilities & Systems

- Consider costs and benefits of improvements in the MPO planning process
- Emphasize reconstruction and upgrades to existing highway systems
- Apply access management principles to aid in preserving the existing highway network
- Identify and implement minor construction and traffic operational improvements to improve traffic flow and safety

3. Provide an Efficient Transportation System

- Reduce traffic congestion and improve travel times in the region
- Plan for both existing and future travel demand
- Promote cost efficiency in the implementation and/or operation of transportation facilities and/or improvements
- Encourage the implementation of access management policies to improve the overall efficiency of the transportation system
- Improve the overall capacity of the highway network

4. Enhance Connections between Transportation Systems

- Provide for frequent and convenient transfer between all modes of transportation
- Where justified, provide new highway connections to provide improved access and mobility for the overall transportation system in the area
- Promote improved access to intermodal transportation facilities

5. Support Community Development & Economic Growth

- Provide transportation service for areas of new growth and potential development
- Provide transportation service to aid in preserving existing communities and developments
- Where possible, provide transportation improvements to areas experiencing economic decline

6. Increase access and mobility for the movement of freight

- Provide new or improved transportation options and/or connections for economic centers that depend on freight

7. Provide a Balance between Development and Quality of Life

- Recognize the need for transportation improvements, but be sensitive to environmental, social and cultural resources in doing so

8. Enhance Alternatives to Traditional Automobile/Highway Travel, Such as Transit, Bicycle, and/or Pedestrian Travel

- Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
- Promote programs encouraging the use of alternative transportation systems, such as walking trails and bicycle paths

9. Promote the Security of the Transportation System

- Increase the utilization of Intelligent Transportation Systems (ITS) to enhance the security, safety and efficiency of the transportation network

FISCAL CONSTRAINT

The Fixing America's Surface Transportation Act (FAST) 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. This requirement helps the MPO and the state develop a deliverable program of projects.

Although the 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 programming 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 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 below and on **Page 6**.

The specific projects shown in the Project Listing tables on **Pages 11** and **12** have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's 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.

Table 2 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.

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 requests for federal funding.

PROJECT TYPES AND PROJECT FUNDING CLASSIFICATIONS

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the Fixing America's Surface Transportation Act (FAST) and State Highway Plan. They 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

- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP/SAF – Highway Safety Improvement Program
- NHPP/NH – National Highway Performance Program
 - ◆ IM – Interstate Maintenance
 - ◆ NH – National Highway
 - ◆ BRO – Federal Bridge Replacement on Federal System
- RRP – Safety – Railroad Protection
- RRS – Safety – Railroad Separation
- STPG/STP – Surface Transportation Block Grant Program
 - ◆ TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Program)
 - ◆ BRX – Federal Bridge Replacement off Federal System
 - ◆ BRZ – Federal Bridge Replacement Local System

State Programs

- SP – State Construction Funds
- SPB – State Bonds
- SPP – State Construction High Priority

PUBLIC PARTICIPATION

The FY 2019-2024 Owensboro-Daviess County MPO TIP was developed in accordance with the MPO's Participation Plan. To ensure the TIP received proper review, the MPO placed a public notice in the November 27, 2018, edition of the Owensboro Messenger-Inquirer. The required 30-day public comment period began on November 28, 2018, and ran through January 4, 2019. The document was available for review at the GRADD office, the Daviess County Public Library, Owensboro City Hall's reception desk, the office of the Daviess County Judge/Executive. The TIP also was placed on the MPO website: http://www.gradd.com/TRAN/Oboro_Daviess_MPO/. Electronic copies of the TIP were provided to the Daviess County Public Library, Owensboro City Hall and Daviess County Fiscal Court, with a request to post it on the those organizations' respective web sites.

Two public hearings were held to receive comments: The first was held at 4:30 p.m. Dec. 18 in the Owensboro City Commission chambers on the fourth floor of Owensboro City Hall. The second was at 5 p.m. Dec. 20 in the meeting room on the second floor of the Daviess County Courthouse. It was held in conjunction with the Daviess County Fiscal Court meeting. No comments were made at either meeting.

Two email comment were received. They can be read in full starting on **Page 39**.

TIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

Occasionally, project information listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the MPO when such changes are needed to reflect current conditions for transportation projects. These changes to the TIP will be made via either Amendment or Administrative Modification:

Amendment — Revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment and re-demonstration of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period.

Administrative Modification — Minor revision to the TIP that includes changes to project costs or schedule (that do not affect fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (See Grouped Projects Table section below) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint. Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan: http://www.gradd.com/files/PDF/Participation_plan.pdf.

AIR QUALITY

The planning area for the Owensboro-Daviess County MPO is in attainment with all federal air quality regulations. An attainment area is considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency health standards set forth in the Clean Air Act. Because Daviess County previously has been in non-attainment, it is eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

GROUPED PROJECTS

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

Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved for funding. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories used by the Owensboro-Daviess County MPO are shown in **Table I** on **Page 8**. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the KYTC/FHWA Consolidated Planning Guidance. This was done for applicability to the Owensboro-Daviess County area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, please see to the Fiscal Constraint section of this document on **Page 4** for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

TABLE I
GROUPED PROJECTS

PROJECT TYPE
HSIP — Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier and Crash Cushion Projects
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Projects
Traffic Signal System Improvements
Highway Signing
Pavement Markers and Striping
Pavement Resurfacing, Restoration and Rehabilitation
Bridge Replacement (No Additional Lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Railroad/Highway Crossing Protection
Recreational Trails Projects
Transportation Alternatives Projects
Congestion Mitigation Air Quality (CMAQ)
Commuter Ridesharing Program
Bicycle Accommodation/Facilities
Pedestrian Improvement/Facilities
Park and Ride Facilities
Purchase of New Buses
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Small Transit Passenger Shelters and Informational Kiosks
Reconstruction or Renovation of Transit Facilities

SUMMARY OF FUNDING

This table provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

TABLE 2						
FY 2019-2024 SUMMARY OF FUNDING						
FISCAL YEAR		FUNDING TYPE				TOTAL
		NH	BLD	SAF	STP	
Carryover from Previous TIP	Estimated Cost			\$705,000		\$705,000
	Revenue			\$705,000		\$705,000
2019	Estimated Cost	\$1,539,070	\$5,950,000		\$19,230,930	\$26,720,000
	Revenue	\$1,539,070	\$5,950,000		\$19,230,930	\$26,720,000
2020	Estimated Cost	\$44,302,540	\$8,450,000		\$12,040,000	\$64,792,540
	Revenue	\$44,302,540	\$8,450,000		\$12,040,000	\$64,792,540
2021	Estimated Cost				\$5,755,000	\$5,755,000
	Revenue				\$5,755,000	\$5,755,000
2022	Estimated Cost	\$1,206,750			\$22,322,250	\$23,529,000
	Revenue	\$1,206,750			\$22,322,250	\$23,529,000
2023	Estimated Cost				\$13,420,000	\$13,420,000
	Revenue				\$13,420,000	\$13,420,000
2024	Estimated Cost				\$39,860,000	\$39,860,000
	Revenue				\$39,860,000	\$39,860,000
TOTAL	Estimated Cost	\$47,048,360	\$14,400,000	\$705,000	\$112,898,180	\$174,781,540
	Revenue	\$47,048,360	\$14,400,000	\$705,000	\$112,628,180	\$174,781,540

Fund Types:

- NH — National Highway
- BLD — BUILD (Better Utilizing Investments to Leverage Development)
Transportation Discretionary Grant
- SAF — Highway Safety
- STP — Surface Transportation Block Grant Program

**Radcliff/Elizabethtown FY 2018-2022 TIP
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- Where possible, provide transportation improvements to areas experiencing economic decline

6. Increase access and mobility for the movement of freight

- Provide new or improved transportation options and/or connections for economic centers that depend on freight

7. Provide a Balance Between Development and Quality of Life

- Recognize the need for transportation improvements, but be sensitive to environmental, social, and cultural resources in doing so

8. Enhance alternatives to traditional automobile/highway travel, such as transit, bicycle, and/or pedestrian travel

- Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
- Study the potential need and possible implementation of a public transit system in the Elizabethtown/Fort Knox/Radcliff/ Vine Grove area

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 Fixing America's Surface Transportation Act (FAST) 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 Tables 1, 2, and 3 on pages 10 and 11.

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 25 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 Fixing America's Surface Transportation Act (FAST) and are abbreviated as follows:

Funding Program	Abbreviation	Source
JP 2 BRAC Bond Projects - Second Program	BR2	KYTC
State Construction Projects	SP	KYTC
State Bonds	SB2	KYTC
State Bonds	SBP	KYTC
State Construction High Priority	SPP	KYTC

Table 2			
Current Federal Funding Sources under the FAST Act			
Funding Program	Abbreviation	Source	Funding Share
Surface Transportation Block Grant Program	STBG	FHWA	80% Federal 20% Match
National Highway Performance Program	NHPP	FHWA	80% Federal 20% Match
Surface Transportation Block Grant Program set-aside for Transportation Alternatives	TA	FHWA	80% Federal 20% Match
Highway Safety Improvement Program	HSIP	FHWA	90% Federal 10% Match
Rail-Highway Crossings Program	RRX/RRP	FHWA	90% Federal 10% Match
Section 5307 Urbanized Area Formula	5307	FTA	80% Federal 20% Match
Section 5307 Operating Expenses	5307	FTA	50% Federal 50% Match
Section 5303 Planning Funds	5303	FTA	80% Federal 20% Match
Section 5309 Bus and Bus Facilities Program (Ladders of Opportunity)	5309	FTA	80% Federal 20% Match
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	5310	FTA	80% Federal 20% Match
Section 5337 State of Good Repair	5337	FTA	80% Federal 20% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal 20% Match

Funding Program	Abbreviation	Source	Funding Share
Interstate Maintenance	IM	FHWA	90% Federal 10% Match
National Highway System	NHS	FHWA	80% Federal 20% Match
Transportation Alternatives Program	TAP	FHWA	80% Federal 20% Match
Federal Bridge Replacement - On-System	BRO	FHWA	80% Federal 20% Match
Federal Bridge Replacement - Off System	BRZ	FHWA	80% Federal 20% Match

Public Participation

The 2018-2022 Transportation Improvement Program (TIP) was developed in accordance with the MPO Participation Plan. To ensure that the TIP received adequate public review, the Radcliff/ Elizabethtown MPO placed a Public Notice in the Wednesday, September 6 edition of The News Enterprise, a regional newspaper, based in Elizabethtown, KY. The public comment period began on Wednesday, September 6 and ended on Friday, October 6. The document was also available for review at the Lincoln Trail ADD office in Elizabethtown, the public libraries in Hardin and Meade counties, and on the MPO webpage of the LTADD website, www.radcliff-elizabethtown-mpo.org.

No public comments were received specifically concerning the TIP. However, the MPO staff did receive a couple of phone calls, one concerning a local road in the Sonora area and one concerning improvements to KY 251.

TIP Amendments/Administrative Modifications

Occasionally, project information currently listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the Radcliff/Elizabethtown MPO when such changes are needed to reflect current conditions for transportation projects. Amendment means a revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment and redemonstration

Table 11
Summary of Funding
Radcliff/Elizabethtown MPO
Transportation Improvement Program FY 2018-2022*

Funding Type	Carryover from Previous TIP FY 2016-2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BR2			\$12,750,000	\$12,750,000									\$12,750,000	\$12,750,000
BRZ					\$950,000	\$950,000			\$190,000	\$190,000	\$5,440,000	\$5,440,000	\$6,580,000	\$6,580,000
FTA	\$1,698,345	\$1,698,345	\$2,722,612	\$2,722,612	\$1,505,000	\$1,505,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$10,659,957	\$10,659,957
IM					\$2,110,000	\$2,110,000					\$15,690,000	\$15,690,000	\$17,800,000	\$17,800,000
NHPP/NH			\$9,500,000	\$9,500,000							\$32,760,000	\$32,760,000	\$42,260,000	\$42,260,000
SPP			\$19,000,000	\$19,000,000	\$4,500,000	\$4,500,000							\$23,500,000	\$23,500,000
STP					\$9,230,000	\$9,230,000							\$9,230,000	\$9,230,000
NRT	\$69,310	\$69,310	\$104,980	\$104,980									\$174,290	\$174,290
TAP	\$277,800	\$277,800											\$277,800	\$277,800
TOTAL	\$2,045,455	\$2,045,455	\$43,972,612	\$43,972,612	\$18,295,000	\$18,295,000	\$1,578,000	\$1,578,000	\$1,768,000	\$1,768,000	\$55,468,000	\$55,468,000	\$123,232,047	\$123,232,047

*The Keutkcy Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2017-2020. 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).