

# KENTUCKY

## Statewide Transportation Improvement Program

# (STIP)

Fiscal Years 2021 - 2024  
July 2021



Andy Beshear  
Governor  
Commonwealth of Kentucky

Jim Gray  
Secretary  
Kentucky Transportation Cabinet



Kentucky Transportation Cabinet - Division of Program Management





Federal Highway Administration  
Kentucky Division  
330 West Broadway  
Frankfort, KY 40601

Federal Transit Administration  
Region 4  
230 Peachtree Street, NW, Ste 1400  
Atlanta, GA 30303

August 23, 2021

Mr. Jim Gray  
Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, KY 40622

Dear Secretary Gray,

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) has reviewed the Kentucky Transportation Cabinet (KYTC) and Metropolitan Planning Organization (MPO) planning processes, plans, and self-certifications. We now make a joint Federal Planning Finding that the KYTC and Kentucky MPOs use continuing, cooperative, and comprehensive planning processes that substantially comply with applicable statewide and MPO planning laws and regulations, including 23 U.S.C. 134 and 135, 49 U.S.C. 5303-5305, 23 CFR Part 450 (Subparts C and D, and 49 CFR Part 613.

We also jointly find that the FY 2021-2024 Kentucky Statewide Transportation Improvement Program (STIP) substantially meets applicable sections of the above laws and regulations, including 23 CFR Part 450.218 and Part 450.220 and now approve it.

This STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP are finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA.

Our planning findings are based on FHWA's and FTA's

- Regular stewardship and oversight of State and MPO planning partners,
- On-going involvement in, and review of, planning products,
- Provision of technical assistance,
- Promotion of best practices,
- Division and Region Office Risk Assessments,
- Federal certification reviews of Metropolitan Transportation Areas (MTAs)

- KYTC's statewide and metropolitan planning self-certification statements, and related supporting documentation,
- KYTC Transportation Asset Management Process (TAMP), and
- Input from the public, local elected officials, transportation agencies, and other planning partners.

Our review found that the KYTC has several planning activities worthy of commendation.

**KYTC SHIFT Planning Process:** The Strategic Highway Investment Formula for Tomorrow (SHIFT) is the Kentucky Transportation Cabinet's performance data-driven, objective approach to compare capital improvement projects and prioritize limited transportation funds. SHIFT helps reduce overprogramming and provides a clear road map for construction in the coming years. The formula applies to all transportation funding that isn't prioritized by other means, such as maintenance work, local government projects and dedicated federal projects.

**Linking Kentucky Statewide Corridor Plan:** The Linking Kentucky Statewide Corridor Plan, developed by KYTC's Division of Planning, conducted needs analyses on 52 Tier I corridors that were scored and ranked for mobility, accessibility, and safety. Twenty-six corridors (6 from the SHIFT North region, 5 from each of the other 3 SHIFT regions and the top 5 Statewide) moved on to Tier 2. The 26 corridors were broken into 45 segments. These 45 segments are being used alongside the SHIFT prioritization process as critical components to develop the Governor's Recommended FY 2022 – 2028 Highway Plan. The next step is to do the same thing for Interstates and Parkways.

**Various Studies and Plans:** Several planning studies and Plans are under development.

**Kentucky Riverports, Highway and Rail Freight Study:** The Riverport Study, scheduled for completion by the end of October 2021, will review all freight movements within Kentucky. Those findings will be incorporated into the Statewide Freight Plan. Note that the Rail Plan will be updated as part of the Statewide Freight Plan.

**Statewide Truck Parking Action Plan:** An inventory of Truck Parking has been collected and the truck parking demand is currently being accessed. The next step will determine where potential truck parking improvements can be made.

**Large Corridor Planning Studies:** Several large corridor planning studies, including I-64 and I-65 in Louisville, use Planning and Environmental Linkages (PEL) and TSMO techniques to engage environmental agencies and community stakeholders early in the planning of corridor operational improvements, over time. These include short term and long term operational improvements.

**Transportation Systems Management and Operations (TSMO) Plan:** Currently, TSMO is being implemented but in a variety of KYTC departments. The MPOs also have multiple TSMO projects in their planning areas. However, a consultant has been hired to develop a TSMO plan.

We also have two recommendations. First, it is recommended that KYTC make an annual fiscal constraint demonstration at the end of each federal fiscal year. Second, continue to integrate and expand the TAMP process into KYTC's planning, project development, construction, and maintenance processes.

We appreciate the time and effort that you and your staff put forth in the development of this document and look forward to continuing our coordination with the KYTC, the MPOs, the regional and local transit service providers, and Kentucky's other transportation stakeholders to further implement planning process.

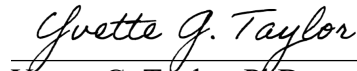
Sincerely,

TODD A  
JETER

Digitally signed by TODD  
A JETER  
Date: 2021.08.23  
14:22:07 -04'00'

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Todd A. Jeter  
Kentucky Division Administrator  
Federal Highway Administration



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Yvette G. Taylor, PhD  
Region 4 Administrator  
Federal Transit Administration

cc: Ron Rigney, Division of Program Management, KYTC  
Mikael Pelfrey, Division of Planning, KYTC  
Lewis Grim, Eastern Federal Lands Division, FHWA





COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET  
transportation.ky.gov

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

July 27, 2021

Mr. Todd Jeter  
Division Administrator  
Federal Highway Administration  
330 West Broadway, Room 264  
Frankfort, KY 40601

Dear Mr. Jeter:

As per the May 10 through June 8, 2021 "Public Review" comments from FHWA and FTA, we have finalized the Kentucky Transportation Cabinet's Fiscal Years 2021-2024 Statewide Transportation Improvement Program (STIP) for your approval. The STIP was developed in accordance with federal regulations. The implementation of the 2021-2024 STIP will be in accordance with the FAST Act programs and guidelines, and will be conducted through the cooperative efforts of the KYTC, FHWA, and FTA to ensure that all federal-aid funding is utilized in accordance with federal guidelines and federal regulations.

The STIP contains listings of highway and transit projects within the 120 Kentucky counties and the District 99 Zvarious funding categories. Projects shown in the listing of STIP projects located within the Metropolitan Planning Organization (MPO) requiring MPO TIP actions are identified. The MPO TIP actions adding the identified projects, and adding future projects within the MPO areas not identified within the current MPO TIP will be processed through the corresponding MPO's TIP modification or amendment process. Upon completion of the MPO TIP modification or amendment, the modification or amendment will be added to the STIP via the STIP modification process prior to authorization of federal funding for the corresponding project.

We appreciate the assistance of FHWA and FTA, and look forward to implementation of the FY 2021-2024 Statewide Transportation Improvement Program (STIP).

Sincerely,

*Ronald B. Rigney*

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

RBR:SAC

c: James Ballinger, State Highway Engineer  
Mikael Pelfrey, Director, Division of Planning





# Kentucky's

## Statewide Transportation Improvement Program for FY 2021-2024

The Transportation Cabinet's overall transportation program contained within the FY 2021-2024 STIP is consistent with the state and federal revenue estimates and assumptions and contains projects as identified within the 2020 Highway Plan. The Kentucky Legislature enacted House Bill 353, House Bill 354 and House Joint Resolution 66 during the 2020 Regular Session of the General Assembly. House Bill 353 is the Annual Budget for the Kentucky Transportation Cabinet and provides operating funds for FY 2021. House Bill 354 is the Biennial Highway Construction Plan for FY 2020-2022 and House Joint Resolution 66 is the Highway Preconstruction Program Plan for FY 2022 through FY 2026. Collectively, HB 354 and HJR 66 make up the 2020 Highway Plan.

<http://transportation.ky.gov/Program-Management/Pages/2021-STIP-Book.aspx>

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*Frankfort, Kentucky 40622*  
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# Statewide Transportation Improvement Program for FY 2021-2024

## TABLE OF CONTENTS

	<u>PAGE</u>
<b>I. Introduction</b> .....	1
<b>II. STIP Development</b> .....	4
<b>A. Planning Process Considerations</b> .....	5
A-1. Agreements.....	5
A-2. Public Involvement Process.....	5
A-3. Air Quality Considerations.....	5
A-4. Congestion Mitigation and Air Quality Improvement Program.....	6
A-5. Fiscal Constraint.....	7
A-6. Revisions to the LRSTP or STIP.....	18
<b>B. STIP Projects</b> .....	20
B-1. Planned Highway Improvements .....	21
B-2. Highway Safety Improvement Program.....	23
B-3. Intelligent Transportation System.....	26
B-4. Maintenance and Traffic Operations.....	27
B-5. Transportation Alternatives Program.....	28
B-6. Recreational Trails Program .....	29
B-7. Planned Public Transportation (Transit) Projects .....	29
B-8. Human Service Transportation Delivery Process .....	31
B-9. Planned Aviation Improvements.....	32
B-10. Kentucky’s “Mega Projects”.....	33
B-11. FAST Act Grants .....	34
B-12. Performance Measures.....	35
<b>III. Appendix A - Exhibits</b>	
A-1. State Certification Letters	
A-2. Public Involvement Process for STIP and Statewide Transportation Plan	
A-3. Public Involvement Documents and Comments for this Edition of the STIP	
A-4. Air Quality Conformity Determinations for Maintenance Areas	
A-5. STIP Projects	
A-6. Congestion Mitigation and Air Quality Projects	
A-7. Transportation Alternatives Projects and Transportation Enhancement Projects	
A-8. Safe Routes to School Projects	
A-9. Recreational Trails Projects	
A-10. Public Transportation (Transit) Projects	
A-11. Aviation Improvements	
<b>IV. Appendix B - Metropolitan Planning Organization (MPO) Financial Plans</b>	
<b>V. Appendix C - Glossary of Transportation Terms and Abbreviations</b>	
<b>VI. Appendix D - Important Addresses and Phone Numbers</b>	
<b>VII. Appendix E – FY20-23 Eastern Federal Lands Transportation Improvement Projects</b>	

# **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2021-2024**

## **I. Introduction**

The current Transportation Act, “Fixing America’s Surface Transportation Act” (FAST Act), was signed into law December 4, 2015 by President Barack Obama. This Act replaces the previous Act, Moving Ahead for Progress in the 21st Century Act (MAP-21). It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. In September 2020, Congress approved a continuing resolution to extend FAST Act through September 30, 2021 and the continuing resolution was signed into law by President Donald Trump.

The FAST Act funds surface transportation programs, including, but not limited to, federal-aid highways and provided an average of \$45 billion annually<sup>1</sup>. This Act authorized spending from FY2016 through September 30, 2020. It also establishes a National Multimodal Freight Policy that includes national goals to guide decision-making and establishes a National Highway Freight Program that provides \$6.3 billion in formula funds over five years for states to invest in freight projects on the National Highway Freight Network. Up to 10 percent of these funds may be used for intermodal projects.

Section 1201 “Metropolitan Transportation Planning,” Section 1202 “Statewide and Nonmetropolitan Transportation Planning,” Section 134 “Metropolitan Transportation Planning” and Section 135 “Statewide and Nonmetropolitan Transportation Planning” of Title 23, United States Code was amended. The amended language includes specific details pertaining to the development of the Long Range Statewide Transportation Plan (LRSTP), Statewide Transportation Improvement Program (STIP), and the development of Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) within areas served by Metropolitan Planning Organizations (MPOs), which perform transportation planning functions in urbanized areas with a population of 50,000 or greater.

The FAST Act states that “each State is required to carry out a continuing, cooperative, and comprehensive performance-based statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and STIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between states and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the state, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303.”

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<sup>1</sup> “Reauthorization of Federal Highway Programs,” Summary R46323, April 22, 2020, Congressional Research Service by Robert S. Kirk.

As required by Title 23, United States Code, section 135, paragraph (g) (1): Each state shall develop a statewide transportation improvement program for all areas of the state. Such program shall cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently. The STIP is to be developed for all areas of the state in cooperation with MPOs and local officials, shall be deemed consistent with the applicable State Implementation Plan developed pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.), shall contain primarily those project phases for which funding can reasonably be expected, and shall reflect the statewide priorities for programming and funds expenditure. The STIP is to be a truly multimodal plan, and the public must be afforded the opportunity to comment on the proposed program. FHWA and FTA reviews the STIP and issues a Planning Finding in accordance with 23 CFR 450.220(b) as per the requirements of 23 USC 134 and 135 of 49 USC 5303-5305.

The FAST Act also states:

**1. The transportation planning process is to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**

The KYTC's Division of Environmental Analysis is leading the effort for KYTC on infrastructure resiliency with support from the Kentucky Transportation Center at the University of Kentucky. The process that they are going through is as follows:

- a) Assess the vulnerability of NHS assets to extreme weather and natural hazards, with an emphasis on flooding, earthquakes, sinkholes, and landslides. Other weather-related hazards are a secondary focus of the assessment.
- b) Identify those assets that are most vulnerable to these hazards.
- c) Present the findings and results so they can be formulated from the vulnerability assessment into the Cabinet's ongoing decision-making for planning, design, operations and maintenance processes.

The output of these assessments will include a GIS-based data system compatible with existing Cabinet systems, and the extent of this project will continue the assessment of the NHS as defined by MAP-21. The scope of this assessment was limited to the NHS in Kentucky. The findings from this assessment identified some needed projects and those projects will be incorporated into the SHIFT prioritization process.

**2. Enhance travel and tourism.**

Any improvements that the KYTC undertakes on the system that results in a safe, efficient, environmentally sound, fiscally responsible transportation system will enhance travel and tourism throughout the Commonwealth.

**3. Integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets per 23 CFR 450.206(c), in other State transportation plans and transportation processes, as well as any plans developed pursuant to chapter 53 of Title 49 by providers of public transportation in areas not represented by an MPO required as part of a performance-based program.**

The KYTC Division of Planning has integrated transportation performance measures and targets into the Statewide Planning Process and targets as required per 23 CFR 450.206(c). As state transportation planning documents are updated they will incorporate discussions regarding performance measures and targets as well as the appropriate elements of performance management.

It should be noted that Kentucky's transportation programs are developed and implemented under strict legislative oversight at the state level. In particular, the highway program is governed by a section of state law that requires multiple considerations in highway program development. It also requires in-depth reporting to the state legislature of many program events such as monthly program authorizations, bid tabulations, construction project awards, change orders, and cost overruns. The KYTC's Highway Plan is updated biennially under these guidelines, and the first two years of the Plan, the "biennial element," is line-itemed into the state's enacted biennial budget. The STIP covers a period of four years (FY 2021-2024) and contains federally-funded projects. Regionally significant state-funded projects are also included in order to meet air quality conformity requirements.

Kentucky submitted its first formal STIP document in 1992. Since that time, the KYTC has been working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), MPOs, Area Development Districts (ADDs), and local governmental units to define and strengthen the cooperative processes put into practice by each Transportation Act. Requirements pertaining to management system implementation, public involvement in strategic planning, environmental justice, and statewide and metropolitan planning have all been carefully reviewed and processes identified to facilitate future transportation program development in Kentucky. These processes continue to evolve. This document demonstrates Kentucky's commitment to the development of a continuing planning process.

As noted, the FY 2021-2024 STIP contains all the federally-funded scheduled projects in Kentucky, including projects located within the metropolitan planning areas for the following urbanized areas: Bowling Green, Cincinnati-Northern Kentucky, Clarksville-Oak Grove, Evansville-Henderson, Huntington-Ashland-Ironton, Lexington, Louisville, Owensboro, and Radcliff-Elizabethtown. A project located within these metropolitan planning areas must be included in the appropriate MPO's TIP before it can be included in the STIP and before funding can be authorized. Each TIP must be approved by the MPO's Policy Board.

The following TIPs are incorporated by reference into this document:

- Bowling Green FY 2019-2024 TIP; approved September 2019
- Cincinnati-Northern Kentucky FY 2021-2024 TIP; approved April 2020
- Clarksville-Oak Grove FY 2020-2023 TIP; approved October 2019
- Evansville-Henderson FY 2022-2026 TIP; approved May 2021
- Huntington-Ashland-Ironton FY 2021-2024 TIP; approved May 2020
- Lexington FY 2021-2024 TIP; approved September 2020
- Louisville FY 2020-2025 TIP; approved February 2020
- Owensboro FY 2019-2024 TIP; approved January 2019
- Radcliff-Elizabethtown FY 2018-2022 TIP; approved September 2017

When new MPO TIPs or Federal Lands TIP are finalized or existing TIPs are amended, the changes will be incorporated into the STIP document directly or by reference through the STIP amendment or administrative modification process. The KYTC recognizes the role of the MPOs in regional planning and fully supports STIP contributions resulting from MPO decision-making processes.

The Planning and Research Annual Work Program is in compliance with the provisions of 23 CFR 420.111, and includes programs and operations for planning activities in the KYTC and the Kentucky Cooperative Transportation Research Program (KCTRP). The Division of Planning is responsible for recommending, advising, and assisting the chief administrators of the KYTC in the development of the overall goals, policies, project priorities, and procedures relating to the total transportation program. The KCTRP is concerned with the development and conduct of a comprehensive research program in cooperation with the U.S. Department of Transportation, Federal Highway Administration (FHWA) and is administered through the KYTC State Highway Engineer's Office.

In addition to research developed in cooperation with FHWA, the KCTRP performs other services for the KYTC. The scope of these services includes activities such as research studies and special investigations of various engineering and operation activities. The Research Program and Implementation Advisory Committee (RPIAC), headed by the State Highway Engineer and coordinated through the Research Coordinator, gives direction to the research program.

## **II. STIP Development**

Section 135 of Title 23, United States Code, includes a number of elements, which must be considered within a state's continuous transportation planning process. These planning process elements as outlined in Section 135 (d)(1)(A-J) ensure connectivity between transportation, land use, environmental issues, investment strategies, national energy goals, and other "big picture" components of a comprehensive planning process. The KYTC recognizes the planning process requirements outlined in Sections 135 (d) and (e), and is developing mechanisms for evaluating these items as it strives to implement Kentucky's transportation planning process.

Appendix A, Exhibit A-1, contains the state's certification letters, including a self-certification statement, which certifies that Kentucky's transportation planning process is being carried out in accordance with all applicable federal requirements. Copies of policies and acknowledgments regarding the following are on file in the Highway District Offices and the Central Office of Human Resource Management:

1. Political Activities
2. Conflict of Interest
3. Code of Ethics
4. Smoking
5. Drug-Free Workplace
6. Americans with Disabilities (ADA)
7. Workplace Violence
8. Work Performed Off the Rights-of-Way of State Maintained Roads and Highways
9. Anti-harassment/Anti-discrimination
10. Employee Dress

11. Internet and Electronic Mail Acceptable Use
12. Memo of Holidays for State Personnel
13. Kentucky Employee Assistance Program (KEAP)
14. Confidential and Sensitive Information

## **A. Planning Process Considerations**

### **A-1. Agreements**

To ensure that the statewide transportation planning process is carried out in coordination with other state and federal agency requirements, the KYTC has formalized agreements with the various transportation and resource agencies. These agreements have defined the roles of these agencies and governments, and yield a stronger platform from which future STIPs will be developed. The KYTC hereby affirms its commitment to these agreements for the purpose of stabilizing the statewide planning process. Copies of the MPO agreements for the urban planning processes are included in the MPOs Unified Planning Work Programs submitted to FHWA annually. Copies of the agreements with the ADDs for the non-urban transportation planning process are maintained by the KYTC and available upon request. The KYTC hereby affirms its commitment to these agreements for the purpose of stabilizing the statewide planning process and Rural Consultation process.

### **A-2. Public Involvement Process**

The KYTC works with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments at key decision points. See Exhibit A-2 for a complete detail description of the public involvement process.

### **A-3. Air Quality Considerations**

#### **Conformity**

Projects contained in the FY 2021-2024 STIP and located in areas designated “nonattainment” or “maintenance” for air quality standards must be consistent with Kentucky’s State Implementation Plan (SIP) developed by the Kentucky Energy and Environment Cabinet’s Division for Air Quality (DAQ) pursuant to the Federal Clean Air Act. In the absence of a SIP, transportation conformity requirements still apply. Transportation plans involving areas designated as “nonattainment” and “maintenance” require a transportation conformity determination to ensure that planned projects will neither create nor contribute to violations of the National Ambient Air Quality Standards (NAAQS) and to ensure that the area will be able to meet the NAAQS in future years.

In metropolitan planning areas (MPAs), that are non-attainment maintenance areas, the transportation conformity determination is conducted for each new MPO or MTP and amendment to the TIP or MTP. If acceptable, the project list of the shorter-range metropolitan area TIP must also be determined to be consistent with the MTP and in conformance with the SIP. STIP projects for “nonattainment” and “maintenance” areas outside an MPA, KYTC conducts the conformity analysis to demonstrate transportation conformity. All plans, TIPs, and projects are evaluated as required for transportation conformity in each area. Once conformity has been evaluated, USDOT will make a



conformity determination for each area. Additionally, project level conformity is required in areas that have been designated as “nonattainment” or “Maintenance” for Particulate Matter 2.5 to ensure that the project does not create, or contribute to, an air quality standard violation.

### **Designations**

The 2015 8-hr Ozone Standard Final Rule was effective May 8, 2018, and the following apply to the following Kentucky counties:

- Boone, Campbell, and Kenton – designated as non-attainment for the 2015 8-hr Ozone Standard, and they must also show conformity for the 1997 8-hr Ozone Standard.
- Bullitt, Jefferson, Oldham – designated as non-attainment for the 2015 8-hr Ozone Standard, and they must also show conformity for the 1997 8-hr Ozone Standard

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* (“South Coast II”), 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone National Ambient Air Quality Standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. After February 16, 2019, conformity determinations are required in those areas. This requirement pertains to the Clarksville-Oak Grove, Huntington-Ashland, Cincinnati-Northern Kentucky, and Louisville areas.

The Henderson-Webster, KY (partial county) area was listed as a nonattainment area for the 2010 SO<sub>2</sub> NAAQS on April 30, 2021.

### **A-4. Congestion Mitigation and Air Quality Improvement Program**

The FY 2021-2024 STIP has been developed in full recognition of Title 23, which establishes a distinct funding source to address Congestion Mitigation and Air Quality (CMAQ) issues. FHWA sets aside funds for CMAQ. The funds are made available for projects within the identified designated air quality areas for the purpose of reducing traffic congestion and improving air quality. Funding for these projects is awarded through an application process and must be transportation related, must reduce emissions, and must be in an air quality nonattainment or maintenance area. Formerly designated areas are still eligible to apply for CMAQ funding. If the proposed project is located within an urbanized area, the sponsor submits applications to the MPO for their prioritization, which then the MPO forwards the applications and rankings to the KYTC’s Office of Local Programs. The Governor selects eligible CMAQ projects to be funded as the federal CMAQ funding is available. FHWA makes an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds. Application cycles may vary depending upon the availability of federal CMAQ funding. CMAQ projects are listed in Appendix A, Exhibit A-6.

## **A-5. Fiscal Constraint**

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year, include sufficient financial information to demonstrate which projects are to be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the system as a whole is being adequately operated and maintained. In addition, with the passage of the enabling legislation by the Kentucky General Assembly to use "Grant Anticipation Revenue Vehicles (GARVEEs)" bond funds, the fiscal constraint calculations include the debt service payments for GARVEE bonds (Table 1). The FY 2021-2024 STIP Fiscal Balance Worksheets show anticipated funding levels (apportionments) and compares them against planned outlays (obligations) for each of the next four fiscal years (FY 2021 through FY 2024). The anticipated federal-aid highway funding and anticipated federal transit funding apportionments for FY 2021-2024 are shown in Table 2. The anticipated federal-aid highway funding and anticipated federal transit funding obligations for FY 2021-2024 are shown in Table 3. The rolled up total ratios for each of the FAST Act federal-aid highway funding categories for "Anticipated Apportionments" vs "Planned Obligations" and "Projected End of Fiscal Year Advance Construction" are shown in Table 4.

The planned federal obligations are based upon the estimated project phase costs in projected "Year of Expenditure" dollars by using the "Cost in Today's Dollars" and using a 4 percent yearly inflation factor for design, utility, and construction phases and using a 5 percent yearly inflation factor for the right-of-way phase (FHWA accepted Financial Plans inflation factors). The FY 2021-2024 STIP federal funding level forecasts are based on the current Transportation Act, "FAST Act," which was enacted by the United States Congress. The FAST Act was signed into law by President Barack Obama on December 4, 2015 to provide over \$305 billion for fiscal years FY 2016 through FY 2020. In September 2020, Congress approved a continuing resolution to extend FAST Act through September 30, 2021 and the continuing resolution was signed into law by President Donald Trump.

For the purposes of this edition of the FY 2021-2024 STIP, the funding levels for FY 2021 through FY 2024 are in accordance with the summary of estimated apportionments under the conference report for H.R. 22 (FAST Act) provided to state DOTs. These state-specific levels of funding are broken down into individual program funding categories as determined by FAST Act application to Federal Highway Trust Fund formulas.

Kentucky's federal highway program will be matched with a combination of "toll credits" and "state funding". Toll credits are attributed to Kentucky by federal highway law in accordance with calculations that consider past levels of state fund investment, such as state-sponsored toll roads, in the federal highway system. Toll credits do not generate cash and cannot be accounted as such; however, they do permit the KYTC the flexibility to use 100% federal funding on federal-aid projects. By doing so, the KYTC can allocate more of its own state funding for state-funded projects, yielding increased cash management controls.

The federal funding target amounts used to fiscally balance the FY 2021-2024 STIP, were based upon projected estimated apportionments of category-by-category federal-aid highway funding expectations of total federal-aid dollars available during Fiscal Year 2020 and using a straight line projection to determine the FY 2021 – FY 2024 anticipated apportionments to be approximately \$3 billion. Adding the carry-over federal funding from FY 2020, the total revenue expectation that supports projects in this edition of the STIP is approximately \$3.2 billion. The total of the scheduled federal-aid funding obligations for the FY 2021-2024 STIP is approximately \$3.6 billion.

The ratio of the scheduled federal-aid obligations to the scheduled federal-aid apportionments is 1.16 for the planned projects listed in the FY 2021-2024 STIP. Having more planned obligations than anticipated apportionments, KYTC will utilize the “KYTC State Funding Cash Management Balance” process to monitor daily cash balances to maintain fiscal constraint of the 2020 STIP. KYTC will use cash management balance process to determine if an increase in the amount of state matching funds is required to reduce the amount of federal funding obligations for STIP projects. In addition, KYTC will use the cash management process to determine when to delay the conversion of federal Advance Construct (AC) federally funded projects. This will delay submittal of requests for federal-aid highway reimbursements down to individual federal-aid highway funding categories based upon actual available federal-aid apportionment. By strategically using supplemental state funding via the cash management process the overall combined ratio of planned obligations to anticipated apportionments is 1.00. Thus, the KYTC FY 2021-2024 STIP is fiscally constrained.

As to planned obligations, the listing of projects in Exhibit A-5 outlines the scheduled projects for FY 2021 – FY 2024 sorted alphabetical by the county name of the location of project, by the SYP Item Number, by scheduled phase (P, D, R, U, and C) of the project. In addition, the project listing includes each scheduled project phase, the scheduled type of funding, the scheduled fiscal year of funding, and the corresponding scheduled amount of federal funding and required matching funds. Also, noted in the list of projects are construction phases listed as an “Illustrative Project” in the event that additional federal-aid highway funding or special financing mechanisms becomes available beyond the anticipated planned apportionments. The “Illustrative Projects” may be moved into the fiscal constraint calculation in accordance with the process of the KYTC receiving new additional federal-aid highway funding or special financing mechanisms becomes available. Anytime the STIP is amended the KYTC conducts a “fiscal constraint” recalculation to compare the federal funding obligations to the planned obligations to assure that the federal program is “fiscally-constrained.”

It is important to note that Kentucky utilizes the federal pre-financing provisions in programming federal funding through FHWA, defined as “Advance Construction” (AC). The federal pre-financing AC process is defined as “Advance Construction of Federal-aid Projects,” whereby the state may request and receive approval from FHWA that the requested project phase meets federal-aid regulations as being eligible for federal-aid funding for reimbursement of project expenditures, but the state elects to defer the use of the current available federal-aid apportionments and obligation authority to a future time period based upon actual project expenditures, using state funding to cover project expenditures

and delaying request for reimbursement of federal-aid funding. By using the AC funding mechanism, this provides Kentucky the ability to maximize the use of federal-aid funding, while at the same time accelerating the start of many federal highway projects, which the expenditures of each phase of the project may be spread over several fiscal years.

The KYTC's Cash Flow Management Process for using the federal AC pre-financing process outlines that the goal of KYTC is keep the federal-aid highway program "Earned Unbilled" to less than \$50 million. The "Earned Unbilled" federal-aid highway funding amount is the amount of state dollars that have been used to pay vendors and project expenditures on federal AC pre-financed project phases. Through the AC conversion process, these projects will be converted to current federal-aid highway funding apportionments and obligation authority, and then a federal billing request will be sent to FHWA for reimbursement of eligible project expenditures. Kentucky's current AC total is approximately \$908 million, and the current "Earned Unbilled" total for those projects, is under \$60 million. The AC conversion process is a continuous process throughout each fiscal year, to maximize the available state and federal-aid highway funds.

The projected end of fiscal year "advance construction" is \$734 million for FY 2021; \$677 million for FY 2022; \$811 million for FY 2023; and \$855 million for FY 2024. However, the amount of "advance construction" will depend upon several factors including the timing of the actual congressional release of yearly federal-aid highway funding obligation authority and the programming of federal-aid highway funded projects near the end of each federal fiscal year, and the availability of state funding to delay request for reimbursement of federal-aid funding.

The KYTC continually monitors the "net cash balance" of the federal AC pre-financed projects, and the results are part of the KYTC management decision of availability of federal-aid highway funding to begin new project phases outlined within the projects listed in the STIP. Through the "Cash Flow Management" procedures, using state funding from the state "Road Fund" cash balance until the federal share of these costs can be billed to the federal government, the KYTC can maximize the usage of both state road funds and federal-aid highway funding to deliver the overall state and federal funded transportation program.

It is also important to note that the KYTC utilizes innovative financing options permitted under federal transportation law. The 2008 General Assembly made available the ability to use \$231 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 410. Also, during the 2010 Extraordinary Session, the General Assembly made available the option to use an additional \$105 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 3. In addition, the option to use \$330 million of GARVEE bond funds to support the construction of the two US 68/KY 80 bridges over Kentucky Lake and Lake Barkley was made available within House Bill 3. Therefore, the Kentucky General Assembly has provided the KYTC the ability to use \$666 million in GARVEE bond funds, along with the approval of usage of federal-aid highway funding to provide debt service payments on the GARVEE bonds.

The GARVEE financing technique is permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements. The primary benefit of such an arrangement is that major highway improvements can be purchased at today's prices and paid for with interest over a multi-year timeframe. The application of the GARVEE principle is very similar to home mortgage financing, but is used to purchase major highway investments when "pay-as-you-go" is not the desirable course.

With the passage of the enabling legislation by the Kentucky General Assembly to use GARVEE bond funds, the KYTC has begun activities on the corresponding approved projects. The breakdown of the required federal-aid highway funding to cover the corresponding debt service for each of the GARVEE bond funded projects is shown under the "ZVarious" County item numbers as shown on Table 1, on page 12.

Each of these projects constitutes a necessary investment in Kentucky's future. The need to accommodate both people movement and freight movement is critical to Kentucky's economy in the years ahead. Without the GARVEE bond program, these highway projects would continue to be piecemealed over time, and likely not completed until beyond 2025. The innovative idea of GARVEE bonds, along with determined state leadership, will yield the kind of realistic solution necessary to reverse the "always behind" mentality of the past and help restore hope to Kentucky's transportation program.

The federal funding for the construction phases identified within the GARVEE bond program will be programmed through FHWA as Advance Construct (AC) projects. Again, as explained previously, the AC process is defined as "Advance Construction of Federal-Aid Projects," whereby the state may request and receive approval to construct federal-aid projects in advance of the apportionment of authorized federal-aid funds. The AC conversion of the federal funding for the GARVEE bond program will be distributed over a period of fourteen years, and will be in accordance with the GARVEE bond program Memorandum of Agreement (MOA). At the beginning of each federal fiscal year, federal programming documents for GARVEE bond projects AC conversions will be submitted to FHWA to use current federal-aid highway funding apportionments and current formula funding obligation authority. The total amount of the AC conversions will be the amount of federal funding required to cover the yearly debt service (principal, interest, and other costs incidental to the sale of eligible bond issue) as outlined within each of the approved GARVEE bond programs. The required NHPP and STP funding to cover the yearly debt service amount for the GARVEE bonds will be included in the end-of-year "Fiscal Constraint" determination, and will be included within the preparation of future STIPs and fiscal constraint calculations. The KYTC is setting aside the required amount of "toll credits" for the matching funds for the federal-aid highway funding to cover the GARVEE bond debt service payments through 2027.

As noted, the list of projects within the FY 2021-2024 STIP includes federally-funded projects and only the state-funded projects that are regionally significant to meet transportation air quality conformity requirements, including the projects within the MPO areas. The projects located within each of the MPO areas included within the STIP are subject to approval and inclusion within the respective MPO's TIP and subsequent

amendments for each of these MPO areas. In addition, like the FY 2021-2024 STIP, in accordance with 23 CFR 450.326(g) each MPO TIP is required to be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the existing transportation system is being adequately operated and maintained. Each of the MPO's TIP financial plans are developed in cooperation with the KYTC and the transit operators, based upon projected estimates of available federal and state funds within the MPO areas. Based upon the financial plan, the MPOs TIPs contain only project phases that funding can be reasonably expected to be available for each of the project's identified phase, funding source, fiscal year schedule, and the estimated cost.

As evidenced by Table 3, Kentucky's STIP is fiscally-constrained for the next four years. For informational purposes, the STIP also contains several state-funded projects, shown in Appendix A, Exhibit A-5 C, which are critical for SIP compliance and conformity determinations. As future allocation of state road funds are being considered for funding authorizations, each of these state-funded projects that are critical for SIP compliance and conformity determinations, will be included in the KYTC prioritization process for the utilization of available state road funds. The authorization and programming of all state and federal funding for the transportation program will be accommodated through the KYTC's cash flow management program. When the planned obligations exceed estimated apportionments by program category, unobligated previous apportionments will be used, funds will be transferred between categories, or flexible funding such as "Minimum Guarantee" will be used to close the program-specific funding gap to the extent that air quality conformity for the region is not jeopardized.

To reiterate, the KYTC's goal is to fund the federal-aid highway program as outlined in the 2020 Enacted Highway Plan as approved by the 2020 Kentucky General Assembly, unless Congress and FHWA direct otherwise. The project phases listed in no way constitute an effort to denigrate the importance of any project to the community or region it serves. The KYTC will work diligently to implement all STIP projects as quickly as funding limitations will permit.

Shifting projects between fiscal years of the STIP may be conducted when determined essential to the effective use of federal-aid highway program dollars. It is expected that such changes would normally be "minor," for example; advancing a non-controversial project to replace a project not able to meet the assigned schedule, with respect to STIP activity. If such adjustments involve actions determined by the KYTC to be "major" in nature (e.g., acceleration of a controversial project), then a formal STIP amendment would be pursued. Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included only for illustrative purposes do not require an amendment. If an amendment involves "non-exempt" projects in nonattainment and maintenance areas, a conformity determination is required (23 CFR 450.104).

The operation and maintenance of existing transportation facilities within the state is a primary concern among Kentucky citizens, and included within the FY 2021-2024 STIP are federally-funded system preservation projects. In addition to the federally-funded system preservation projects, Table 2 contains a line-item outlining the FY 2021-2024 scheduled state and local funding for non “Toll Credits” matching funds and for the KYTC’s operations and maintenance program.

Included within each MPO’s TIP is a financial plan that demonstrates how the TIP can be implemented, identifies funding resources from public and private sources, and identifies innovative financing techniques to finance projects and programs. The development of the projected estimates of funding resources is developed through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies. Also included within the financial plan are grouped project line-items for projected funding and obligations for operations and maintenance activities for existing facilities. Again, the projected funding resources were prepared through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies by utilizing expenditures data from the KYTC Fiscal Year Audit Reports for actual operations and maintenance expenditures within the MPO areas. (See Appendix B-Metropolitan Planning Organization (MPO) Financial Plans).

**TABLE 1**

<b>PROJECTED DEBT SERVICE</b> (in millions)					
<b>GARVEE PROJECT</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
<b>Interstate 65, Interstate 75, and Interstate 64 Widening ZVarious 99-9050 Series</b>	<b>Paid Off</b>	<b>Paid Off</b>	<b>Paid Off</b>	<b>Paid Off</b>	<b>Paid Off</b>
<b>Louisville Bridges Project ZVarious 99-9659 Series</b>	<b>63</b>	<b>63</b>	<b>30</b>	<b>30</b>	<b>186</b>
<b>US 68/KY 80 Lake Barkley and Kentucky Lake Bridges ZVarious 99-9068 Series</b>	<b>18</b>	<b>18</b>	<b>42</b>	<b>42</b>	<b>120</b>
<b>TOTALS</b>	<b>81</b>	<b>81</b>	<b>72</b>	<b>72</b>	<b>306</b>

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET  
 FY 2021 - 2024 PLANNED FEDERAL-AID PROGRAM  
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

ESTIMATED APPORTIONMENTS (IN MILLIONS)												
FAST ACT FUNDING PROGRAM AS SUBALLOCATED BY KENTUCKY GENERAL ASSEMBLY	2020 AVAILABLE CARRYOVER APPORTIONMENTS (SEE NOTE 1)	2020 CARRYOVER OBLIGATION AUTHORITY	ESTIMATED FY 2021 APPORTIONMENTS (SEE NOTE 2)	FY 2021 PLUS CARRYOVER	FY 2021 CARRYOVER	FY 2022 PLUS CARRYOVER	FY 2022 CARRYOVER	FY 2023 PLUS CARRYOVER	FY 2023 CARRYOVER	FY 2024 PLUS CARRYOVER	FY 2024 CARRYOVER	TOTAL STIP APPORTIONMENTS
<b>I. HIGHWAY FEDERAL FUNDS</b>												
CONGESTION MITIGATION (CM)	12	0	14	27	6	20	6	20	6	20	6	70
Appalachian Dev Hwy Sys (APD)	42	42	0	42	34	34	26	26	7	7	0	42
PLANNING (SPR/PL)	3	0	14	18	8	22	13	27	18	32	22	61
METRO PLANNING (PL)	1	0	3	3	1	3	1	3	1	3	1	12
NHPP - NATIONAL HIGHWAYS (NH)	75	11	369	444	0	369	78	468	152	542	280	1,594
NHPP - GARVEE BOND PAYMENTS (NH)	0	0	72	72	0	72	0	51	0	51	0	246
STP - GARVEE BOND PAYMENTS (STP)	0	0	9	9	0	9	0	21	0	21	0	60
RRP-RAILROAD HWY PROTECTIVE DEVICES	11	0	2	13	13	15	14	16	13	15	11	19
RRS-RAILROAD HWY CROSS HAZARD ELIMINATION	2	0	2	4	4	6	6	8	8	9	9	9
HSIP - SAFETY (SAF) PROGRAM	1	0	42	42	0	42	0	42	0	42	0	168
STP - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	18	15	150	168	0	150	0	138	0	138	0	594
Dedicated STP SHN funding within Henderson MPO Area,	5	0	21	6	5	6	5	6	5	6	5	8
Dedicated STP SLO funding within Louisville MPO Area,	52	0	21	73	8	28	7	28	7	27	6	134
Dedicated STP SLX funding within Lexington MPO Area,	21	0	7	28	19	26	19	26	19	26	18	50
Dedicated STP SNK funding within Northern Kentucky MPO Area,	3	0	8	11	1	9	0	9	0	8	0	35
Dedicated STP SAH funding within Ashland MPO Area,	7	0	1	8	7	8	7	8	7	8	6	13
Dedicated TAP funding within Henderson MPO Area,	0	0	0	0	0	0	0	0	0	0	0	0
Dedicated TAP funding within Louisville MPO Area,	5	0	1	6	5	6	5	6	5	6	5	9
Dedicated TAP funding within Lexington MPO Area,	0	0	0	1	0	1	0	1	0	1	0	2
Dedicated TAP funding within Northern Kentucky MPO Area,	1	0	0	2	1	2	1	2	1	2	1	3
Dedicated TAP SAH funding within Ashland MPO Area,	0	0	0	1	0	1	0	1	0	1	0	1
TRANSPORTATION ALTERNATIVES (TAP) Statewide	10	0	10	20	10	20	10	20	10	20	10	50
TRANSPORTATION ENHANCEMENT (TE) Statewide	2	0	2	2	2	2	2	2	2	2	2	2
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	2	2	0	2	1	1	1	1	0	0	0	2
FEDERAL DISCRETIONARY PROJECTS (KYD)	0	0	0	0	0	0	0	0	0	0	0	0
FOREST HIGHWAY/PUBLIC LANDS (FH)	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTALS "HIGHWAY FEDERAL FUNDS"</b>	<b>273.2</b>	<b>69</b>	<b>727</b>	<b>1,001</b>	<b>124</b>	<b>852</b>	<b>202</b>	<b>929</b>	<b>258</b>	<b>986</b>	<b>384</b>	<b>3,183</b>
<b>II. STATE GARVEE FUNDS</b>												
II. GARVEE BONDS (JM5)												
GARVEE BONDS (JM5)	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTALS GARVEE BONDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>III. STATE AND LOCAL FUNDS</b>												
STATE MATCHING FUNDS (SEE NOTE 4)	0	0	0	169	0	174	0	156	0	231	0	730
LOCAL MATCHING FUNDS (SEE NOTE 4)	0	0	0	17	0	17	0	17	0	17	0	68
STATE FUNDING TO CASH FLOW FEDERAL-AID HIGHWAY ADVANCE CONSTRUCTION (AC) PROJECTS EXPENDITURES	102	0	0	108		82		75		75	0	442
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	0	0	398		398	0	398	0	398	0	1,592
<b>SUBTOTALS STATE FUNDS TOTALS</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>692</b>		<b>671</b>		<b>646</b>		<b>721</b>		<b>2,832</b>
<b>HIGHWAY FUNDING YEARLY TOTALS</b>	<b>375</b>	<b>69</b>	<b>727</b>	<b>1,693</b>		<b>1,523</b>		<b>1,575</b>		<b>1,707</b>	<b>FEDERAL APPN PLUS STATE FUNDS</b>	<b>6,015</b>
<b>IV. FAST ACT FEDERAL TRANSIT/STATE ASSISTANCE</b>												
				<b>FY 2021</b>		<b>FY 2022</b>		<b>FY 2023</b>		<b>FY 2024</b>		<b>TOTAL</b>
SECTION 5311 RURAL TRANSPORTATION				21.71		22.71		23.76		24.86		93.04
SECTION 5310 SPECIALIZED PROGRAMS				6.84		7.19		7.55		7.92		29.50
KENTUCKY SECTION 5307				27.24		28.60		30.03		31.53		117.40
KENTUCKY SECTION 5303 & 5304				0.99		1.03		1.07		1.12		4.21
PUBLIC TRANSIT CAPITAL 5339				11.85		12.45		13.07		13.72		51.09
<b>SUBTOTALS "TRANSIT FEDERAL FUNDS"</b>				<b>68.63</b>		<b>71.98</b>		<b>75.48</b>		<b>79.15</b>		<b>295.24</b>
SECTION 5311 (STATE FUNDING)				0.18		0.20		0.22		0.24		0.84
SECTION 5311 (LOCAL FUNDING)				2.70		2.83		2.97		3.12		11.62
SECTION 5311 (CONREV & FAREBOX FUNDING)				62.94		66.09		69.39		72.86		271.28
SECTION 5310 (STATE FUNDING)				0.86		0.90		0.94		0.99		3.69
SECTION 5310 (LOCAL FUNDING)				0.86		0.90		0.94		0.99		3.69
SECTION 5307 (LOCAL FUNDING)				9.11		10.78		11.32		11.89		43.10
SECTION 5303 & 5304 (LOCAL FUNDING)				0.25		0.26		0.27		0.28		1.05
PUBLIC TRANSIT CAPITAL 5339 (STATE MATCH)				1.48		1.56		1.63		1.72		6.39
PUBLIC TRANSIT CAPITAL 5339 (LOCAL MATCH)				1.48		1.56		1.63		1.72		6.39
<b>SUBTOTALS "NON FEDERAL TRANSIT FUNDS"</b>				<b>79.85</b>		<b>85.07</b>		<b>89.32</b>		<b>93.80</b>		<b>348.04</b>
<b>TRANSIT FUNDING TOTALS</b>				<b>148.48</b>		<b>157.05</b>		<b>164.80</b>		<b>172.95</b>		<b>643.28</b>



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET  
 FY 2021 - 2024 PLANNED FEDERAL-AID PROGRAM  
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

PLANNED OBLIGATIONS (IN MILLIONS)																
FAST ACT FUNDING PROGRAM AS SUBALLOCATED BY KENTUCKY GENERAL ASSEMBLY	FY 2021 PLUS CARRYOVER	PROJECTED END OF FY 2020 ADVANCE CONSTRUCTION PROJECTS (SEE NOTE 5)	FY 2021 PLANNED OBLIGATIONS	END OF FY 2021 PROJECTED AC	FY 2022 PLANNED OBLIGATIONS	END OF FY 2022 PROJECTED AC	FY 2023 PLANNED OBLIGATIONS	END OF FY 2023 PROJECTED AC	FY 2024 PLANNED OBLIGATIONS	END OF FY 2024 PROJECTED AC	COMBINED AC TOTALS FY 2020 THRU FY 2024	COMBINED APPORTIONMENTS USED FOR AC CONVERSION FY 2020 THRU FY 2024	PROJECTED AC TOTALS AT END OF FY 2024	PLANNED STIP OBLIGATIONS	RATIO OF OBLIGATIONS TO APPORTIONMENTS	COMBINED FY 2021 THRU FY 2024 APPORTIONMENTS (FROM TABLE 2)
<b>I. HIGHWAY FEDERAL FUNDS</b>																
CONGESTION MITIGATION (CM)	27	(6)	21	0	15	0	14	0	14	0	0	6	0	64	1.01	70
APPALACHIAN DEV HWY SYS (APD)	42	0	8	0	8	0	20	0	20	(13)	(13)	(13)	(13)	56	1.00	42
PLANNING (SPR/PL)	18	0	10	0	10	0	10	0	10	0	0	0	0	38	0.63	61
METRO PLANNING (PL)	3	0	3	0	3	0	3	0	3	0	0	0	0	11	0.94	12
NHPP - NATIONAL HIGHWAYS (NH)	444	(332)	556	(112)	291	0	317	0	262	0	0	332	0	1,314	1.03	1,594
NHPP - GARVEE BOND PAYMENTS (NH)	72	0	72	0	72	0	51	0	51	0	0	0	0	246	1.00	246
STP - GARVEE BOND PAYMENTS (STP)	9	0	9	0	9	0	21	0	21	0	0	0	0	60	1.00	60
RRP-RAILROAD HWY PROTECTIVE DEVICES	13	0	0	0	0	0	4	0	4	0	0	0	0	8	0.41	19
RRS-RAILROAD HWY CROSS HAZARD ELIMINATION	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	9
HSIP - SAFETY (SAF) PROGRAM	42	(38)	73	(31)	66	(25)	60	(18)	54	(12)	(12)	26	(12)	180	1.22	168
STP - SURFACE TRANSPORTATION(Includes Statewide STP, (SEE NOTE 3)	168	(473)	759	(591)	802	(652)	931	(793)	986	(830)	(830)	(357)	(830)	1,424	1.80	594
Dedicated STP SHI funding within Henderson MPO Area,	6	0	1	0	1	0	1	0	1	0	0	0	0	3	0.38	8
Dedicated STP SLO funding within Louisville MPO Area,	73	(44)	65	0	21	0	21	0	21	0	0	44	0	128	1.28	134
Dedicated STP SLX funding within Lexington MPO Area,	28	(2)	9	0	7	0	7	0	7	0	0	2	0	31	0.67	50
Dedicated STP SNK funding within Northern Kentucky MPO Area,	11	(2)	10	0	8	0	8	0	8	0	0	2	0	35	1.05	35
Dedicated STP SAH funding within Ashland MPO Area,	8	(0)	2	0	2	0	2	0	2	0	0	0	0	6	0.49	13
Dedicated TAP funding within Henderson MPO Area,	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.50	0
Dedicated TAP funding within Louisville MPO Area,	0	0	1	0	1	0	1	0	1	0	0	0	0	5	0.51	9
Dedicated TAP funding within Lexington MPO Area,	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0.80	2
Dedicated TAP funding within Northern Kentucky MPO Area,	2	0	0	0	0	0	9	0	9	0	0	0	0	2	0.59	3
Dedicated TAP SAH funding within Ashland MPO Area,	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.42	1
TRANSPORTATION ALTERNATIVES (TAP) Statewide	20	0	10	0	10	0	10	0	10	0	0	0	0	40	0.81	50
TRANSPORTATION ENHANCEMENT (TE) Statewide	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	2	0	1	0	0	0	1	0	1	0	0	0	0	2	0.97	2
FEDERAL DISCRETIONARY PROJECTS (KYD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0
FOREST HIGHWAY/PUBLIC LANDS (FH)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0
<b>SUBTOTALS "HIGHWAY FEDERAL FUNDS"</b>		<b>(897)</b>	<b>1611</b>	<b>(734)</b>	<b>1327</b>	<b>(677)</b>	<b>1482</b>	<b>(811)</b>	<b>1457</b>	<b>(855)</b>	<b>(855)</b>	<b>42</b>	<b>(855)</b>	<b>3654</b>	<b>1.16</b>	<b>3183</b>
<b>II. GARVEE BONDS (JMS, J2)</b>																
GARVEE BONDS (JMS & J2)			0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTALS GARVEE BONDS</b>			0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>III. STATE AND LOCAL FUNDING</b>																
STATE MATCHING FUNDING	0	0	169		174		156		231					730	1.00	
LOCAL MATCHING FUNDS	0	0	17		17				17					68	1.00	
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	0	398		398		398		398					1992	1.00	
<b>SUBTOTALS "STATE FUNDS"</b>	0	0	584		513		578		646					2390	1.00	
<b>HIGHWAY FUNDING OBLIGATION TOTALS</b>			<b>1383</b>		<b>1238</b>		<b>1400</b>		<b>1315</b>					<b>6044</b>	<b>1.00</b>	
<b>IV. FAST ACT FEDERAL TRANSIT/STATE ASSISTANCE</b>																
			FY 2021		FY 2022		FY 2023		FY 2024					TOTALS	RATIO OF OBLIGATIONS TO APPORTIONMENTS	COMBINED FY 2021 THRU FY 2024 APPORTIONMENTS (FROM TABLE 2)
SECTION 5311 RURAL TRANSPORTATION			21.71		22.71		23.76		24.86					93.04	1.00	93.04
SECTION 5310 SPECIALIZED PROGRAMS			6.84		7.19		7.55		7.92					29.50	1.00	29.5
KENTUCKY SECTION 5307			27.24		28.60		30.03		31.53					117.40	1.00	117.4
KENTUCKY SECTION 5303 & 5304			0.99		1.03		1.07		1.12					4.21	1.00	4.21
PUBLIC TRANSIT CAPITAL 5339			11.85		12.45		13.07		13.72					51.09	1.00	51.09
<b>SUBTOTALS "TRANSIT FEDERAL FUNDING OBLIGATIONS"</b>			<b>68.63</b>		<b>71.98</b>		<b>75.48</b>		<b>79.15</b>					<b>295.24</b>	<b>1.00</b>	<b>295.24</b>
SECTION 5311 (STATE FUNDING)			0.18		0.20		0.22		0.24					0.84	1.00	0.84
SECTION 5311 (LOCAL FUNDING)			2.70		2.83		2.97		3.12					11.62	1.00	11.62
SECTION 5311 (CONREV & FAREBOX FUNDING)			62.94		66.09		69.39		72.86					271.28	1.00	271.28
SECTION 5310 (STATE FUNDING)			0.86		0.90		0.94		0.99					3.69	1.00	3.6875
SECTION 5310 (LOCAL FUNDING)			0.86		0.90		0.94		0.99					3.69	1.00	3.6875
SECTION 5307 (LOCAL FUNDING)			9.11		10.78		11.32		11.89					43.10	1.00	43.1
SECTION 5303 & 5304 (LOCAL FUNDING)			0.25		0.26		0.27		0.28					1.05	1.00	1.0525
PUBLIC TRANSIT CAPITAL 5339 (STATE MATCH)			1.48		1.56		1.63		1.72					6.39	1.00	6.38625
PUBLIC TRANSIT CAPITAL 5339 (LOCAL MATCH)			1.48		1.56		1.63		1.72					6.39	1.00	6.38625
<b>SUBTOTALS "NON FEDERAL TRANSIT FUNDING OBLIGATIONS"</b>			<b>79.85</b>		<b>85.07</b>		<b>89.32</b>		<b>93.80</b>					<b>348.04</b>	<b>1.00</b>	<b>348.04</b>
<b>TRANSIT FUNDING OBLIGATIONS TOTALS</b>			<b>148.48</b>		<b>157.05</b>		<b>164.80</b>		<b>172.95</b>					<b>643.28</b>	<b>1.00</b>	<b>643.28</b>

TABLE 4

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET  
 FY 2021 - 2024 PLANNED FEDERAL-AID PROGRAM  
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

TYPE OF FUNDING	2020 AVAILABLE CARRYOVER APPORTIONMENTS	ANTICIPATED FISCAL YEAR 2021 APPORTIONMENTS	FY 2021	END OF	FY 2022	END OF	FY 2023	END OF	FY 2024	END OF	COMBINED FY 2021
			PLANNED OBLIGATIONS AND AC CONVERSIONS	FY 2021 AC AMOUNT	PLANNED OBLIGATIONS AND AC CONVERSIONS	FY 2022 AC AMOUNT	PLANNED OBLIGATIONS AND AC CONVERSIONS	FY 2023 AC AMOUNT	PLANNED OBLIGATIONS AND AC CONVERSIONS	FY 2024 AC AMOUNT	THRU FY 2024 APPORTIONMENTS
CONGESTION MITIGATION (CM)	12	14.4	21	0	15	0	14	0	14	0	70
APPALACHIAN DEV HWY SYS (APD)	42	0.0	8	0	8	0	20	0	20	(13)	42
PLANNING (SPR/PL)	3	14.4	10	0	10	0	10	0	10	0	61
METRO PLANNING (PL)	1	2.7	3	0	3	0	3	0	3	0	12
NHPP - NATIONAL HIGHWAYS (NH)	75	369.3	556	(112)	291	0	317	0	262	0	1594
NHPP* - GARVEE BOND PAYMENTS (NH)	0	71.9	72	0	72	0	51	0	51	0	246
STP* - GARVEE BOND PAYMENTS (STP)	0	9.1	9	0	9	0	21	0	21	0	60
RRP-RAILROAD HWY PROTECTIVE DEVICES	11	1.9	0	0	0	0	4	0	4	0	19
RRS-RAILROAD HWY CROSS HAZARD ELIMINATION	2	1.9	0	0	0	0	0	0	0	0	9
HSIP - SAFETY (SAF) PROGRAM	1	41.8	73	(31)	66	(25)	60	(18)	54	(12)	168
STP* - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	18	150.0	759	(591)	802	(652)	931	(793)	968	(830)	594
Dedicated STP SHN funding within Henderson MPO Area,	5	0.7	1	0	1	0	1	0	1	0	8
Dedicated STP SLO funding within Louisville MPO Area,	52	20.5	65	0	21	0	21	0	21	0	134
Dedicated STP SLX funding within Lexington MPO Area,	21	7.1	9	0	7	0	7	0	7	0	50
Dedicated STP SNK funding within Northern Kentucky MPO Area,	3	8.1	10	0	8	0	8	0	8	0	35
Dedicated STP SAH funding within Ashland MPO Area,	7	1.4	2	0	2	0	2	0	2	0	13
Dedicated TAP funding within Henderson MPO Area,	0	0.0	0	0	0	0	0	0	0	0	0
Dedicated TAP funding within Louisville MPO Area,	5	1.2	1	0	1	0	1	0	1	0	9
Dedicated TAP funding within Lexington MPO Area,	0	0.4	0	0	0	0	0	0	0	0	2
Dedicated TAP funding within Northern Kentucky MPO Area,	1	0.5	0	0	0	0	0	0	0	0	3
Dedicated TAP SAH funding within Ashland MPO Area,	0	0.1	0	0	0	0	0	0	0	0	1
TRANSPORTATION ALTERNATIVES (TAP) Statewide	10	10.0	10	0	10	0	10	0	10	0	50
TRANSPORTATION ENHANCEMENT (TE) Statewide	2	0.0	0	0	0	0	0	0	0	0	2
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	2	0.0	1	0	0	0	1	0	0	0	3
FEDERAL DISCRETIONARY PROJECTS (KYD)	0	0.0	0	0	0	0	0	0	0	0	0
FOREST HIGHWAY/PUBLIC LANDS (FH)	0	0.0	0	0	0	0	0	0	0	0	0
<b>COMBINED TOTAL</b>	<b>273</b>	<b>727</b>	<b>1611</b>	<b>(734)</b>	<b>1327</b>	<b>(677)</b>	<b>1482</b>	<b>(811)</b>	<b>1457</b>	<b>(855)</b>	<b>3184</b>

NOTES FOR ITEMS WITHIN FY 2021 - 2024 STIP FISCAL BALANCE SHEET

(1) THE APPORTIONMENT BALANCES USED TO BEGIN THE FISCAL CONSTRAINT CALCULATIONS AND THE APPORTIONMENT BALANCES SHOWN ARE AS OF SEPTEMBER 1, 2020.

(2) FEDERAL FUNDS FOR FY 2021, FY 2022, FY 2023, AND FY 2024 ARE BASED ON THE 2016 FAST ACT TRANSPORTATION BILL ANTICIPATED APPORTIONMENT TABLES FOR FY 2016 - FY 2020, AND STRAIGHT LINED FOR FY 2021 THRU FY 2024.

(3) SURFACE TRANSPORTATION PROGRAM BALANCES INCLUDE MINIMUM GUARANTEE AND EQUITY BONUS LIMITATION ADJUSTMENT FUNDING. THE DEDICATED STP FUNDING FOR SHN, SLO, SLX, AND SNK FUNDING CATEGORIES, ALONG WITH OTHER FEDERALLY FUNDED PROJECTS WITHIN THE MPO AREA ARE FISCALLY CONSTRAINED WITHIN EACH OF THE CORRESPONDING MPO TIP'S FINANCIAL PLAN.

(4) TOLL CREDITS WILL BE USED FOR REQUIRED MATCHING FUNDS FOR AC CONVERSIONS FOR PROJECTS OBLIGATED PRIOR TO OCTOBER 1, 2019 AND STARTING IN FY 2020 KYTC WILL BEGIN USING STATE FUNDS AS MATCHING FUNDS FOR NH, STP, HPP, KYD, RRP, RRS, AND HSIP FUNDING. LOCAL MATCHING FUNDS WILL BE REQUIRED FOR CM, TAP, AND DEDICATED STP FUNDS IN THE MPO AREAS FOR FY 2020 THRU FY 2024. THE REQUIRED 20 PERCENT STATE MATCHING FUNDS FOR THE BR NH, BR STP, PM NH, AND PM STP PROJECTS MAY BE INCREASED, REDUCING THE AMOUNT OF FEDERAL FUNDING TO BE USED ON THE PROJECT, DEPENDING UPON THE AVAILABLE FEDERAL-AID APPORTIONMENTS WITHIN EACH OF THE FEDERAL-AID HIGHWAY FUNDING CATEGORIES.

(5) IF PLANNED OBLIGATIONS ARE GREATER THAN THE ANNUAL APPORTIONMENTS IN A GIVEN FISCAL YEAR, THE DIFFERENCE WILL BE MANAGED USING THE FEDERAL "ADVANCE CONSTRUCTION" MECHANISM. THE GOAL OF THE KYTC IS TO MANAGE THE YEARLY TOTAL OF FEDERAL "ADVANCE CONSTRUCTION" THROUGH THE KYTC CASH MANAGEMENT PROCESS AND BY INCREASING THE AMOUNT OF STATE MATCHING FUNDS TO REDUCE THE AMOUNT OF REQUIRED FEDERAL FUNDING. THE AMOUNT OF FEDERAL "ADVANCE CONSTRUCTION" WILL DEPEND UPON SEVERAL FACTORS INCLUDING THE TIMING OF THE ACTUAL CONGRESSIONAL RELEASE OF YEARLY FEDERAL-AID HIGHWAY FUNDING OBLIGATION AUTHORITY AND THE PROGRAMMING OF FEDERAL-AID HIGHWAY FUNDED PROJECTS NEAR THE END OF EACH FEDERAL FISCAL YEAR.

## Grouped Projects

Often times after the identification and scheduling process of transportation projects included within the approved STIP and approved MPO TIPs, new transportation needs arise. In order to address these new transportation needs, the STIP and the MPO TIPs include “Grouped Project” lists outlining categories of types of projects that can be added to the STIP and TIP as an Administrative Modification. 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 using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA's transportation conformity regulations (40 CFR part 93, subpart A).

Outlined within Exhibit A-5 Section B: “Federally-funded ZVarious” is a list of federal funding for various anticipated “Grouped Projects” transportation needs, available to break out individual project funding via the Administrative Modification process for projects throughout the Commonwealth and MPO areas to address these unforeseen and unscheduled project activities.

The following Table 5 illustrates estimated annual statewide obligations by general grouped project category as well as available funding sources for each category. KYTC is responsible for maintaining fiscal constraint for federal-aid highway funds, and works closely with each MPO receiving dedicated STP funding to monitor fiscal constraint within each MPO area.

**TABLE 5**

GROUPED PROJECTS	FY 2021 (MILLIONS)	FY 2022 (MILLIONS)	FY 2023 (MILLIONS)	FY 2024 (MILLIONS)	Total (MILLIONS)	ZVARIOUS GROUP PROJECT FUNDING SOURCES ITEM NUMBER SERIES
Air Quality Improvements	18	18	18	18	72	99-219 SERIES
Bicycle, Pedestrian, and Transportation Alternative Improvements	12.5	12.5	12.5	12.5	50	99-195 SERIES
Roadway and Bridge Preservation, Rehabilitation, and Replacement	22.4	18.4	22.4	18.4	81.6	99-65; 224; 327; 346; 388; 510; 514; 1063; 1074; 2700;
Roadway Operational Improvements	19.6	7.6	29.2	7.6	64	99-66; 333; 391
Safety Improvements	37.9	37.9	41	41	157.8	99-352; 911; 3011; 8500
<b>TOTAL</b>	<b>110.4</b>	<b>94.4</b>	<b>123.1</b>	<b>97.5</b>	<b>425.4</b>	

The listing of grouped project categories defined within each of the MPO TIPs are often more granular than the broad categories shown in the table and description of each of the categories. The following descriptions of “Grouped Projects” outlines the general grouped project categories and type of work within each of the categories.

**Air Quality Improvements** Air Quality Improvement projects consists of the construction congestion mitigation projects to help 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 that improve traffic flow, including efforts to provide signal systemization, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality. Transit investments,

including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. Alternative fuel projects include participation in vehicle acquisitions, engine conversions, and refueling facilities.

**Surface Transportation Block Grant Program- Transportation Alternatives** Bicycle, Pedestrian, and Transportation Alternative Program Improvement projects consists of the construction/reconstruction of bicycle and pedestrian facilities, recreational trails, safe routes to school, community improvements such as historic preservation, and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. 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 nonmotorized transportation users. Construction of turnouts, overlooks, and viewing areas. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. SRTS projects must be within approximately two miles of a school for kindergarten through eighth grade as specified in SAFETEA-LU §1404. (23 U.S.C. 402 note)

**Roadway and Bridge Preservation, Rehabilitation and Replacement** Roadway and Bridge Preservation, Rehabilitation, and Replacement projects consists of the construction/reconstruction of roadways, resurfacing, restoration, rehabilitation, or preservation of roadways and bridges to extend the useful life of the existing facility, or replacement of existing facilities. Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

**Roadway Operational Improvement** The Roadway Operational Improvement projects consists of design and construction of operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.

**Safety Improvements** The Safety Improvements projects consists of (A) any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; (B) as provided in subsection 23 U.S.C. 148(g)(special rules for High-Risk Rural Road Safety and Older Drivers); or (C) any project to maintain minimum levels of retroreflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including “highway safety improvement project” are defined in 23 U.S.C. 148.

## **A-6. Revisions to the LRSTP or STIP**

On various occasions, revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or a major revision. KYTC does not have a dollar threshold to determine a minor or a major revision. On a case-by-case basis, the KYTC, FHWA, and/or FTA determines whether the revision is minor or major as per definition of “Administrative Modification” and the definition of “Amendment” outlined in 23 CFR 450.104. The KYTC, FHWA, and FTA will utilize applicable requirements and classifications of projects that are not considered to be of appropriate scale for individual identification in a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

### **Administrative Modifications to STIP**

Administrative modifications are minor revisions to the STIP that include minor changes to:

- Projects/project phase costs.
- Funding sources of previously included projects.
- Project phase initiation dates.
- The delineation of projects in program placeholders which include:
  - Congestion Mitigation and Air Quality (CMAQ) projects
  - Transportation Alternatives (TA) projects
  - High Cost Safety Improvement (HSIP-HCS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- Re-demonstration of fiscal constraint.
- A conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. As STIP administrative modifications are made, each administrative modification will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

### **Amendments to the STIP**

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- Project cost.
- Project/project phase initiation dates.

- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders such as the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ).

An amendment is a revision that requires:

- Public review and comment.
- Redemonstration of fiscal constraint.
- A conformity determination (in air quality nonattainment and maintenance areas).

For STIP amendments that have not undergone public involvement through the MPO process or the Highway Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be posted on KYTC Central Office as well as the appropriate Highway District, ADD, and MPO websites for public review and comment. KYTC will make available to the public the description of project, location of project, proposed project phases, proposed type of funding, and scheduled fiscal year of each phase that KYTC wants to amend into the STIP. Also, KYTC will revise the “Fiscal Constraint” tables outlined in the STIP to reflect the required funding for the proposed new project versus available funding. KYTC will provide hard copies of the information and the information will be made available on the KYTC STIP web site. The public will be provided the means to submit written and electronic review comments on proposed STIP amendments.

At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

As STIP amendments are approved, each amendment will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

## **B. STIP Projects**

The FAST Act advocates that transportation planning processes be broadened to include the intermodal aspects of the nation's transportation system. Each state is to establish a statewide transportation planning process that enhances the integration and connectivity of the transportation system, across, and between modes throughout the state, for people and freight. The KYTC has incorporated an intermodal planning process through the statewide and regional transportation planning process that identifies and assesses intermodal facilities and systems and highway access to these facilities on a continuous basis. The KYTC hopes to further develop its processes to use performance criteria and relevant data to determine the efficiency and effectiveness of these facilities and systems, and identify projects and strategies to improve the intermodal movement of people and freight.

The KY Freight Plan was published in September 2016 and amended in September 2017 with final FHWA approval in December 2017. This plan now contains specific projects since the completion of the amendment. Highway and multimodal projects were added with input from the Kentucky Freight Advisory Committee for Transportation (KY FACT) before the 2017 federal deadline in accordance with requirements of the National Highway Freight Program (NHFP) found in the FAST Act. The KYTC used 10% or approximately \$2 million per year of the NHFP for multimodal projects to improve the National Highway Freight Network. Specific activities the KYTC has undertaken to develop an intermodal planning process included integrating freight generator identification and modal access tasks into the Annual Work Program of the ADDs and identifying and discussing intermodal issues through the statewide transportation planning meetings. A four tiered KY Freight Highway Network was developed using a data-driven process with ADD, MPO, HDO, and freight peer input.

Specific activities that the KYTC has undertaken to develop this intermodal planning process included integrating freight movement and modal access tasks into the Annual Work Program of the ADDs, identifying and discussing intermodal issues through the statewide transportation planning meetings, the identification of intermodal access projects and the dedication of specific staff to the freight movement issues. Improvement strategies resulting from the studies and prioritization process based on selected criteria, as well as the other pertinent data, will be considered for inclusion in the statewide transportation plan for future implementation. The FAST Act further required that (1) the plans and programs for each state provide for development of integrated management and operation of transportation systems that will function as an intermodal transportation system for the state, and an integral part of an intermodal transportation system for the United States, and (2) the process shall provide for consideration of all modes and be continuing, cooperative, and comprehensive.

The FAST Act requires that each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will support the economic vitality of the United States, the states, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

In accordance with the FAST Act requirements, the KYTC mission is "to provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers

economic opportunity and enhances the quality of life in Kentucky.<sup>22</sup> Simply stated, the KYTC's goal is to provide "safe and reliable roads, roads that lead to jobs," and the 2020 Enacted Highway Plan and FY 2021-2024 STIP have been developed in support of that goal.

<sup>22</sup> *The Strategic Plan*, KYTC Updated September 2015.

## **B-1. Planned Highway Improvements**

In developing the highway element of the FY 2021-2024 STIP, the KYTC relied heavily upon its ongoing project identification and scheduling mechanisms, particularly the long-range planning process. The KYTC projected federal and state funding levels were used in the development of the Recommended FY 2020-2026 Highway Plan submitted to the Kentucky General Assembly in January 2020. The Kentucky General Assembly by law has the right to remove, add to, or edit projects contained in the Recommended Highway Plan. The 2020 General Assembly approved Kentucky's 2020 Highway Plan (FY 2020-2026) in April 2020. The 2020 Highway Plan is the primary basis for the federal-aid highway element of the FY 2021-2024 STIP. Included within the 2020 Highway Plan are projects that are scheduled to use GARVEE bond funding as described within STIP Development; Section A-5: Fiscal Constraint.

To help achieve these goals, the identification of highway needs has been accomplished through in-house evaluations of highway performance and adequacy, and then meshed with input received from state legislators, local officials, MPO and ADD transportation committees, the general public, and from within our own agency's Central Office and District Offices. Each of these sources yielded valuable input for consideration in the development of the state's Long-Range Transportation Plan and the Highway Plan.

The KYTC considered technical data on the ability of candidate projects to improve safety, increase system reliability, and contribute toward enhancing regional economic attractiveness. Unfortunately, the needs of our highway system far outweigh available resources. The KYTC is working to improve the evaluation process for active and potential projects to ensure that every dollar spent is used to address the most critical and cost effective improvements. In doing so, the KYTC can concentrate available funds on those projects that truly result in safer roadway conditions, better pavements and bridges, and improved local economies.

As the Highway Plan was developed, projects were selected using the Strategic Highway Investment Formula for Tomorrow (SHIFT) scoring process. SHIFT uses a data driven process including public input, project identification, project sponsorship, data verification, project prioritization and project selection. Criteria considered are congestion, benefit-cost, safety, economic development, freight and asset management. The Cabinet's long-range planning efforts have and will continue to maintain a stream of prioritized candidate projects for inclusion and advancement in Kentucky's Highway Plan. As the federally-required long-range planning process matures, the Highway Plan and STIP documents will be strengthened by the focus on longer-range program management considerations. It is expected that future editions of Kentucky's STIP will reflect a strategy for implementation resulting from more clearly defined longer-range transportation goals.



As outlined within the STIP Introduction, the FY 2021-2024 STIP is a planning document that covers a period of four years, and is updated every two years upon approval of the KYTC's Highway Plan by the Kentucky General Assembly. With the STIP being a planning document, the projects, schedules, and estimated costs identified within the FY 2021-2024 STIP are based upon the most current project information at the time of preparing the Highway Plan and STIP. As work progresses within each phase of the projects, the project team refines the project scope, schedules, and estimated costs to complete the project. The programming of project funding for project refinements will follow the STIP amendments/revisions process as described within STIP Development; Section A-6: Revisions to the LRSTP or STIP, along with the STIP end of fiscal year "fiscal constraint" recalculations.

The listing of FY 2021-2024 STIP projects is contained in Appendix A, Exhibit A-5. The KYTC will administer each of the projects listed unless clearly indicated in the project description as being handled otherwise. Included as part of the listing of projects, is the "Priority" column, which is a quick reference for project priority of the corresponding project. The project priority is listed as Safety, Reliability, New Routes, or Economic Development as defined by the following definitions:

Safety: Providing for the safety and security of motorized and non-motorized users who travel Kentucky's highways is the KYTC's highest priority. The FY 2021-2024 STIP includes several programs of projects that serve to address the safety needs on Kentucky's highways. In accordance with the FAST Act, Kentucky has developed a Strategic Highway Safety Plan (SHSP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The "engineering" element of the SHSP is primarily addressed through the Highway Safety Improvement Program (HSIP), which funds infrastructure-related safety improvements. The "educational" and "enforcement" elements of the SHSP are addressed in the Highway Safety Plan (HSP), which funds behavioral-related safety improvements.

Reliability: The condition of roads and highways in the state is a primary concern among Kentucky's citizens. Poor pavements detract from the driving experience, and road maintenance and resurfacing are the top transportation investment needs in our state. These issues certainly resonate with the KYTC, as there is value in protecting the infrastructure in which the public has entrusted to us.

New Routes: This is for the development of a roadway that does not currently exist.

Economic Development: This is for the reconstruction of major interchanges.

In an effort to provide a consistent, ongoing set of performance measurements for the maintenance condition of Kentucky's state-maintained highway system, the KYTC has developed a Maintenance Rating Program (MRP). The purpose of the MRP is to assess maintenance activities as they relate to customer expectations, provide data to support needed performance improvements, ensure that the KYTC system preservation strategies are working, and to meet federal asset management requirements. Through the MRP, the KYTC has proposed some budgetary adjustments for the FY 2021-2024 STIP to increase

funding for the maintenance and resurfacing programs in an effort to improve conditions on Kentucky's roadways. There has also been a concerted effort to include essential, major pavement reconstruction projects in the FY 2021-2024 STIP. The KYTC's desire is to improve overall pavement conditions and meet the public expectation that Kentucky's roads will be kept in the best possible shape.

The process to track bridge condition has changed to match the industry standard of "Good", "Fair", and "Poor." The three levels correspond to the condition of the three main structural elements: deck, superstructure, and substructure. If all elements rate above 7 on a 1 to 10 scale the bridge is rated as "Good." If any element are rated 4 or lower the bridge is considered "Poor." According to the KYTC inventory data, approximately 30% of Kentucky's bridges are in Good condition, 63% are in Fair condition, and 7% are in poor condition.

Economic Development: Kentucky's future economy and congestion concerns: Highway congestion and its impact on economic development in Kentucky is very much a "relative" issue. While Kentucky does not have the overly oppressive highway congestion found in many of the nation's very large cities, there are times when congestion in our urban centers is just as frustrating to Kentucky drivers. Morning and afternoon "rush hours" create traffic problems on many of our city streets, urban beltlines, and metro area interstate highway arteries. Additionally, "just in time" delivery schedules have created "rolling warehouses" on many of Kentucky's rural interstates, resulting in truck percentages of 50% in some instances. Such heavy truck volumes reduce levels of service on our major roadways, and create safety issues and driver frustration. As traffic and freight volumes increase in the years ahead, our existing highway network will become more and more constrained and potentially impact Kentucky's competitiveness in the global marketplace.

Each of the FY 2021-2024 STIP projects, whether identified with a purpose of safety, reliability, or economic development, truly has an effect on Kentucky's future economy and congestion concerns.

## **B-2. Highway Safety Improvement Program (HSIP)**

The HSIP is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP is a federally-funded, state administered program that is legislated under 23 U.S.C. 148, 23 U.S.C. 150, and 23 U.S.C. 130 and regulated by 23 CFR Parts 924 and 490.

23 CFR 924.5 states: Each State shall develop, implement, and evaluate on an annual basis an HSIP that has the objective to significantly reduce fatalities and serious injuries resulting from crashes on all public roads. HSIP funds shall be used for highway safety improvement projects that are consistent with the State's SHSP (Strategic Highway Safety Plan). HSIP funds should be used to maximize opportunities to advance highway safety improvement projects that have the greatest potential to reduce the state's roadway fatalities and serious injuries.

To be eligible for HSIP funds, all highway safety improvement projects must:

1. Address Strategic Highway Safety Plan (SHSP) priority,
2. Be identified through a data-driven process, and
3. Contribute to a reduction in fatalities and serious injuries.

In addition, all highway safety improvement projects are subject to general requirements under Title 23 of the United States Code. Eligibility for federal funding of projects for traffic control devices under this part is subject to a state or local/tribal jurisdiction's substantial conformance with the National MUTCD or FHWA-approved State MUTCDs and supplements in accordance with part 655, subpart F, of this chapter.

In general, non-infrastructure projects that promote the awareness of the public and educate the public concerning highway safety matters or enforce highway safety laws are not eligible for HSIP funds. However, eligible non-infrastructure projects include road safety audits, improvements in the collection and analysis of data, or transportation safety planning activities.

Most projects originate from HSIP Initiatives outlined in the HSIP Investment Plan, which is based on the strategies listed in the SHSP. Further, projects in each HSIP Initiative are identified through Data-Driven Safety Analysis (DDSA) methodologies outlined in the Highway Safety Manual (HSM). Each year, DDSA methods are used to screen the statewide network for safety improvement opportunities in various HSIP Initiatives, such as High Friction Surface, Cable Median Barrier, Guardrail Installation, Roadway Departure, and Intersections. Low cost, systemic safety treatments are often implemented with the HSIP projects identified through network screening, but some systemic-only safety projects are implemented based on analysis of statewide trends and risk factors observed in the crash data.

Projects meeting the program's requirements listed above are submitted to FHWA for review and approval into the program. Upon approval of the identified projects, funding for the projects are initiated based upon statewide priorities for activities that are most likely to reduce the number of, or potential for, fatalities and serious injuries and upon available funding. An annual report is submitted to FHWA that describes the progress being made, assesses the effectiveness of the improvements, and describes the extent to which the improvements funded contribute to the safety goals.

As part of the HSIP report, the state must report annually on the safety performance measures identified later in this document.

### **Railway-Highway Crossings Program**

This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. The railway-highway crossing program will be conducted in accordance with regulations as outlined in the corresponding section of the FAST Act, Section 1108; and 23 USC 130.

The railway-highway crossings program funding level determined for each state is set aside from the state's HSIP amount. Activities funded under this program are also eligible for funding under the broader HSIP eligibilities. The federal-aid highway funding anticipated apportionments and planned obligations for the Railway-Highway Crossings railroad protective devices (RRP) and the railroad separation (RRS) projects are included within the HSIP – Safety categories in the Fiscal Constraint tables.

### **Highway Safety Plan (HSP)**

The purpose of the Highway Safety Plan (HSP) is to identify opportunities throughout the state regarding the behavioral aspects of highway safety, develop performance goals and objectives, and establish programs and projects to prevent serious injuries and deaths on Kentucky's transportation network. The federal funding is a combination from FHWA and the National Highway Traffic Safety Administration (NHTSA). The HSP is an integral part of Kentucky's overall Strategic Highway Safety Plan (SHSP) as required by the FAST Act. Emphasis areas in SAFEKY – Kentucky's 2020-2024 Strategic Highway Safety Plan – are as follows:

- a. Aggressive Driving
- b. Distracted Driving
- c. Impaired Driving
- d. Occupant Protection
- e. Roadway Departure
- f. Vulnerable Road Users

See Kentucky Office of Highway Safety web site for more information <https://datamart.kytc.ky.gov/SafetyDashboard.html>.

### **Grants Management**

Grants are a significant part of the HSP for law enforcement, communities, research and data. It takes a cooperative effort by many agencies to prevent deaths and serious injuries on our transportation system. Both FHWA and NHTSA provide federal funding that is dispersed to various agencies based upon the identified opportunities. National high visibility law enforcement mobilizations are conducted each year to specifically draw attention to safety belt usage and impaired driving. These are “Click It or Ticket,” and “Drive Sober or Get Pulled Over.” Our safe summer-driving state initiative is “Blue Lights Across the Bluegrass,” focuses on aggressive driving, but also encompasses other emphasis areas.

### **Highway Safety Education Program**

The Highway Safety Education Program (Education Branch) was created in 1994 as the educational arm of the Cabinet's Safety Corridor Program. The Education Branch is now one of the two branches under the Division of Highway Safety Programs. Funding for these programs has come primarily from NHTSA. The Education Branch focuses heavily on community-based events to target the newest and youngest drivers to get them started in

the right direction. There are many programs, including simulators that focus attention on different problem areas regarding highway safety. Below is a listing of these.

- a. Active in local highway safety committees
- b. Ghost Out
- c. Mock Crash
- d. Judgement Day
- e. Fatal Vision Goggles
- f. 3D Drunk and Drugged Driving Simulator
- g. Motorcycle Safety events
- h. Mature driving presentations

All of these programs focus on targeted areas of the state where data shows increased opportunities to prevent deaths and injuries, low safety belt usage, and high incidences of drunk or drugged driving.

### **B-3. Intelligent Transportation System (ITS)**

The KYTC has a variety of Intelligent Transportation System (ITS) programs both operational and under construction throughout Kentucky. The Cabinet has operational freeway traffic management systems in Northern Kentucky (Ohio TMC) and Metro Louisville (TRIMARC). The City of Lexington operates the Lexington Traffic Management Center. The Cumberland Gap Tunnel (CGT) Center provides traffic management, as well as other tunnel-related services. The Cumberland Gap Tunnel Authority operates for KYTC, but is independent from the State Transportation Operations Center (TOC). The TOC in Frankfort provides support to those facilities, and provides traffic management services to the rural areas of Kentucky.

The KYTC has implemented ITS projects in the Lexington, Elizabethtown, Bowling Green, Paducah, and Ft. Campbell areas. These projects include Dynamic Message Signs (DMS), cameras, and roadway sensors. Obsolete DMS and cameras are being replaced within the Northern Kentucky and Elizabethtown areas, and Speed Data services are available statewide. Our ITS Architecture was updated June 8, 2015.

The TRIMARC system has been expanded within the Louisville Metro area as part of the Ohio River Bridges project. KIPDA is using the reporting capabilities of TRIMARC. Other operational systems include the Road Weather Information Stations (RWIS) in 39 locations to provide Highway District Maintenance personnel, as well as others, with vital roadway weather information for critical purposes such as snow and ice maintenance.

Because of the requirements of 23 CFR 511 and compliance with the Real Time System Management Information Program (RTSMIP), the KYTC has implemented a new real time Roadway Advisory Map to process and publish data. The partnerships with the Cabinet's District Offices, Transportation Operations Center in Frankfort, Division of Maintenance, Kentucky Vehicle Enforcement, WAZE, and Kentucky State Police ensures the highest level of information provided to the traveling public.

## **B-4. Maintenance and Traffic Operations**

The KYTC is responsible for ensuring that the State Road System is maintained and operated in a manner focused on the Cabinet's mission. The Cabinet's goal is to provide the highway user maximum safety and comfort with minimum travel interruptions. Table 2 contains a line-item outlining the FY 2021-2024 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the MPOs Financial Plans, which includes a line-item outlining the operations and maintenance program within each MPO area.

The annual state-funded Maintenance and Traffic Operations Programs are comprised of four major sub-programs: Roadway Maintenance, Bridge Maintenance, Rest Area and Weigh Station Maintenance, and Traffic Operations. The Roadway Maintenance unit is responsible for maintenance of the highways in the State Road System. This unit is responsible for routine upkeep such as pavement repairs, ditch cleaning, mowing, litter pickup, snow and ice removal, and maintenance relating to drainage, shoulders, signs, markings, delineation, and guardrails on the approximately 27,629 miles of highways in Kentucky.

The Bridge Maintenance Program performs inspections and load ratings of over 14,400 bridges on public roadways within the state and administers projects to repair and replace bridges on state-maintained roadways. The Rest Area Maintenance Program provides upkeep and janitorial services at 22 rest area facilities and 4 truck rest havens across the state, along with the maintenance and upkeep of the 14 truck weight stations located throughout the Commonwealth. All of these sites are maintained through contracts with private vendors.

The Traffic Operations Program is responsible for the installation and maintenance of traffic signals, flashing beacons, school flashers, roadway lighting, navigational lighting, and aviation obstruction lighting on state-maintained highways. This program includes the administration of the Highway Safety Improvement Program (HSIP). Traffic Operations is also responsible for the establishment and maintenance of coordinated traffic signal systems to support the efficient movement of traffic.

In addition to the ongoing highway maintenance and traffic operations programs, the KYTC also budgets annual funding to resurface roads on the state road system. These funds are in addition to the monies funneled through the Cabinet's Rural and Municipal-aid Programs for improvements to county roads, city streets, and the state rural-secondary road system. Each of the rural and municipal-aid program components is accomplished through an ongoing dialogue with Kentucky's city and county governmental entities.

## **B-5. Transportation Alternatives Program (TAP)**

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). The set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, conversion of abandoned rail corridors to trails, and community improvements such as historic preservation of transportation facilities, vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Former Safe Routes to School Program (SRTS) activities were transferred and are eligible under this program, with the same 20% match requirement as other STBG-TA categories.

FHWA and the FAST Act mandate allocations to non-motorized, diversified and motorized trail categories. Funding for a state's Recreational Trails Program (RTP) is taken off the top of the state's TAP apportionment unless the Governor opts out. The remaining funds are divided into 50% that may be used in any area of the state. The remaining 50% are sub-allocated to:

- Urbanized areas with populations over 200,000
- Urban areas with populations of 5,001 to 200,000 and;
- Areas with population of 5,000 or less.

The funding sub-allocated to areas with populations over 200,000 is managed by the Metropolitan Planning Organization (MPO) and awarded through a competitive application process. The MPO awards projects that are then administered through the Office of Local Programs (OLP). The other funding categories are awarded through a statewide competitive selection process and also administered by OLP. All STBG-TA projects, including RTP, projects require a 20% local match. Application cycles are typically held each year but are dependent on the availability of funds. As new project selections are made, the new projects will be incorporated into the STIP thru the STIP Administrative Modification process.

TAP Projects are listed in Appendix A, Exhibit A-7.

### **Transportation Enhancement (TE), National Scenic Byways and Highways (NSB), Transportation Community and System Preservation (TCSP), and Safe Routes to School (SRTS) Programs**

Dedicated funding for the following programs was eliminated with the passage of MAP-21:

- Transportation Enhancements (TE)
- National Scenic Byways and Highways (NSB)
- Transportation Community and System Preservation (TCSP)
- Safe Routes to School (SRTS)

States with balances of TE and SRTS funds are still allowed to spend the remaining dollars apportioned to their state. Since NSB and TCSP projects were awarded at a federal level, any state with an open NSB or TCSP project may finish out the project. However, no new federal funding will be provided for these programs.

Transportation Enhancements (TE) (see Appendix A, Exhibit A-7).  
Safe Routes to School (SRTS) (see Appendix A, Exhibit A-8).

## **B-6. Recreational Trails Program**

The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are apportioned under 23 U.S. Code 206 (d). Funds may be used to provide and maintain trails, trailside, and trailhead facilities, including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails. Trail uses are for hiking, walking, biking, mountain biking, skating, equestrian, access to canoeing, and ATVs.

The Governor of a state designates an agency to administer the program, which may be an agency other than the State Department of Transportation. The Kentucky Recreational Trails Program is administered by the Governor's Office, Department for Local Government (DLG).

Planned Recreational Trails Projects are included in Appendix A, Exhibit A-9.

## **B-7. Planned Public Transportation (Transit) Projects**

The Federal Transit Law (49 U.S.C. Chapter 53), is the basis for the federally-assisted public transportation programs. Program funds included for the rural portion of the state (Section 5311), for the small urban and urbanized portions of the state (Section 5307), for seniors and persons with disabilities in the state (Section 5310), for technical assistance and transit planning (Section 5303 & Section 5304), training for rural transit operators (RTAP), for capital bus and bus facilities (Section 5339) and have included discretionary capital (Section 5309) grants that include Veterans and Livability grants. Projects that go beyond the Americans with Disabilities Act (ADA) and that provide transportation for the low income to work and training are included under the Section 5311, 5307 and 5310 programs. Local coordinated plans are required. Projects that will use Section 5310 funding must be included in a Coordinated Public Transit Human Services Transportation Plan.

Section 5311 program funds are used for planning, capital, and operating assistance by local public bodies, nonprofit organizations, and operators of public transportation services. These funds are used to give people access to health care, shopping, employment, education opportunities, public services, recreation, etc. Public transportation systems in rural areas assume the responsibility of meeting these needs. Kentucky utilizes 15% of these funds for provision of intercity bus services.



Section 5307 program funds are used by transit operators in urbanized areas. The KYTC has approval authority for operating, planning and capital funding for operators in areas of 50,000 to 200,000 populations. These funds do not flow through the Cabinet for all areas, but the allocation is done by the Governor. Areas larger than 200,000 are allocated a specific grant amount by the FTA.

Section 5303 program funds are used for planning purposes by the MPOs and the KYTC. MPO funds are formula allocated by the KYTC and are identified for use in urbanized area unified planning work programs. Statewide transit planning for the rural areas is also funded with Section 5304 funds.

Section 5309 has evolved into a formula capital program that provides capital for three primary activities: new fixed-guideways or extensions to fixed-guideways, bus rapid transit projects operating in mixed traffic, and projects that improve capacity on an existing fixed-guideway system. State of Good Repair Grants provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus system to maintain a state of good repair.

Section 5310 program funds are used primarily for capital purposes. Vans and other equipment critical to providing transportation services for seniors and individuals with disabilities are purchased through this program. Up to 45% of these funds may also be used for public transportation projects that exceed the requirements of the ADA, that improved access to fixed-route services and decrease reliance on complementary paratransit, and/or utilize alternatives to public transportation that assist seniors and individuals with disabilities. This funding can be operating or capital.

The Section 5339 program is a formula capital program that replaces, rehabilitates, and purchases buses and related equipment and constructs bus-related facilities for rural or urbanized public transportation systems.

The Rural Transit Assistance Program (RTAP) is designed to provide training, technical assistance, research, and other related support services for rural transit operators.

Low or No Emission Vehicle Deployment Program (LoNo Program) is funding that is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. It provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.

In general, the KYTC receives applications from areas and agencies for the FTA program funds. These applications describe the needs for public transit funds (type of service needed, etc.), the funding required, and local matching sources. The KYTC allocates the money based on several factors including potential ridership, area to be served, availability of services, etc. Each agency is accountable to the Cabinet for the allocated funds. Required monthly report submissions, site visits and compliance reviews, vehicle inspections, drug and alcohol testing, timely invoicing, and audits are among the monitoring

activities the Cabinet performs.

With regard to transit project identification, the KYTC advertises annually for competitive proposals for Sections 5310, 5311, 5303, 5304, 5307 (where KYTC is the designated recipient) and 5339, as well as relying heavily upon past experience to develop the transit element of the FY 2021-2024 STIP. Since the passage of MAP-21 and under the current authorization, Fixing America's Surface Transportation Act (FAST Act), the KYTC has been cognizant of the many opportunities for combining highway and transit funding for individual projects and programs, and fully expects to take advantage of these opportunities in the future. Kentucky's MPOs are seriously studying transit options for addressing metropolitan traffic issues, and are engaged in the project prioritization efforts, which truly represent a multimodal approach to overcoming urban congestion.

Planned transit improvements are listed in Appendix A, Exhibit A-10.

### **B-8. Human Service Transportation Delivery Process**

Welfare reform legislation has greatly influenced changes in the Human Service Transportation Delivery (HSTD) process. This process/program utilized combined transportation resources of the Health and Family Services Cabinet and the Education Cabinet's Vocational Rehab and Blind Services Division to provide a coordinated network of transportation providers to provide safe, efficient, and accessible transportation for Kentucky's health, human service, and workforce program clients.

Medicaid, Vocational Rehabilitation, and Blind Services Division funds will flow from the two human service Cabinets to the KYTC for operating funds for providers and administrative funds for the KYTC to manage the program.

The Commonwealth is divided into fifteen Human Service Transportation Delivery Regions. This division was based upon items such as operating authority, fleet sizes and capacities of existing providers, and historical transportation utilization.

Through the use of a financial consultant, the Cabinets developed a "capitated rate" payment system, essentially a flat rate (a fee paid per member, per month). This will reward providers for operating efficiency, discourages over utilization, and significantly reduces fraud and abuse. Some parts of the program will be paid on a fee-for-service basis.

There will be one broker per region who will be responsible for securing transportation from private and public transportation subcontractors in order to guarantee transportation to non-emergency medical services for eligible recipients. The Kentucky Finance Cabinet will secure and contract with the transportation brokers on behalf of all the programs. The KYTC will monitor all other service requirements of the brokers. A Coordinated Transportation Advisory Committee (CTAC) includes representatives of each of the different programs and will monitor the programs' interests in the network. The KYTC staff will monitor the brokers to make sure they operate as CTAC agrees. Details of each trip will be recorded by the broker and will be used to report program results to state and federal agencies.

In order to fully implement this program, two accomplishments were needed. One was getting legislation passed (HB 468 and HB 488) which requires brokers and subcontractors to meet safety standards, and the other was getting emergency regulations signed so this initiative could begin operation. This legislation has been passed and the emergency regulations are signed.

The KYTC's Office of Transportation Delivery receives funding from the Department of Medicaid to finance the transportation brokerage for Human Service Transportation Delivery non-emergency medical transportation. The Blind Services Division and Vocational Rehab reimburse the transportation broker at the local level, and funding does not flow through the Transportation Cabinet. Each funding stream meets the respective program requirements. Public Transit, Vocational Rehab, Blind Services Division, and non-emergency medical trips are coordinated at the transportation broker level. Non-Emergency Medical Transportation ridership is over 3.6 million annually.

Beginning August 1, 2020, KYTC's Office of Transportation Delivery begins a new partnership with the Kentucky Justice & Public Safety Cabinet's Department for Corrections. This partnership will provide transportation services to former inmates who are paroled or on probation to jobs, medical appointments, substance abuse treatment, and meetings with parole/probation offices. The goal in this new project is to help reduce the recidivism rate in Kentucky in overcoming barriers to success for these former inmates.

## **B-9. Planned Aviation Improvements**

The Airport Improvement Program (AIP) was established by the Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, Public Law 97-248), and amended by the Airport and Airway Safety and Capacity Expansion Act of 1987, (Public Law 100-223), and the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century of 2000 (AIR-21). Current legislation supports and provides funding for the following: (1) airport planning, (2) noise compatibility planning, and (3) noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979, (Public Law 96-193).

The funds for the AIP are distributed in accordance with provisions contained in the 2000 Act, as amended. In grant parlance, funds distributed by formula for use at a specific airport or in a specific state or insular area are referred to as apportionment funds. The remaining funds are for use at the discretion of the Secretary of the U.S. Department of Transportation, and are known as discretionary funds.

The federal apportionment level for Kentucky airports is difficult to project due to historical variances (2016 - \$45.2m; 2017 - \$36.1m; 2018 - \$59.8m; and 2019 - \$65.5m) The entire amount and locations of spending using the FY2020 federal apportionment money in Kentucky is unknown at this time due to continuing distribution announcements but so far this year \$5,949,245 has been announced (see attached for detail). This decision is made at the FAA district and region level and these projects are typically not identified until late in the federal fiscal year. At present, there is no way to estimate the level of federal discretionary funding that may be made available during the upcoming biennium. Normally

both federal apportionment and federal discretionary funding are matched using a 90% federal, 5% state, 5% local ratio. However for AIP announced projects after January of 2020 no match is required due to the economic impact of COVID-19. It is unknown when the suspension of the local share will be rescinded. Historically the Kentucky Department of Aviation (KDA) reserves \$1,000,000 to cover the state's portion of the local share for General Aviation airports.

Current projects are identified in Appendix A, Exhibit A-11.

## **B-10. Kentucky's "Mega Projects"**

As the 2020 Highway Plan was developed, strong consideration was given to the funding needs associated with three (3) "Mega Projects" located in Kentucky. The three (3) "Mega Projects" in Kentucky are (1) the proposed Interstate 69 Ohio River Crossing project between Henderson, Kentucky and Evansville, Indiana; (2) completion of the widening of the Mountain Parkway from Campton through Salyersville; and (3) the Interstate 71/75 Brent Spence Bridge project in Northern Kentucky. The combined cost of these two projects is \$4.1 billion, with Kentucky's share of the combined cost being \$2.3 billion. Each of these projects are expensive projects, beyond the current financial means of KYTC without special financing mechanisms.

### **I-69 Ohio River Crossing Project**

KYTC is working closely with Indiana to develop an approach to funding the new I-69 bridge over the Ohio River between Henderson and Evansville. The 2020 Enacted Highway Plan includes \$227 million to develop the project and begin construction of a portion of the project from the Henderson Bypass (KY 425) north to US 60. All of this portion of the project is located in Kentucky and construction is expected to begin in late Calendar Year 2022. While the development of the KY 425 to US 60 portion of the project is underway, KYTC will be working with the Indiana Department of Transportation (INDOT) to complete a financial plan for the remainder of the project from US 60 north to I-69 in Evansville. This \$1 billion section includes a new Ohio River Bridge and will likely use a combination of tolls, federal grants, and state monies to complete the I-69 Ohio River crossing. The current project estimate for the entire project is \$1.23 billion with KY's share of those costs being approximately \$800 million. Inflation, financing and interest will significantly increase these costs. The environmental process is scheduled for completion in the fall of 2020 making the project eligible for federal monies toward design, right of way activities and construction.

### **Mountain Parkway Widening**

KYTC initiated work to 4-lane the Mountain Parkway from Campton through Salyersville in 2014. The first projects to be constructed were located west of and through the developed areas in Salyersville. In recent years, the widening work has extended westward to near the KY 205 Interchange, leaving a “gap section” from Campton to KY 205. The 2020 Enacted Highway Plan provides \$97.3 million to complete the “gap section” and another \$3.2 million to begin the design phase for extending the 4-lane Mountain Parkway eastward along existing KY 114 toward Prestonsburg.

### **Brent Spence Bridge Project**

KYTC completed the Brent Spence Bridge Strategic Corridor Study in December 2017 which concluded that the Brent Spence Bridge Project and improvements to the I-275 interchange with I-71/I-75 are needed to relieve critical congestion along the corridor. Currently, the 2020 Enacted Highway Plan does not include funding for any phases of the project. Kentucky’s share of the estimated cost of the Brent Spence Bridge Project is estimated at \$1.3 billion in current year dollars. The 2020 Enacted Highway Plan does include funding for painting the existing Brent Spence Bridge in FY 2021.

## **B-11. FAST Act Grants**

### **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)**

As outlined in the FAST Act funding fact sheets, “the Advanced Transportation and Congestion Management Technologies Deployment Program is to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.” For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website: <http://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm>

### **Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants**

As outlined in the FAST Act funding fact sheets, “the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects.” For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website: <http://www.fhwa.dot.gov/fastact/factsheets/fastlanegrantsfs.cfm>

### **Surface Transportation System Funding Alternatives Program (STSFA)**

As outlined in the FAST Act funding fact sheets, “the Surface Transportation System Funding Alternatives Program is to provide grants to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to

maintain the long-term solvency of the Highway Trust Fund.” For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website: <http://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>

## **B-12. Performance Measures**

Moving Ahead for Progress in the 21st Century Act (MAP-21) established and the Fixing America’s Surface Transportation (FAST) Act continued Transportation Performance Management and reporting requirements associated with Highway Safety, Highway Infrastructure Condition, Highway Reliability, and Emission Reductions. KYTC provided updated non-safety targets in October 2020. Safety targets are reported through the Highway Safety Plan submitted to NHTSA by June 30 each year and the HSIP Annual Report submitted to FHWA by August 31 each year starting in 2017.

The summary below includes performance measures for asset management, system performance, and congestion mitigation and air quality (CMAQ). The subject performance measures have been coordinated with the nine Metropolitan Planning Organizations as various times through the past year.

<b>Asset Management</b>	<b>Target</b>	
<i>Pavement Performance</i>	2 Yr	4 Yr
% Good Interstate	50.0%	50.0%
% Poor Interstate	4.0%	4.0%
% Good Non-Interstate NHS	35.0%	35.0%
% Poor Non-Interstate NHS	6.0%	6.0%
<i>NHS Bridge Performance</i>		
% Good Condition by Deck Area	27.0%	27.0%
% Poor Condition by Deck Area	3.6%	3.6%
<b>System Performance</b>	<b>Target</b>	
<i>Level of Travel Time Reliability (LOTTR)</i>	2 Yr	4 Yr
% Reliable Interstates	93.0%	93.0%
% Reliable Non-Interstate NHS		82.5%
<i>Truck Travel Time Index (TTTR)</i>	1.3	1.3
<b>Congestion Mitigation and Air Quality (CMAQ)</b>		
OKI Regional Council of Governments		
Peak Hours of Excessive Delay (PHED-hrs)		12.0
Non-Single Occupancy Vehicles (SOV) Travel	17.4%	17.4%
Emissions Measure		
VOC	48	48
NO <sub>x</sub>	36	36

### **Safety**

The safety performance metrics include five measures – number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of

serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. Annual state targets are established for these five performance measures through a collaborative effort involving the Kentucky Office of Highway Safety (KOHS) and the Highway Safety Improvement Program (HSIP). Performance measures are evaluated using a five-year rolling average and are reported to both NHTSA and FHWA. KOHS and HSIP share identical safety performance targets for the following metrics: number of fatalities, rate of fatalities, and number of serious injuries. HSIP includes two additional safety performance targets for rate of serious injuries and number of non-motorized fatalities/serious injuries.

Metropolitan Planning Organizations (MPOs) are also required to set targets for the five HSIP safety performance measures. To provide MPOs with flexibility, MPOs may support all the state targets, establish their own specific numeric targets for all of the performance measures, or any combination.

KYTC's most recent target setting efforts focused on the 2021 calendar year and resulted in the following safety targets for Kentucky:

<u>Safety Performance Measure</u>	<u>2021 Target</u>
Number of Fatalities	720
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.50
Number of Serious Injuries	2,590
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	5.40
Number of Non-motorized Fatalities and Non-Motorized Serious Injuries	285

### **Asset Management**

The asset management performance metrics include pavement condition and bridge condition for the National Highway System (NHS). Both metrics require 2- and 4- year targets. Each metric reports the percentage of the system in “Good” and “Poor” condition with minimum condition levels for both bridge and pavement condition. KYTC submitted its Transportation Asset Management Plan (TAMP) in June 2018 in accordance with MAP-21 and FAST ACT requirements. In June 2020, an implementation progress report was provided to FHWA in outlining KYTC efforts to align investments with the TAMP.

### **System Performance**

Targets required to be set at the state level include Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability Index (TTTR). LOTTR measures the percent of reliable occupancy-weighted vehicle-miles traveled on Interstates and non-Interstate National Highway System routes. TTTR indicates the additional factor of time beyond the average travel time that freight movers must factor into delivery times to ensure on-time delivery 95% of the time. Both metrics require 2- and 4- year targets.

### **Congestion Mitigation and Air Quality (CMAQ)**

MPOs with an urbanized area population greater than 1 million that are in maintenance or non-attainment for air quality must report per-capita Peak Hours of Excessive Delay (PHED), percent non-SOV travel and CMAQ funded emissions reductions. Currently the only area in Kentucky subject to this requirement is the Cincinnati-Northern Kentucky urbanized area; the designated MPO for this area is the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). In addition to the statewide targets, some targets are specific to the urbanized area and are reported by each state (Kentucky and Ohio). However, beginning with the performance period that begins on January 1, 2022, and all subsequent performance periods thereafter, State DOTs, with mainline highways on the NHS that cross any part of an urbanized area with a population more than 200,000 within its geographic State boundary and that urbanized area contains any part of a nonattainment or maintenance area for any one of the criteria pollutants, as specified in § 490.703, shall establish targets for the CMAQ Traffic Congestion measures specified in § 490.707(a) and (b).

The designation of nonattainment or maintenance areas shall be determined based on the effective date of U.S. EPA's designation under the NAAQS in 40 CFR part 81, as of the date 1 year before the State DOT Baseline Performance Period Report is due to FHWA.



# **APPENDIX A**

## **EXHIBITS A-1 THROUGH A-11**



**EXHIBIT A – 1**

**STATE CERTIFICATION LETTERS**





COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

Andy Beshear  
GOVERNOR

Capitol Building, Suite 100  
700 Capitol Avenue  
Frankfort, KY 40601  
(502) 564-2611  
Fax: (502) 564-2517

April 8, 2020

Secretary Jim Gray  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, Kentucky 40601

Re: Delegation of Transportation Planning Approvals

Dear Secretary Gray,

I hereby delegate to you my approval authority for the following actions:

- Statewide Transportation Improvement Programs and Amendments;
- Metropolitan Transportation Improvement Programs and Amendments;
- Metropolitan Transportation Plans and Amendments;
- Designation of Metropolitan Planning Organizations; and
- Annual Certification of Public Road Mileage.

I authorize you to act on my behalf to ensure that Kentucky's transportation planning efforts are accomplished as directed by federal transportation law.

Sincerely,

A handwritten signature in blue ink, appearing to read "A Beshear".

Andy Beshear  
Governor

# KENTUCKY

## Transportation Planning Process Certification

In accordance with 23 CFR 450.220 (a), the Kentucky Transportation Cabinet hereby certifies that, to the best of its knowledge and belief, the federally required transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
Jim Gray  
Secretary of Transportation

8/3/2020  
Date



COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET  
transportation.ky.gov

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

August 4, 2020

Mr. Todd Jeter  
Division Administrator  
Federal Highway Administration  
330 West Broadway  
Frankfort, Kentucky 40601

Subject: Certification Regarding Debarment, Suspension,  
and Other Responsibility Matters – Primary Covered Transactions

Dear Mr. Jeter:

The Kentucky Transportation Cabinet hereby certifies, to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency.
- (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification.
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (federal, state, or local) terminated for cause or default.

Cordially,

A handwritten signature in blue ink, appearing to read "Jim Gray".

Jim Gray  
Secretary

JG:RBR:SAC

c: James Ballinger, State Highway Engineer  
Ron Rigney, Director, Program Management



COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET

transportation.ky.gov

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

August 4, 2020

Mr. Todd Jeter  
Division Administrator  
Federal Highway Administration  
330 West Broadway  
Frankfort, Kentucky 40601

Subject: Certification for Grants, Loans, and Cooperative Agreements

Dear Mr. Jeter:

The Kentucky Transportation Cabinet hereby certifies, to the best of its knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the Kentucky Transportation Cabinet, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract grant, loan, or cooperative agreement, the Kentucky Transportation Cabinet will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Kentucky Transportation Cabinet has required that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Cordially,

A handwritten signature in blue ink, appearing to read "Jim Gray".

Jim Gray  
Secretary

JG:RBR:SAC

c: James Ballinger, State Highway Engineer  
Ron Rigney, Director, Program Management



ANDY BESHEAR  
GOVERNOR



GERINA D. WHETHERS  
SECRETARY

**MEMORANDUM**

**TO:** All Executive Branch State Employees  
**FROM:** Gerina D. Whethers, Secretary  
**DATE:** August 23, 2021  
**SUBJECT:** Drug-Free Workplace

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The federal statute governing drug-free workplace requirements for federal grant recipients requires recipients of federal funds to certify that they have met requirements designed to promote a drug-free workplace (41 U.S.C. § 8103). In compliance with this Act, and at the discretion of the Governor, all state employees are notified that:

- A. The unlawful manufacture, distribution, dispensing, possession, or use of any controlled substance is strictly prohibited in the workplace.
- B. The Personnel Cabinet will continue to improve drug-free awareness programs through employee assistance and, in cooperation with state agencies, to eradicate the dangers that drugs in the workplace create for our employees. State-supported health insurance provides coverage for employees referred to or seeking treatment for drug and alcohol-related problems.
- C. Compliance with drug-free workplace requirements is a condition of continued employment with state government for all state employees. Each employee is obligated to report any conviction he or she receives as a result of a violation of any criminal drug statute occurring in the workplace within five (5) days after such conviction. Such a report is to be made to the employee's appointing authority and is required by federal law. Failure of any employee to report his or her conviction to the appointing authority may result in disciplinary action. The agency is obligated to report such conviction to the federal grantor within ten (10) days after it receives notice.
- D. Employees found to be in violation of drug-free workplace requirements may face disciplinary action by the appointing authority up to and including dismissal, in accordance with state law, or may be required to satisfactorily participate in a drug abuse assistance or treatment program.

Please contact your agency Human Resources Office with any questions concerning this directive.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

May 29, 2019

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Amanda Ratliff Spencer, P.E.  
Director of Planning  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor  
Frankfort, Kentucky 40622

Dear Mrs. Spencer:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the following document and found the proposed activities eligible for federal planning funds under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 2 CFR § 200, 23 CFR § 420 and 23 CFR§ 450.

Planning Work Program  
SP 0020 (016)  
(2020 SPR Work Program - Subpart A)

The work program should be administered in accordance with the provisions of 2 CFR § 200 and 23 CFR § 420. The effective funding period is from June 16, 2019 – June 15, 2020. Authorization of this work is subject to the availability of funds.

Prior approval is required for the following changes to the SPR Work Program:

- Budgetary changes,
- Increase in federal funds,
- Cumulative transfer among already approved work program line items of 10% of the total federal funds or \$100,000,
- Programmatic changes,
- Change in the scope or objectives of activities (e.g., adding or deleting items),
- Extending the period of performance past the approved work program period,
- Transferring substantive programmatic work to a third party (e.g., consultant work not identified in the original work program), and/or
- Capital expenditures including purchase of equipment.

There are two additional program monitoring and reporting requirements associated with the SPR Work Program, an independent audit and an annual performance and expenditure report.

The Single Audit Act of 1984, subsequent amendments, and corresponding regulations, required an annual audit require that an independent audit be completed of any non-federal entity expending \$500,000 or more in Federal funds from all sources in a fiscal year. (2 CFR § 200).

The annual performance and expenditure report is required to be submitted within 90 days after the end of the report period. The report may be more frequent if deemed necessary by FHWA. [23 CFR 420.117 (b) and (c)].

We appreciate the work that went into the development of this work program and thank you for working with our office to make improvements.

Sincerely yours,

A handwritten signature in cursive script that reads "Bernadette Dupont".

Bernadette Dupont  
Transportation Specialist

cc: Aviance Webb, FTA-R4



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

May 08, 2019

330 West Broadway  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mrs. Amanda R. Spencer, P.E.  
Director  
Division of Planning  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor  
Frankfort, KY 40622

Dear Mrs. Spencer:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, have reviewed the following Metropolitan Planning Organization's (MPO) Unified Planning Work Programs (UPWP) and found their proposed activities eligible for federal planning funds.

2020 Bowling Green-Warren County MPO UPWP	(Policy Committee approval on 04/08/19)
2020 Cincinnati Area MPO UPWP	(Board of Directors approval on 04/11/19)
2020-2021 Clarksville Area MPO UPWP	(Executive Board approval on 07/18/19)
2019 & 2020 Evansville MPO UPWP	(Policy Committee approved on 03/14/19)
2020 KYOVA MPO UPWP	(Policy Board authorization on 03/01/19)
2020 Lexington Area MPO UPWP	(Policy Committee adoption on 04/24/19)
2020 Louisville/Jefferson County MPO UPWP	(Policy Committee approval on 04/25/19)
2020 Owensboro-Daviess County MPO UPWP	(Policy Committee approval on 04/09/19)
2020 Radcliff/Elizabethtown MPO UPWP	(Policy Committee approval on 04/11/19)

We appreciate the effort that went into the development of these work programs and thank you and your staff for working with our office to make improvements.

Sincerely,

Bernadette Dupont  
Transportation Specialist

By e-mail

cc: Aviance Webb, FTA-R4  
Ron Rigney, KYTC – Program Management  
Eric Perez, KYTC – Transportation Delivery  
Ben Peterson – BWG  
Mark Policinski – CIN  
Jeffrey Tyndall – CLK  
Seyed Shokouhzadeh – EVN  
Chris Chiles – KYO  
Jim Duncan – LEX  
Jarrett Haley – LOU  
Jiten Shah – OWN  
Michael Burress - REZ



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

May 5, 2020

330 West Broadway  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. Mikael Pelfrey, P.E.  
Acting Director  
Division of Planning  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor  
Frankfort, KY 40622

Dear Mr. Pelfrey:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the following Metropolitan Planning Organization's (MPO) Unified Planning Work Programs (UPWP) and found their proposed activities eligible for federal planning funds.

2021 Bowling Green-Warren County MPO UPWP  
Policy Committee approval on 04/28/20

2021 Cincinnati Area MPO UPWP  
Board of Directors approval on 04/09/20

2020-2021 Clarksville Area MPO UPWP  
Executive Board approval on 07/18/19; Amended 03/05/20

2021 & 2022 Evansville MPO UPWP  
Policy Committee approved on 03/12/20

2021 KYOVA MPO UPWP  
Policy Board authorization on 02/21/20

2021 Louisville/Jefferson County MPO UPWP  
Policy Committee approval on 04/23/20

2021 Radcliff/Elizabethtown MPO UPWP  
Policy Committee approval on 04/30/20

The following UPWPs are found eligible contingent upon MPO Policy Board approval.

Mr. Pelfrey, P.E.  
Page 2

2021 Owensboro-Daviess County MPO UPWP  
anticipated Policy Committee approval 06/30/20

2021 Lexington Area MPO UPWP  
anticipated Policy Committee adoption on 06/24/20

We appreciate the effort that went into the development of these work programs and thank you and your staff for working with our office to make improvements.

Sincerely,

*Bernadette Dupont*

Bernadette Dupont  
Acting Team Leader  
Environment, Planning, & Systems Performance Team

cc: Aviance Webb, FTA-R4  
Ron Rigney, KYTC – Program Management  
Eric Perez, KYTC – Transportation Delivery  
Ben Peterson – BWG  
Mark Policinski – CIN  
Jeffrey Tyndall – CLK  
Seyed Shokouhzadeh – EVN  
Chris Chiles – KYO  
Jim Duncan – LEX  
Jarrett Haley – LOU  
Joanna Shake – OWN  
Michael Burress - REZ

# METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and Bowling Green-Warren County Metropolitan Planning Organization (MPO) for the Bowling Green and Warren County Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area. Further, the Kentucky Transportation Cabinet and the Bowling Green-Warren County MPO certify that the transportation planning process is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bowling Green-Warren County MPO

  
Signature

MPO Coordinator  
Title

9/30/2019  
Date

Kentucky Transportation Cabinet

  
Signature

Chief District Engineer  
Title

10/2/2019  
Date



# FY2020-FY2023 Transportation Improvement Program

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Clarksville Urbanized Area Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Clarksville, TN-KY urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature:   
Print Name: Mayor Joe Pitts  
Title: MPO Executive Board Chairman

Date: 10-31-19

  
Ronnie Porter  
Director, TDOT Program Development &  
Administration Division

Date: 10/30/19

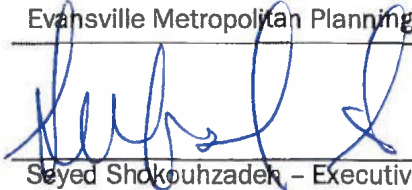
## TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Evansville Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In February 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted an on-site certification review of the Evansville MPO urban transportation planning process. FHWA and FTA issued a subsequent finding that the Evansville MPO was fully certified as meeting all pertinent requirements.

Evansville Metropolitan Planning Organization



Seyed Shokouhzadeh - Executive Director

6/24/19

Date

Indiana Department of Transportation



Roy S. Nunnally - Director,  
Technical Planning & Programming

JUNE 23, 2019

Date

Figure 20: Indiana Metropolitan Transportation Planning Process Certification

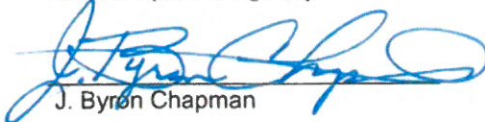
**Figure 2  
Self-Certification  
Indiana**

**Metropolitan Transportation Planning Process Certification**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation (INDOT) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

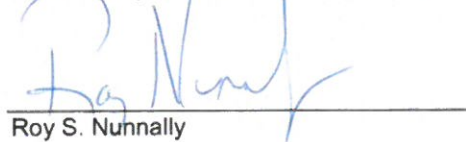
**Kentuckiana Regional Planning  
& Development Agency**

  
J. Byron Chapman

Chairman, TPC  
Title

7-6-2017  
Date

**Indiana Department of Transportation**

  
Roy S. Nunnally

Director  
INDOT Technical Planning and Programming  
Title

7/18/17  
Date

Figure 21: Kentucky Metropolitan Transportation Planning Process Certification

**Figure 3  
Self-Certification  
Kentucky**

**Metropolitan Transportation Planning Process Certification**

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning  
& Development Agency**

  
J. Byron Chapman

Chairman, TPC  
Title

7-6-2017  
Date

**Kentucky Transportation Cabinet**

  
Matt Bullock

Executive Director KYTC District 5  
Title

7-13-17  
Date

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the West Virginia Department of Transportation and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington WV-KY-OH urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

KYOVA Interstate Planning Commission

Chris M. Chiles  
Signature

Executive Director  
Title

2/24/2020  
Date

West Virginia Department of Transportation

James Whitton, P.E.  
Signature

Deputy Commissioner  
Title

3/30/2020  
Date

**RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE  
OF THE  
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION  
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING  
PROCESS**

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet (KYTC) to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C 5303;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the "FAST-ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in June, 2015, and issued a subsequent finding that the Lexington Area MPO was fully certified as meeting all pertinent requirements; and


THEREFORE BE IT RESOLVED, that the Lexington Area MPO Policy Committee at its regular public meeting of August 24, 2016 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

  
\_\_\_\_\_  
Judge David West, TPC Chair;  
Lexington Area Metropolitan Planning Organization

August 24, 2016  
DATE

  
\_\_\_\_\_  
Barry House, MPO Policy Committee Representative for  
Kentucky Transportation Cabinet

August 24, 2016  
DATE

I hereby certify that the foregoing legal requirements have been met as certified by the U.S. Department of Transportation in June of 2015. Max D. Conyers, Lexington Area MPO Director  August 24, 2016

## RESOLUTION

OF THE BOARD OF DIRECTORS OF THE  
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING CERTIFICATION OF THE  
URBAN TRANSPORTATION PLANNING PROCESS

**WHEREAS**, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana, acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and Indiana Department of Transportation (INDOT) in cooperation with locally elected officials in the Cincinnati, Middletown urbanized areas as evidenced in the Agreement, number 3206, between ODOT and OKI dated July 1, 1979 and the Agreement between KYTC and OKI dated July 1, 1983 encompassing the Counties of Butler, Clermont, Hamilton and Warren in the State of Ohio, and Boone, Campbell and Kenton in the Commonwealth of Kentucky and Dearborn County, Indiana; and

**WHEREAS**, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO, ODOT, KYTC and INDOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

**WHEREAS**, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 USC 5303, and 23 CFR Part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting the discrimination on the basis of age in program and activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and



**WHEREAS**, the United States Department of Transportation conducted an on-site certification review at the Ohio-Kentucky-Indiana Regional Council of Governments offices in December 2016, and issued a subsequent finding, including three commendations, that the Ohio-Kentucky-Indiana Regional Council of Governments was fully certified as meeting all pertinent requirements: Now, therefore,

**BE IT RESOLVED** that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 9, 2020 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

A handwritten signature in blue ink, reading "Kris Knochehlmann", with a long horizontal flourish extending to the right.

---

**KRIS KNOCHELMANN, PRESIDENT**

4/9/20  
rwk

### METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Owensboro-Daviess County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Owensboro-Daviess County MPO

Hammond Stutzman  
Signature

Mayor of Owensboro  
Title

1/29/2019  
Date

Kentucky Transportation Cabinet

Monetra Anderson  
Signature

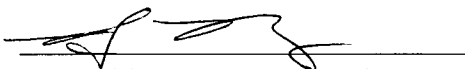
Executive Director  
Title

1/29/19  
Date

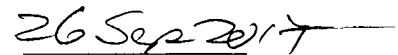
## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Radcliff/Elizabethtown Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Honorable Harry L. Berry, Chairman  
Radcliff/Elizabethtown Metropolitan Planning Organization



DATE



Paul Sanders, Chief District Engineer  
Kentucky Transportation Cabinet, District 4



DATE



## **EXHIBIT A – 2**

# **PUBLIC INVOLVEMENT PROCESS FOR STIP AND STATEWIDE TRANSPORTATION PLANNING**





## **THE KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS**

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**For Statewide Transportation Planning and Project Delivery:  
Interested Parties, Public Involvement, and Consultation Process**

# **2016**

## Table of Contents

<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>2. INTERESTED PARTIES.....</b>	<b>6</b>
<b>3. PUBLIC INVOLVEMENT PROCESS .....</b>	<b>8</b>
<b>3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS .....</b>	<b>8</b>
<b>3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS .....</b>	<b>10</b>
<b>3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS .....</b>	<b>12</b>
<b>3.3.1 KYTC Interested Parties, Public Involvement and Consultation Process Documents.....</b>	<b>13</b>
3.3.1-1 New LRSTP and/or STIP .....	13
3.3.1-1.1 For the LRSTP, the following apply:.....	20
3.3.1-1.2 For the STIP, the following apply:.....	21
3.3.1-2 Revisions to the LRSTP and/or STIP .....	21
3.3.1-2.1 Administrative Modifications to STIP .....	23
3.3.1-2.2 Amendments to the STIP.....	23
<b>4. CONSULTATION PROCESS .....</b>	<b>28</b>
<b>4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS.....</b>	<b>30</b>
<b>5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE.....</b>	<b>30</b>
<b>5.1 PROJECT DEVELOPMENT.....</b>	<b>33</b>
<b>5.1.1 Corridor or Area Transportation Planning Studies .....</b>	<b>35</b>
<b>5.1.2 Design, Right-of-Way Acquisition and Utility Relocation .....</b>	<b>35</b>



**2016 KYTC PUBLIC INVOLVEMENT PROCESS FOR STATEWIDE TRANSPORTATION PLANNING AND PROJECT DELIVERY**

**5.2 PROJECT DELIVERY AND PRESERVATION .....37**  
    **5.2.1 Construction .....37**  
    **5.2.2 Operations and Maintenance .....38**  
**5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE .....38**  
**6. CONTACT INFORMATION .....39**  
**APPENDIX A .....41**

**List of Figures**

**1. INTRODUCTION ..... 1**  
    Figure 1.0-1 – KYTC Transportation Project Life Cycle .....2  
    Figure 1.0-2 – Public Involvement with STIP, LRSTP and Consultation Process .....3  
    Figure 1.0-3 – Public Involvement Objectives .....5  
**2. INTERESTED PARTIES .....6**  
    Figure 2.0-1 – Public Involvement Sources.....7  
**3. PUBLIC INVOLVEMENT PROCESS .....8**  
    **3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS .....8**  
        Figure 3.1-1 – Kentucky Area Development District Offices and Boundary Map .....9  
    **3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS .....10**  
        Figure 3.2-1 – Kentucky Metropolitan Planning Organization Offices and Boundary Map .....11  
    **3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS .....12**  
        Figure 3.3-1 – What is the LRSTP .....14  
        Figure 3.3-2 – The LRSTP Connection .....14

**2016 KYTC PUBLIC INVOLVEMENT PROCESS FOR STATEWIDE TRANSPORTATION PLANNING AND PROJECT DELIVERY**

Figure 3.3-3 – What is the STIP ..... 15

Figure 3.3-4 – The STIP Connection ..... 16

Figure 3.3-5 – The STIP Process and Public Involvement ..... 18

Figure 3.3-6 – The LRSTP Process and Public Involvement ..... 19

Figure 3.3-7 – STIP Revision Types..... 22

Figure 3.3-8 – Differences between STIP Revision Types ..... 24

Figure 3.3-9 – Requirements between STIP Revision Types..... 25

Figure 3.3-10 – STIP Public Involvement Process for Different Revision Types ..... 27

**4. CONSULTATION PROCESS ..... 28**

    Figure 4.0-1 – Public Involvement in the Consultation Process ..... 29

**4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS..... 30**

**5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE..... 30**

    Figure 5.0-1 – Transportation Phases of Project Life Cycle ..... 31

    Figure 5.0-2 – KYTC Project Development and Delivery Process ..... 32

**5.1 PROJECT DEVELOPMENT..... 33**

        Figure 5.1-1 – Kentucky Highway District Offices and Boundary Map..... 34

**5.2 PROJECT DELIVERY AND PRESERVATION ..... 37**

**5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE ..... 38**

**6. CONTACT INFORMATION ..... 39**

**KENTUCKY TRANSPORTATION CABINET  
THE PUBLIC INVOLVEMENT PROCESS  
FOR STATEWIDE TRANSPORTATION PLANNING AND PROJECT DELIVERY:  
Interested Parties, Public Involvement, and Consultation Process**

**1. INTRODUCTION**

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Long Range Statewide Transportation Plan (LRSTP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Congressional Acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.210 for “Interested Parties, Public Involvement, and Consultation” processes by providing opportunities for public review and comment at key decision points.

Within this document, the KYTC has established the following procedures to cover the LRSTP, the STIP, the Consultation Process, and the development and delivery of transportation improvements. The work that the KYTC conducts in pursuing its mission through project development and delivery moves in a continuous life cycle rather than a linear path. This process links the four main areas of transportation system development and maintenance as shown in **Figure 1.0-1** -- planning, design, construction, and operations -- to deliver a safe, efficient, environmentally sound and fiscally responsible transportation system that facilitates safe and efficient movement of people and goods.

A knowledge-driven process based upon valid, broad-based input is essential to the effective decision-making required to address the maintenance and improvement of Kentucky’s transportation system. This input comes from political, public and technical sources as graphically displayed in **Figure 1.0-2**.

Analysis of the existing system’s form and function as well as the impacts of anticipated improvements is the primary source of technical input. Political input includes guidance, as well as financial support, from state and national political leadership. Public input is generated from all users of the system, including those citizens in communities which are directly affected by proposed improvements.

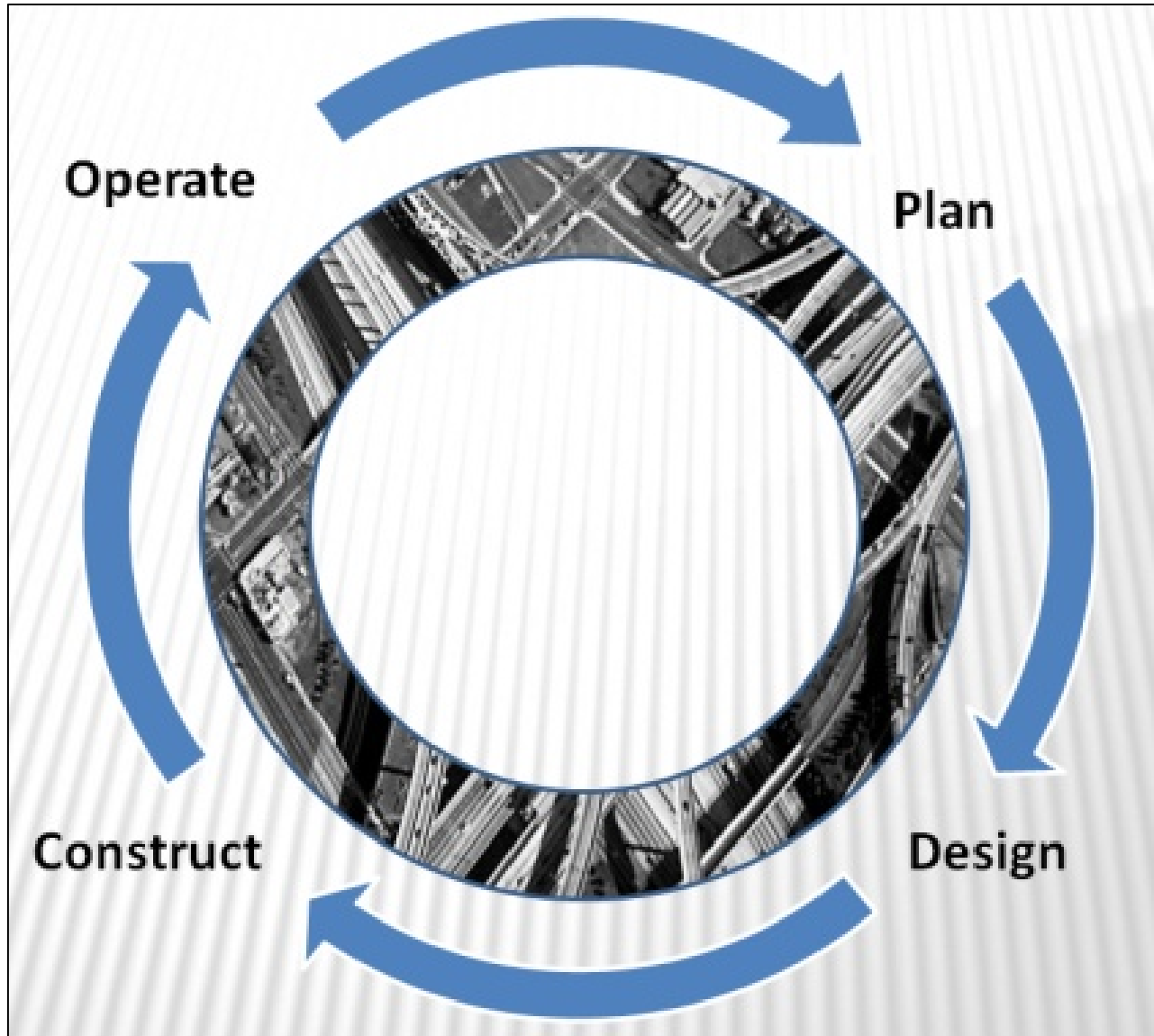


Figure 1.0-1 - KYTC Transportation Project Life Cycle

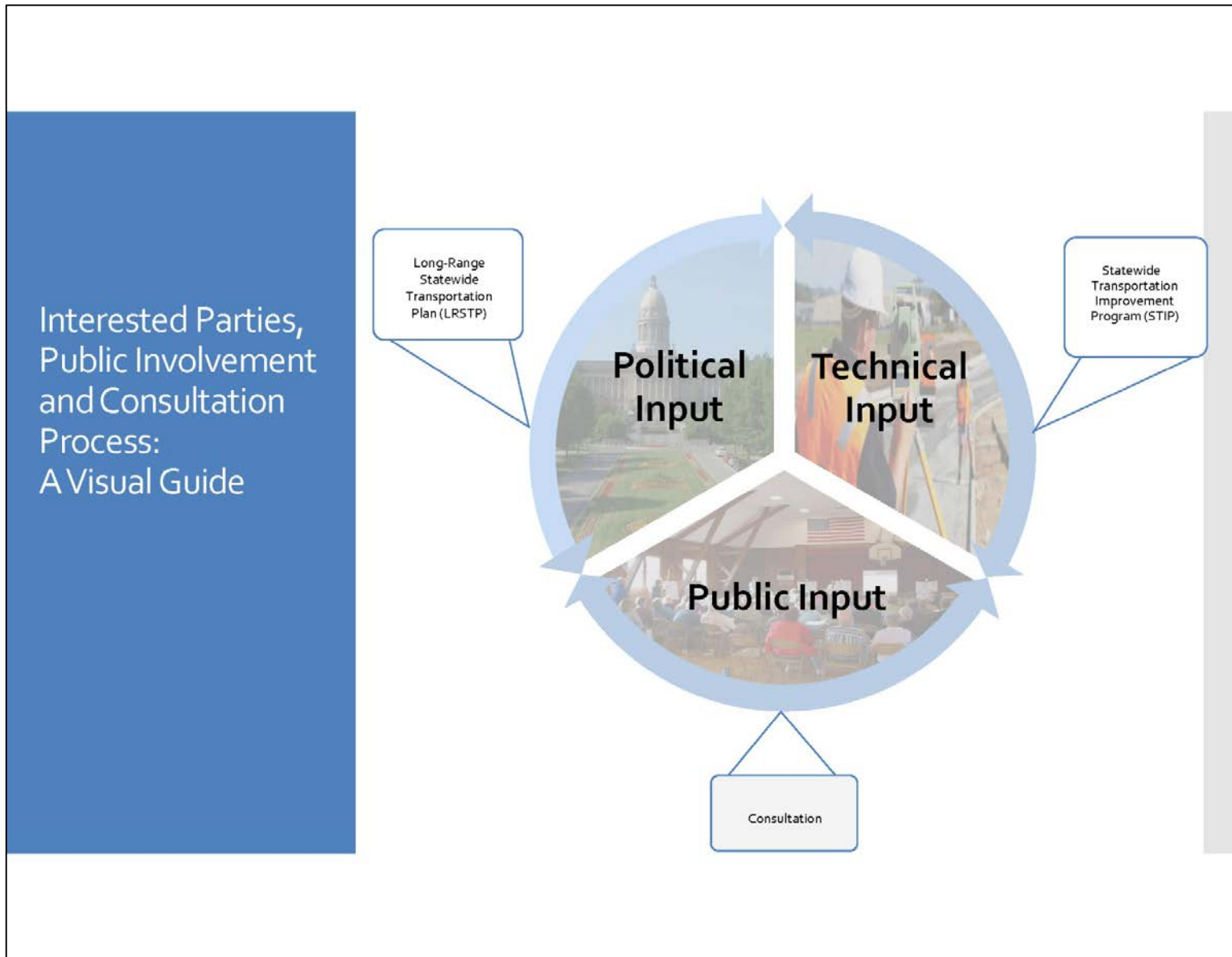


Figure 1.0-2 – Public Involvement with STIP, LRSTP and Consultation Process

The Public Involvement Process goal is to provide Kentuckians the opportunity to aide in the identification of transportation needs and priorities, the planning for how to meet those needs and priorities, and the development and delivery of transportation projects to turn those plans into realized improvements to the transportation system. In order to achieve this goal, the following public involvement objectives should be followed:

- “Identify” the affected population, particularly in the traditionally underserved communities, with consideration for their strengths and challenges.
- “Invite” these citizens to participate in the planning process.
- “Inform” the public of the planning and the project development processes for transportation needs.
- “Involve” the affected community during the planning and project development and delivery process so that concerns and needs can be expressed.
- “Improve” the participation process by measuring the success of public participation and incorporate those “lessons learned” into future efforts.

The connection of these objectives also known as the “Five I’s of Public Involvement” is shown visually in **Figure 1.0-3**.

These procedures include the identification of interested parties, the use of Area Development District(s) (ADD), Metropolitan Planning Organization(s) (MPO), KYTC Central Office and KYTC Highway District Office(s) (HDO), where applicable, to assist in engaging the public, through the consultation process for the identification and prioritization of transportation needs. Located within this document in **Appendix A** is a visual interpretation of the diversity of the state’s population (demographics) as it relates to public involvement activities.

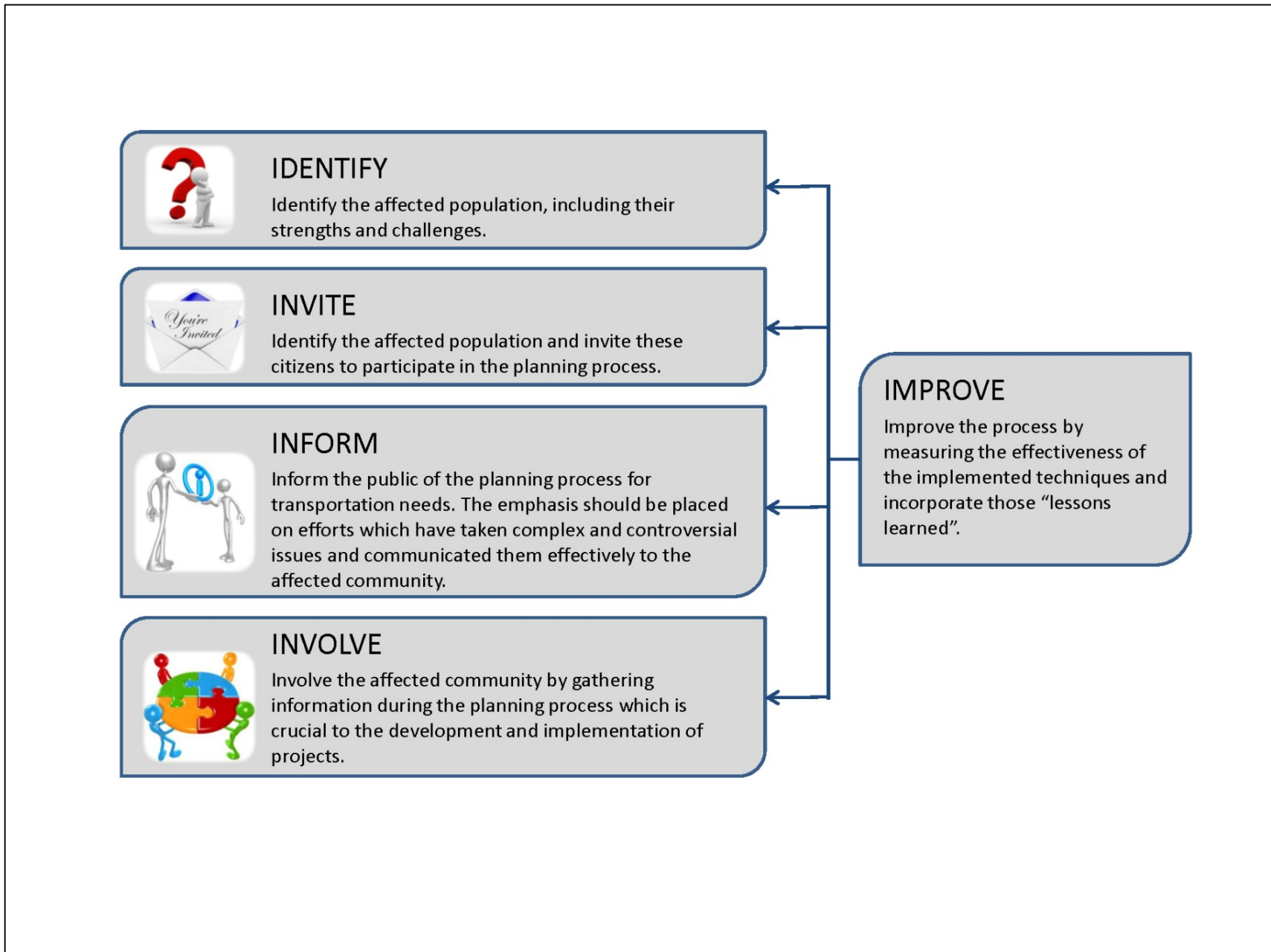


Figure 1.0-3 – Public Involvement Objectives

## **2. INTERESTED PARTIES**

The KYTC LRSTP and the KYTC STIP are developed with the mission to provide a safe, secure, and reliable transportation system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and the economic vitality of the Commonwealth of Kentucky.

The entire process is developed with a spirit of cooperation by working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), local city and county governmental agencies, and other interested parties located throughout the Commonwealth of Kentucky.

The entire planning process and the identification of transportation needs throughout the Commonwealth, utilizes input from the KYTC Central Office Divisions, the 12 KYTC HDOs, city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from a variety of sources such as:

- Citizens,
- Affected public agencies,
- Representatives of public transportation employees,
- Freight shippers,
- Providers of private transportation services,
- Representatives of the disabled,
- Representatives of users of pedestrian walkways and bicycle transportation facilities,
- Representatives of users of public transportation,
- Providers of freight transportation services,
- Other interested parties.

A visual interpretation of possible public involvement sources of input into planning and project delivery are shown in **Figure 2.0-1**.



**Input is what fuels the process!**  
Sources of input into the project identification, prioritization and development process



Figure 2.0-1 – Public Involvement Sources

### **3. PUBLIC INVOLVEMENT PROCESS**

The KYTC is working in concert with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments throughout the LRSTP and STIP document development, the consultation process as well as the project identification, prioritization, development, and delivery process.

#### **3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS**

Kentucky has fifteen ADDs, and they are represented graphically in **Figure 3.1-1**.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the ADDs. Each ADD documents their process and those documents may be available on the individual ADD Office website as well as being made available upon request.

In addition, a "transportation committee" for the area has been established. The membership of this committee includes a diverse group of interests that impact or are impacted by the transportation system. These committees are charged with setting goals and objectives for the regional transportation system; evaluating the transportation systems; identifying needs; and evaluating, prioritizing, and ranking transportation needs every two years as input to Kentucky's transportation project selection process. Efforts are made in establishing these committees to identify and involve the underserved populations, such as low-income and minority households, to ensure that their needs are considered.

ADD Transportation Committee meetings are held several times each year to continually evaluate the regional transportation system and to educate committee members about the statewide transportation planning process and current transportation issues and projects.

The ADDs may attend public meetings and various civic meetings to discuss the statewide transportation planning process and to solicit direct input from interested individuals or groups at key decision points as required. Minutes of committee meetings and public meetings are maintained. These minutes are available upon request and are posted on the websites of the ADD and MPO offices. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

Each ADD incorporates members with a specific interest in highway safety on their transportation committees to ensure that safety-conscious planning is continually incorporated into the transportation planning process.

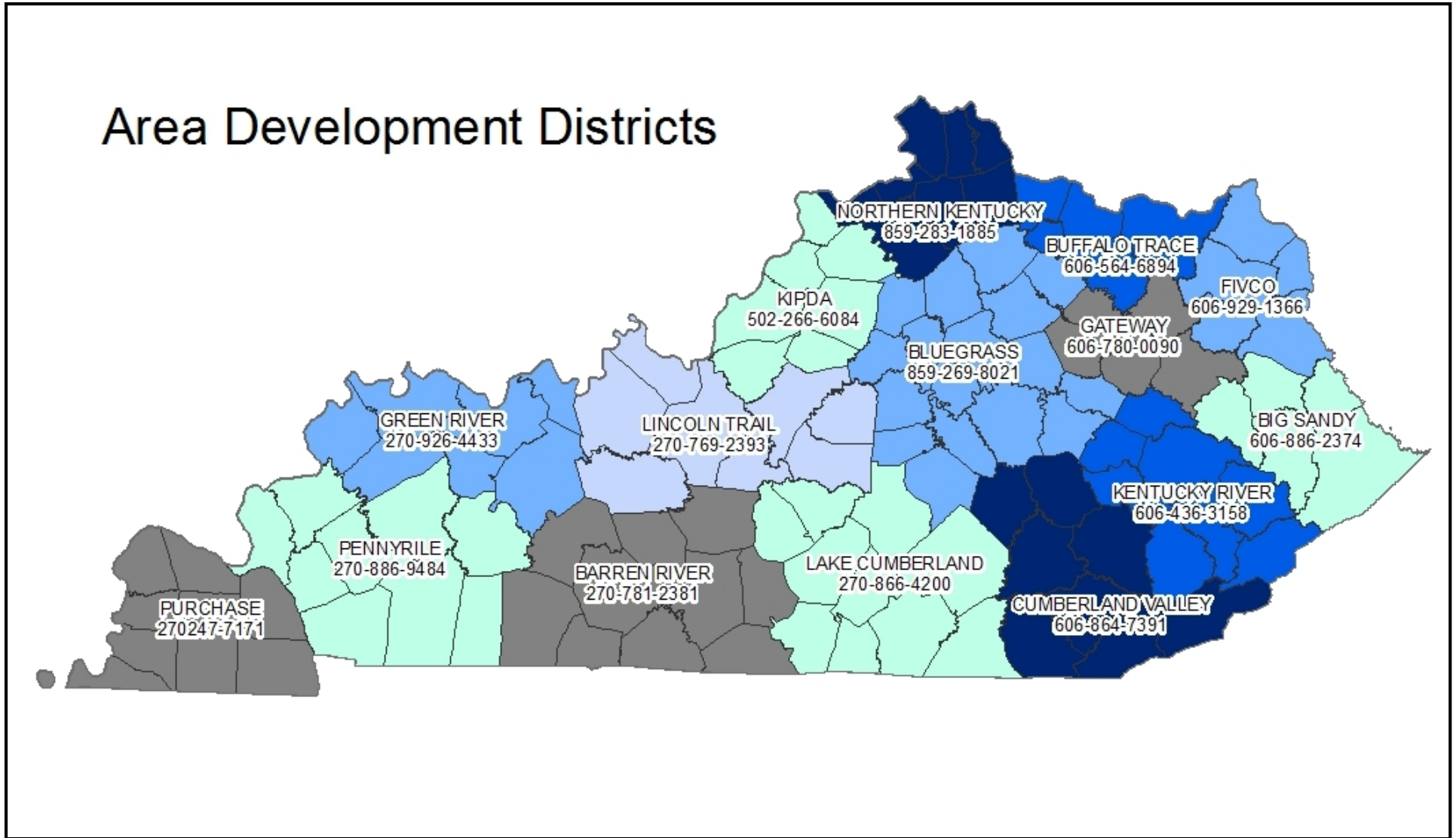


Figure 3.1-1 – Kentucky Area Development District Offices and Boundary Map

### **3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS**

Kentucky consists of nine MPOs, and they are represented graphically in **Figure 3.2-1**.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the MPOs in the development of their respective Metropolitan Transportation Plans (MTPs) and their Transportation Improvement Programs (TIPs). All activity pursuant to development of the MPOs TIPs is considered part of the STIP and complies with 23 CFR 450.324 "Development and Content of the Transportation Improvement Program (TIP)." In addition, each MPO is required to develop a Public Participation Plan that defines reasonable opportunities for interested parties to be involved in the MPO transportation planning process. MPO documents are available electronically on the respective MPO's web pages, as well as being available upon request.

MPO meetings are held several times each year to continually evaluate the metropolitan transportation system and to educate committee members about the metropolitan transportation planning process and current transportation projects and issues. The MPO members may attend various civic meetings to discuss the metropolitan planning process and to solicit direct input from interested individuals and groups. Minutes of committee meetings are maintained, are available upon request, and may be posted on the MPO web pages. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

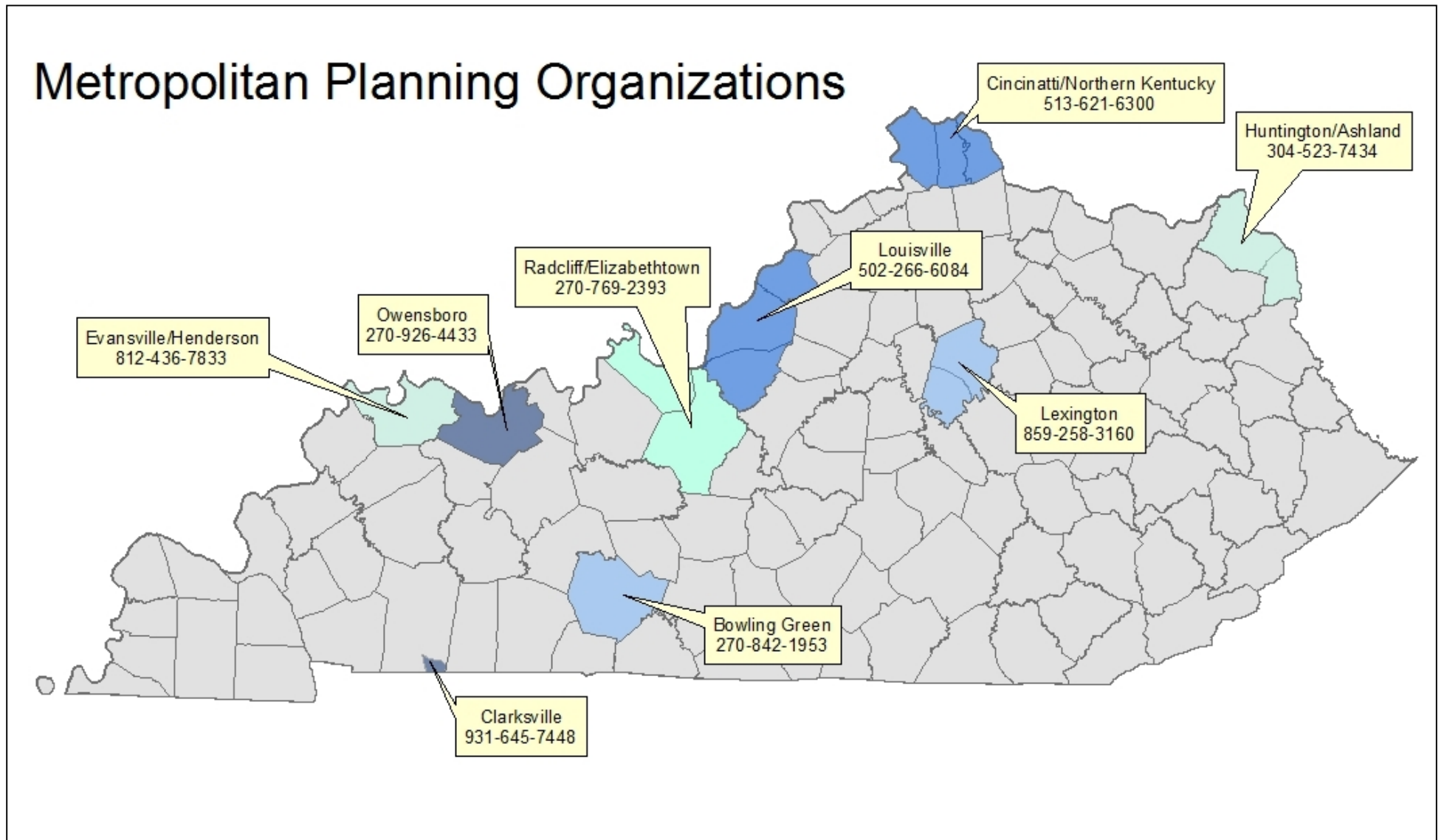


Figure 3.2-1 – Kentucky Metropolitan Planning Organization Offices and Boundary Map

### **3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS**

In carrying out the statewide transportation planning process, including development of the LRSTP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

Through assistance from the ADDs and MPOs, the KYTC will pursue appropriate measures to reach the general public including those traditionally underserved within the state. The ADDs, MPOs, and the KYTC may hold public meetings in places where these populations are comfortable gathering. As citizen concentrations are identified, the KYTC will include a process for seeking out and considering the needs of those traditionally underserved. The notices concerning public review and comments on the LRSTP and the STIP shall be advertised within statewide, significant regional and demographically targeted newspapers as appropriate. The notices for public review and comments may be advertised within statewide and/or regional newspapers including the following:

- Ashland Independent
- Bowling Green Daily News
- Covington Kentucky Enquirer
- Lexington-Herald Leader
- Louisville Courier-Journal
- Owensboro Messenger Inquirer
- Paducah Sun
- Somerset Commonwealth Journal
- Others as appropriate

Based upon the demographic diversity of the state as indicated through an analysis of the most recent United States Census Bureau data and applicable American Community Survey (ACS) data, as shown in Appendix A, efforts will be made for an effective outreach to the broad spectrum of citizens across Kentucky. This effort will include outreach to our traditionally underserved populations, specifically targeted to Environmental Justice (EJ) populations based upon low income, minority status, and low English proficiency.

To reach minority or underserved populations within the state, notices may be published in the following:

#### Minority Newspapers

- Cincinnati Herald
- Key News Journal – Lexington
- Louisville Defender
- Others as appropriate

#### Spanish Newspapers

- Al Dia en America – Louisville
- La Jornada Latina - Cincinnati
- La Voz de Kentucky – Lexington
- Others as appropriate

These newspaper advertisements will specify the number of calendar days for the public review and comment period, will identify an individual to whom comments can be sent, and will inform the public of the appropriate web site address. The KYTC will consider other accommodations upon request as required.

Minority radio stations may also be considered, as appropriate, in addition to the national, state and regional radio stations with the largest coverage areas. Some of these minority radio stations to consider are listed as follows:

<u>Call Letters</u>	<u>Band</u>	<u>Frequency</u>	<u>City of License</u>	<u>State of License</u>	<u>Primary Format</u>
WCND	AM	940	Shelbyville	KY	Regional Mexican
WCVG	AM	1320	Covington	KY	African-American Gospel
WIZF	FM	101.1	Erlanger	KY	Urban Contemporary
WUBT	FM	101.1	Russellville	KY	Urban Contemporary
WLRS	AM	1600	Eminence	KY	Spanish
WLOU	AM	1350	Louisville	KY	African-American Gospel
WMJM	FM	101.3	Jeffersontown	KY	Urban AC
WENS	LP	96.9	Vine Grove	KY	Spanish Religious
WDPJ	LP	93.5	Danville	KY	Spanish Religious

The number of calendar days for public review and comment periods is based upon the following schedules:

- Interested Parties, Public Involvement & Process Consultation Process Document 45 calendar days
- New LRSTP or STIP 30 calendar days
- Amendments to LRSTP or STIP 15 calendar days
- Administrative Modifications to LRSTP or STIP Not Required

**3.3.1 KYTC Interested Parties, Public Involvement and Consultation Process Documents**

The KYTC continuously evaluates ways of reshaping current public involvement procedures to comply with 23 U.S.C., 450.210 “Interested Parties, Public Involvement, and Consultation Processes.” As the STIP is updated every two years, the effectiveness of the public involvement process will be reviewed and revised as appropriate. The KYTC will allow a minimum of 45 calendar days for public review and written comments before revisions to the public involvement process are adopted. The final document will be posted to the KYTC website at [www.transportation.ky.gov](http://www.transportation.ky.gov) and KYTC Your Turn website at <http://yourturn.transportation.ky.gov> as part of the Cabinet’s commitment to the use of visualization techniques and public involvement.

**3.3.1-1 New LRSTP and/or STIP**

The formal LRSTP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the LRSTP as appropriate as noted in **Figure 3.3-1**. The MPOs Metropolitan Transportation Plans will be incorporated into the LRSTP by reference. Common points of discussion to be addressed through the LRSTP are displayed graphically on the following page in **Figure 3.3-2**.

**Long-Range Statewide Transportation Plan (LRSTP)**

A policy plan with a 20 year scope that sets the vision for the state transportation system and defines the goals which support its development.




Figure 3.3-1 – What is the LRSTP

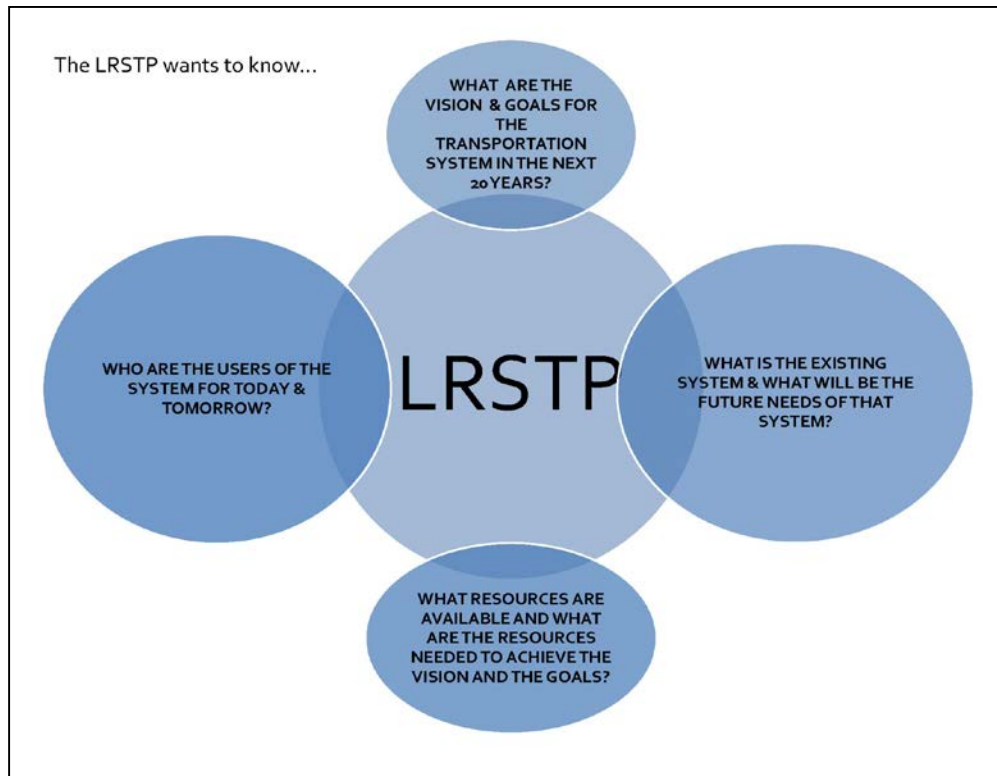


Figure 3.3-2 – The LRSTP Connection



The formal STIP document as defined in **Figure 3.3-3** may be prepared on a biennial basis (every two years) to coincide with state legislative approval of the biennial update of the Transportation Cabinet's Highway Plan, which will cover no less than four years, and will be updated at least once every four years as shown graphically in **Figure 3.3-4**. The MPOs TIPs will be incorporated into the STIP by reference to their specific federally-required documents.

As required by the Kentucky Revised Statutes (KRS), Chapter 176, the KYTC submits the Governor's Recommended Highway Plan (Recommended Plan) to the Kentucky General Assembly in January of even numbered years for their review and approval through the middle of April. During this same time period, the Recommended Plan is made available to the general public, who can contact the General Assembly members voicing their concerns and/or support of projects. As per KRS, the General Assembly by law has the authority to make revisions, additions, and deletions of highway projects, along with having the responsibility of voting on and approving a final Highway Plan by the middle of April of even numbered years. As per KRS, the approved Highway Plan serves as a supplement to the Commonwealth's Executive Branch Biennial Budget, and the entire Highway Plan process is repeated every two years.

Derived from the approved Highway Plan, the listing of highway improvement projects in the STIP consists of projects that have gone through an extensive identification process and where the public has been provided the opportunity to comment at various key decision points such as project identification and prioritization. In addition, the general public and concerned citizens have the opportunity to contact their legislators prior to the approval of the Highway Plan by the Kentucky General Assembly.

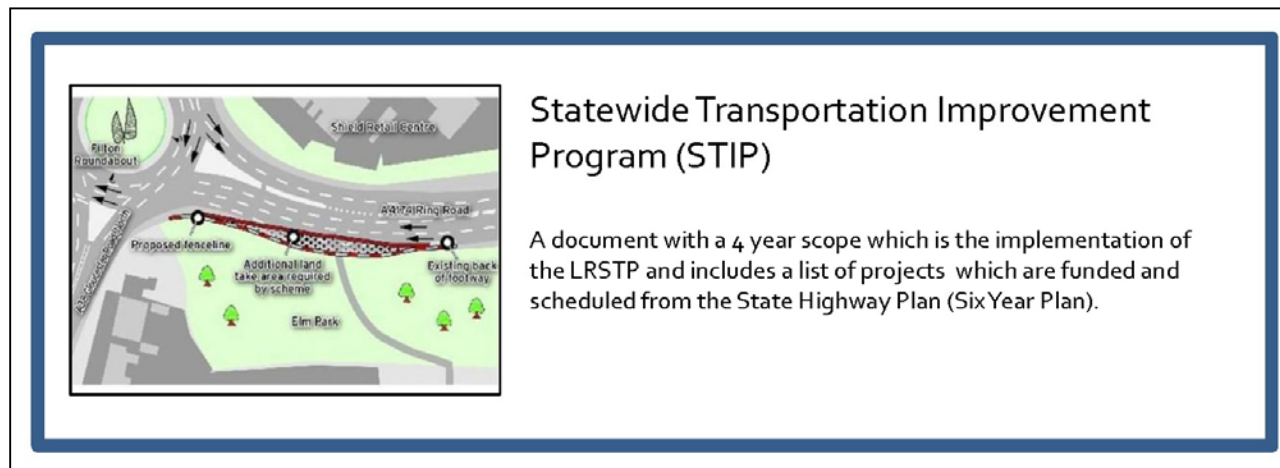


Figure 3.3-3 – What is the STIP

## Public Participation in the Development of the STIP



Figure 3.3-4 – The STIP Connection

Upon completion of the approved Highway Plan, the final stages of preparing the new STIP begins. Around the first of May in even-number years, the process to prepare the Draft STIP begins in which projects from the approved Highway Plan are incorporated into the document. Once the entire process of having the 30-day public review and comment period, as well as the review and approval of the Draft STIP and final STIP by FHWA and FTA is completed, the final approved STIP document is printed and distributed in September of even-number years.

The process of preparing the STIP information, in conjunction with preparing the Highway Plan, begins in the winter of odd-number years and continues through the approval of the STIP by October 1 of even-number years. This STIP outreach effort is displayed visually on the following page in **Figure 3.3-5**.

As required by 23 CFR 450.216 (e), Federal Lands Highway Program TIPs shall be included without change in the STIP, directly or by reference, once approved by the FHWA.

To ensure that the public has ample opportunity to review and comment on the LRSTP as shown graphically in **Figure 3.3-6** and with the STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new LRSTP and each proposed new STIP. Notice of the 30-day public review and comment period will be advertised in statewide, significant regional and demographically targeted newspapers throughout the Commonwealth of Kentucky through assistance from the ADDs and MPOs as appropriate.

During this 30-day review and comment period, the FHWA and FTA will be provided the Draft LRSTP and Draft STIP documents for their review and comment.

The Draft LRSTP and Draft STIP will be publicly displayed in the KYTC Central Office, each of the 12 Highway District Offices, each of the 15 ADD Offices, and each of the 9 MPO Offices. Upon release of the Draft LRSTP and Draft STIP, a letter providing information on the availability of these documents will be sent to:

- Transit providers,
- FTA,
- USDA Forest Service,
- FHWA Eastern Federal Lands Highway Division,
- Other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation,
- All county judge/executives,
- Mayors of all communities over 5,000 in population,
- Any individuals who ask to be included on an official mailing list maintained by the KYTC.

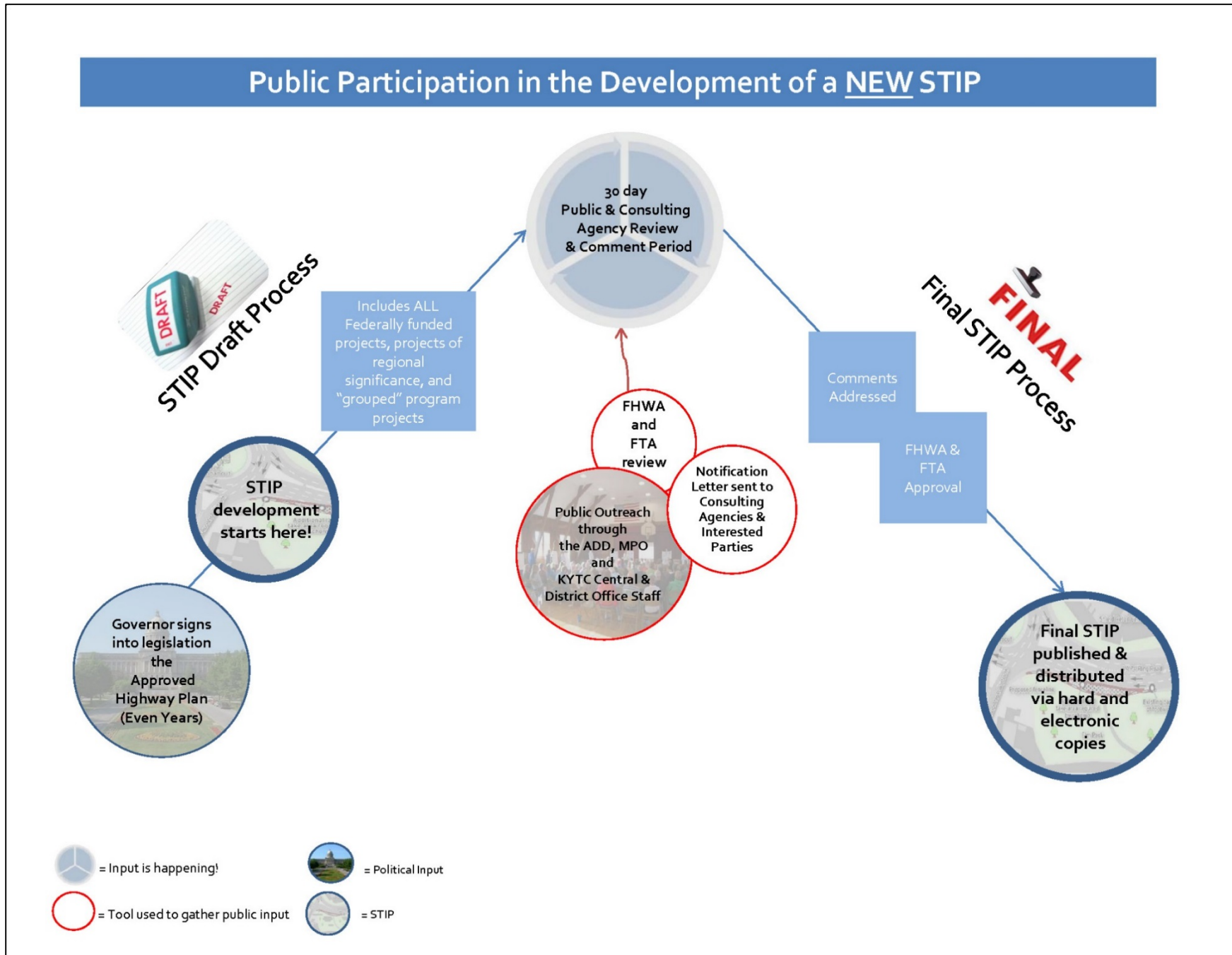


Figure 3.3-5 – The STIP Process and Public Involvement

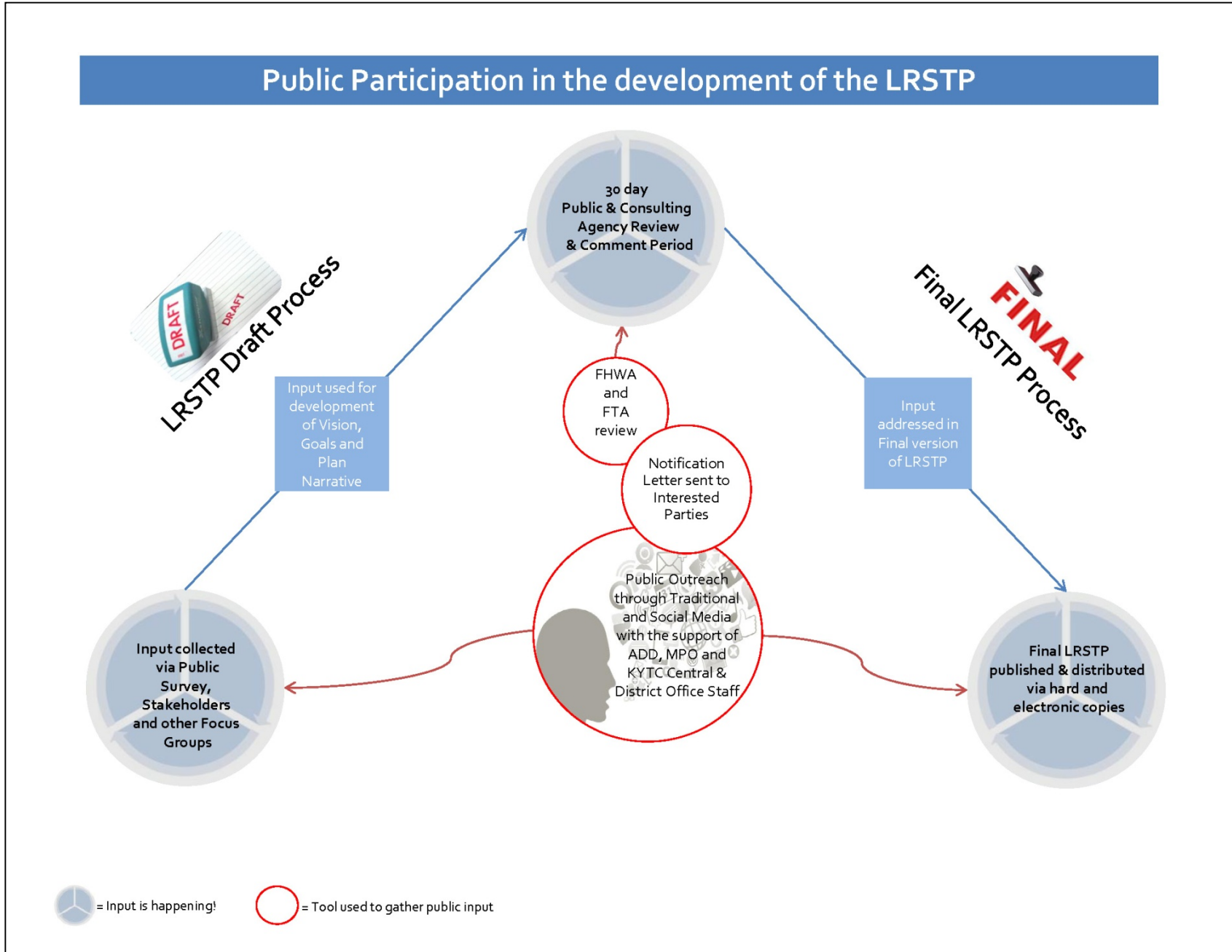


Figure 3.3-6 – The LRSTP Process and Public Involvement

Additional public involvement will be considered in those instances where the complexity of the LRSTP and STIP, or magnitude of public response indicates to the KYTC the need for additional efforts.

The Draft LRSTP or Draft STIP document will be posted to the KYTC web site. An electronically accessible format of the Draft LRSTP and Draft STIP will be available to search and print as appropriate. An electronic process will be established for those reviewing the Draft LRSTP and Draft STIP to submit electronically their comments and questions to the KYTC. According to 23 CFR 450.210 (a)(1)(v), visualization techniques will be used to the maximum extent practicable to describe the Draft LRSTP and Draft STIP documents.

In reviewing a Draft LRSTP or Draft STIP, the KYTC shall involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local, state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. As noted in Section 1 – Interested Parties and Section 3 – Consultation Process, the various state, federal, and local agencies are involved in the development process of the LRSTP and STIP at key decision points throughout the entire process.

Review of the Draft LRSTP and Draft STIP may consist of public meetings held at convenient and accessible locations and times, notices to neighborhood associations, legal notices in local newspapers, or any additional efforts that will significantly enhance the public's understanding of the planning-level recommendations being presented by the LRSTP or STIP document. The number, time, and location of any public meetings will be tailored to fit the circumstance being addressed. If such public outreach is deemed necessary, the Draft LRSTP or Draft STIP comment period may be extended to allow adequate time for receipt of post-meeting comments. Whenever possible, ADD and MPO public involvement processes will be coordinated with the statewide process to enhance public consideration of the issues, plans, and programs, and to reduce redundancies and costs.

**3.3.1-1.1 For the LRSTP, the following apply:**

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the LRSTP document. Copies of the final edition of the LRSTP document will be made available for public information and also to both the FHWA and FTA. The final LRSTP document will be posted on the KYTC web site.

**3.3.1-1.2 For the STIP, the following apply:**

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses demonstrating explicit consideration and response to public input, and finalize the STIP document. Copies of the final edition of the STIP document will be made available to both the FHWA and FTA for review and comment. When the FHWA and FTA comments have been addressed, the final STIP document will be prepared and will include a copy of the joint approval letter from FHWA and FTA. Copies of the final STIP will be prepared and copies will be available for public information and distribution. Copies of the final STIP will be made available to the consulting partner agencies (in the list noted earlier in this section) and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the final approved STIP document will be posted on the KYTC web site.

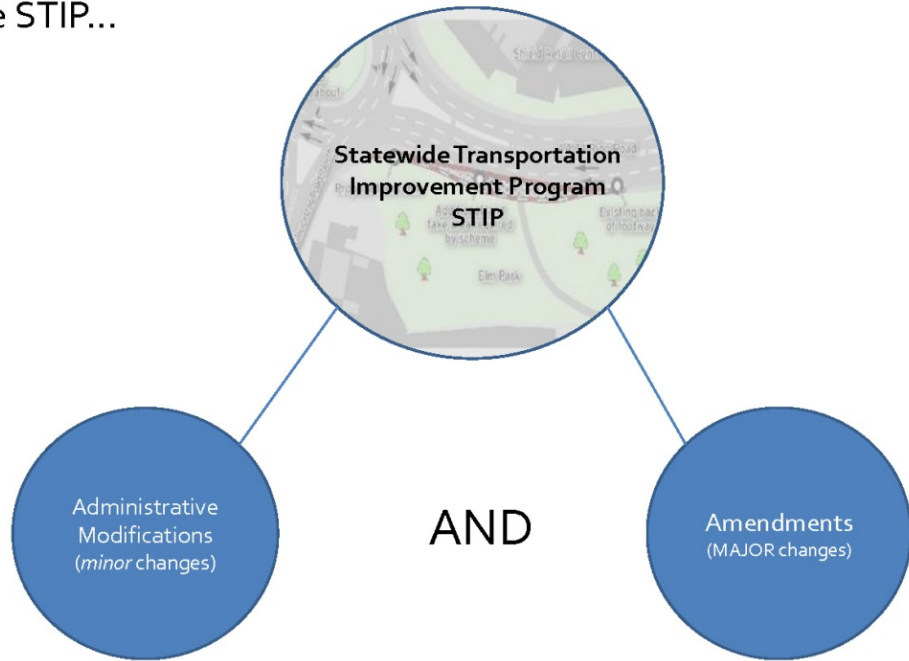
**3.3.1-2 Revisions to the LRSTP and/or STIP**

On various occasions revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or may involve a major revision. On a case-by-case basis, the KYTC, FHWA and/or FTA determines whether the revision is minor or major as per definition of “Administrative Modification” and the definition of “Amendment” outlined in 23 CFR 450.104. These two types of revisions are displayed graphically regarding the STIP on the following page in **Figure 3.3-7**.

The KYTC, FHWA, and FTA will utilize applicable requirements and classifications of projects that are not considered to be of appropriate scale for individual identification a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

## Public Participation in *Revisions* to the STIP

There are two types of revisions to the STIP...



How are the types different?

Figure 3.3-7 – STIP Revision Types



### **3.3.1-2.1    Administrative Modifications to STIP**

Administrative modifications are minor revisions to the STIP that include minor changes to:

- Projects/project phase costs,
- Funding sources of previously included projects,
- Project phase initiation dates,
- The delineation of projects in program placeholder which include:
  - Congestion Mitigation and Air Quality (CMAQ) projects,
  - Transportation Alternatives (TA) projects,
  - High Cost Safety Improvement (HSIP-HCS) projects.

An administrative modification is a revision that does not require:

- Public review and comment,
- Re-demonstration of fiscal constraint,
- A conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. As STIP administrative modifications are made, each administrative modification will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

The changes that would require one revision type over another are shown below in **Figure 3.3-8**.

### **3.3.1-2.2    Amendments to the STIP**

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- Project Cost,
- Project/project phase initiation dates,
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes).

The differences between the requirements for Amendments and Administrative Modifications are provided visually in **Figure 3.3-9**.

## Public Participation in *Revisions* to the STIP

The difference is...

### Administrative Modifications

*Minor* revisions to the STIP that include *minor* changes to:

- Projects/project phase costs
- Funding sources of previously included projects
- Project phase initiation dates
- The delineation of projects in a program place holder
  - Congestion Mitigation and Air Quality projects (CMAQ)
  - Transportation Alternatives (TA) projects
  - High Cost Safety Improvement (HSIP-HCS) projects

VS.

### Amendments

**MAJOR** revisions to the STIP that include **MAJOR** changes. This includes a **MAJOR** change in:

- Project cost
- Project/project phase initiation dates
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes)
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in the 23 CFR 771.117 (c) and (d) and/or CFR part 93.126 "Exempt Projects" and 93.127 "Projects Exempt from Regional Emissions Analysis," which are the grouped projects listed in the "ZVarious" programs and other program placeholders such as the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ)



Figure 3.3-8 – Differences between STIP Revision Types

## Public Participation in *Revisions* to the STIP

The difference in requirements...

### Administrative Modifications

**DO NOT require...**

- Public review and comment
- Re-demonstration of fiscal constraint
- A conformity determination (in air quality conformity nonattainment and maintenance areas)

VS.

### Amendments

**DO require...**

- Public review and comment
- Re-demonstration of fiscal constraint
- A conformity determination (in air quality conformity nonattainment and maintenance areas)



Figure 3.3-9 – Requirements between STIP Revision Types

Amendments are also required with the addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification or outlined in 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders.

An amendment is a revision that requires:

- Public review and comment,
- Re-demonstration of fiscal constraint,
- A conformity determination (in air quality nonattainment and maintenance areas).

The decision-making process for the different STIP revision types are shown graphically in **Figure 3.3-10**.

For STIP amendments that have not undergone public involvement through the MPO process or the Highway Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be displayed at the KYTC Central Office as well as the appropriate Highway District, ADD, and MPO offices for public review and comment. KYTC will make available to the public the description of project, location of project, proposed project phases, proposed type of funding, and scheduled fiscal year of each phase that KYTC wants to amend into the STIP. Also, KYTC will revise the “Fiscal Constraint” tables outlined in the STIP to reflect the required funding for the proposed new project vs. available funding. KYTC will provide hard copies of the information and the information will be made available on the KYTC STIP website. The public will be provided the means to submit written and electronic review comments on proposed STIP amendment.

At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

As STIP amendments are approved, each amendment will be posted on the KYTC website. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

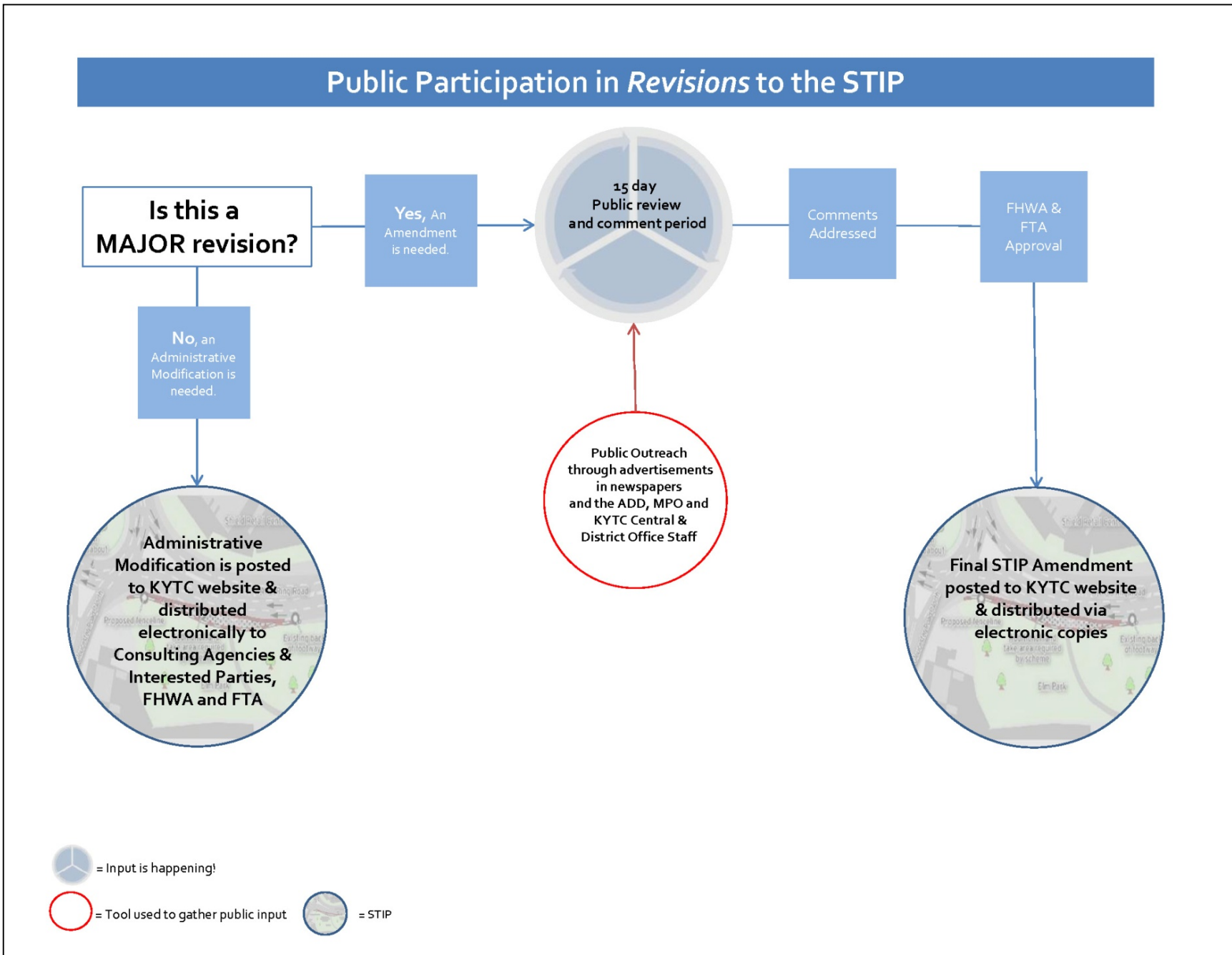


Figure 3.3-10 – STIP Public Involvement Process for Different Revision Types

## **4. CONSULTATION PROCESS**

The KYTC receives numerous requests each year from the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from the general public and concerned citizens. The KYTC has established guidelines for ADDs, MPOs, local city and county elected officials, and other interested parties located throughout the Commonwealth of Kentucky to identify and recommend potential projects.

The requests are considered on a case-by-case basis, and each requestor may be provided with written correspondence explaining what can be done at the current time and recommendations for future actions. These requests are assembled within an electronic transportation needs database (Project Identification Form (PIF) database) along with maintaining hard copies of project requests and corresponding project information. This listing of identified transportation needs is referred to as the “Unscheduled Needs List (UNL).”

The KYTC maintains the “Unscheduled Needs List (UNL),” and these projects may include highway, bikeway, pedway, intermodal access, and intelligent transportation system (ITS) projects. Safety projects, bridge projects, other operations and maintenance projects may be noted as such and referred to the appropriate KYTC Highway District Office (HDO). Each newly suggested project will be checked against the current STIP, Highway Plan, and UNL to make sure that the project is not already identified.

As projects are being identified, all project requests should include the following information to be considered as a UNL project:

- Route number or “new route”,
- A clear problem statement that describes the need for the project in terms that can be verified by data analysis or from professional studies,
- A thorough description of the project and location (including road or street names, if applicable),
- Beginning and ending termini mile points for projects located on state-maintained roads,
- Length of project to the nearest tenth of a mile,
- Any existing data concerning the condition, safety, or capacity of the roadway,
- Cost estimates for the proposed projects which are prepared by the Highway District Offices,
- Any other information available to describe the purpose, need, and/or justification for the project.

Through this consultation process as shown graphically in **Figure 4.0-1**, individual projects or needed corridor improvements are identified and may be assigned relative priorities and rankings by local officials, ADDs, and MPOs. Relative priorities and rankings may then be applied by KYTC HDO and KYTC Central Office staff to needs district-wide and statewide, respectively.

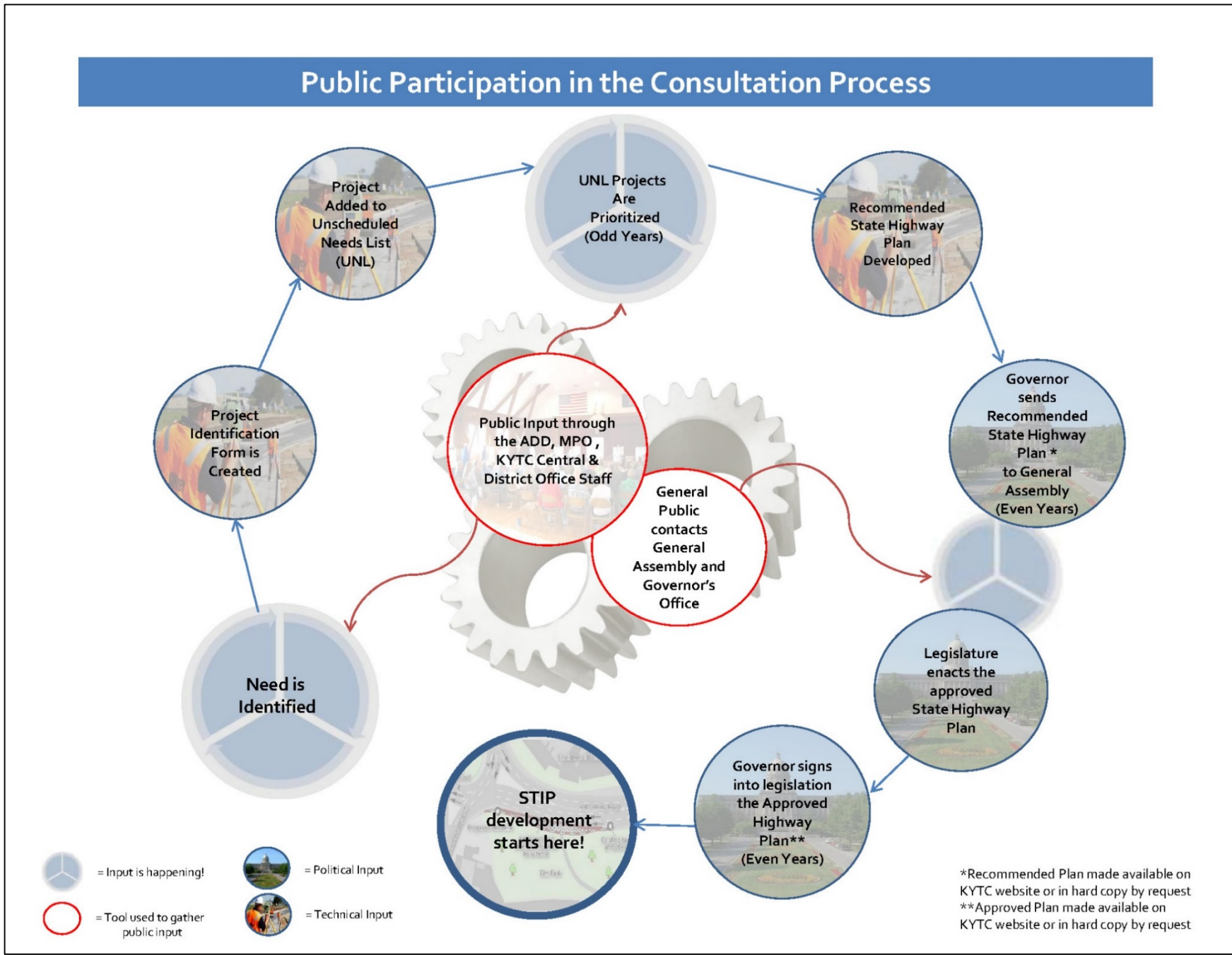


Figure 4.0-1 – Public Involvement in the Consultation Process

Those projects that rank consistently high at the local, regional, highway district, and statewide levels, and meet other data-driven selection criteria, may be recommended for inclusion in the Highway Plan from which the STIP is developed. This prioritization process is repeated every two years to ensure that the KYTC keeps the transportation needs current and assures a continuing and proactive planning process.

#### **4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS**

In accordance with 23 CFR 450.210, at least every 5 years the KYTC will review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the KYTC statewide transportation planning consultation process including proposed changes. The KYTC will send specific requests for comments to the Kentucky Association of Counties, Kentucky League of Cities, regional planning agencies, or directly to non-metropolitan local officials as to the effectiveness of the KYTC consultation process and any proposed changes.

Upon receiving the comments and proposed changes, the KYTC will review the comments and proposed changes, and at its discretion, determine whether to adopt any of the proposed changes. If a proposed change is not adopted, the KYTC will make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or associations. If the KYTC elects to revise their current public involvement process to include any of the proposed changes, a 45-day public review and comment period will be conducted prior to officially adopting the proposed changes to the public involvement process.

### **5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE**

Public involvement is more than just a single hearing or only one meeting near the end of the project development process. Public involvement should be early and continuous throughout the life cycle of a project. The four principal phases of that project life cycle are illustrated on the following page in **Figure 5.0-1**.

A key element of effective communication with the public is to cultivate their general understanding of the KYTC project development and delivery process as described in **Figure 5.0-2**.

Furthermore, it is essential for the KYTC staff to understand the community's values in order to avoid, minimize, and mitigate impacts as well as to narrow the range of alternatives for a transportation improvement. The community also should be made aware of the tradeoffs and constraints involved in the process, which should encourage public acceptance of the project. If involved early, the public can provide significant insight (directly or indirectly) into the project's goals and needs and its effects on their community.



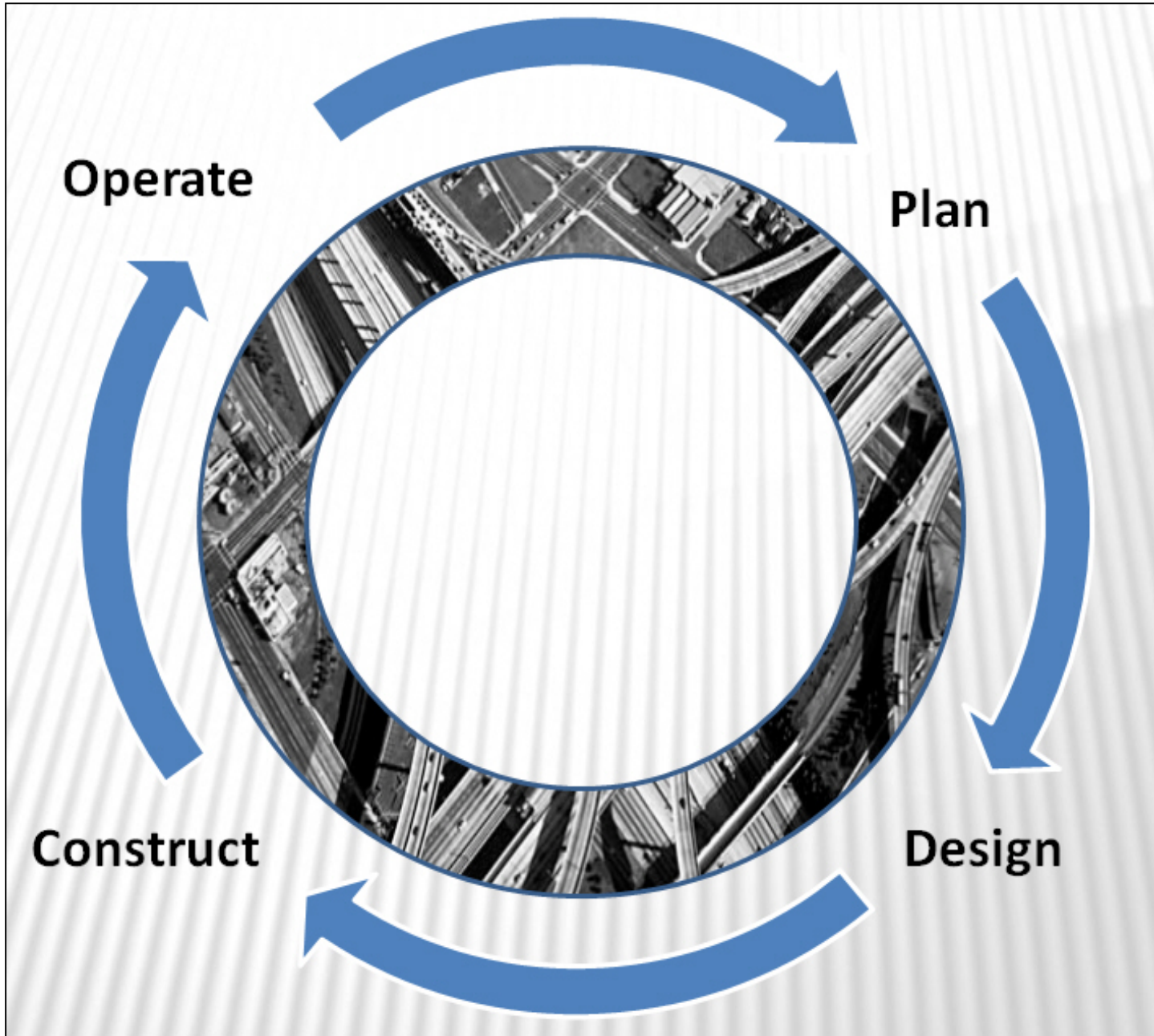


Figure 5.0-1 - Transportation Phases of Project Life Cycle

## How We Build Roads

### Step 1: Long-Range Planning

- Identify/prioritize purpose & need
- Identify & address public concern
- Identify priorities for State Highway Plan



### Step 2: State Highway Plan

- Project revenue for federal & state funds
- Break revenue into funding categories
- Match required state funds to federal funds
- Balance all fund categories
- Determine projects & programs that can be funded with projected revenues



### Step 3: Project Planning



- Determine project limits
  - Verify funding needs
  - Identify public concerns
  - Verify project needs
  - Identify project goals
  - Identify environmental concerns
  - Coordinate with resource agencies
  - Make project recommendations
- Duration: 1 – 2 Years*

### Step 4: Preliminary Design & Environmental Analysis

- Conduct field surveys
  - Inventory existing resources to identify protected, endangered & important resources
  - Identify & address public concerns by conducting meetings & distributing reports
  - Develop alternatives
  - Prepare environmental documentation
- Duration: 1 – 2 Years*



### Step 5: Final Design



- Develop final alignments
  - Develop right-of-way needs
  - Drill for soil & rock samples
  - Identify & address public comments
  - Review environmental commitments
  - Develop construction plans
- Duration: 1 – 2 Years*

### Step 6: Right-of-Way Purchase (Land Acquisition)

- Determine property values
  - Meet with property owners
  - Address property owner concerns
  - Make offers & buy property
  - Sign deeds
  - Assist with relocations
- Duration: 1 Year*



### Step 7: Utility Relocation



- Move utilities out of construction zone
  - Pay utility companies for relocations
- Duration: 1 Year*

### Step 8: Construction

- Address public concerns
  - Construct roadway
  - Fulfill environmental commitments
  - Maintain traffic
- Duration: 1 – 2 Year*



### Step 9: Maintenance

- Remove snow & ice
  - Patch potholes & resurface
  - Mowing & many other items
- Duration: The Life of the Road*



Figure 5.0-2 – KYTC Project Development and Delivery Process

The viewpoints and opinions of the public are important considerations in the transportation decision-making process. The public includes:

- Users of the facility
- Nearby property owners affected by the project
- Elected officials
- Others interested in the outcome of the project

The seven basic steps for effective public involvement in any project are:

1. Create a plan for public involvement activities. Costs for public involvement should be accounted for in the project budget. When public involvement is significant, a separate budget should be created.
2. Identify the interested and affected public.
3. Invite the public to participate in the process. Provide adequate accessibility to the meeting space and meeting materials.
4. Inform the public of the existing conditions, issues and concerns, and potential solutions. If significant time lapses between the public involvement meetings and the letting of the project, consider updating the public through media, newsletters, websites or other means as appropriate.
5. Conduct public involvement activities to collect the concerns and preferences of the public. Provide assistance to the public to facilitate their involvement. This can include but is not limited to providing interpreters.
6. Review and consider input, and provide feedback to the public. If significant time lapses between the public involvement meetings and the letting of the project, consider updating the public through media, newsletters, websites or other means as appropriate.
7. Evaluate the public involvement activities and improve the process accordingly.

This process is referred to as the “Five I’s of Public Involvement” as illustrated in **Figure 5.0-3**.

## **5.1 PROJECT DEVELOPMENT**

During the project life cycle, public involvement activities are the most extensive during the project development phase. This phase is critical because it links the planning process with the actual human and natural aspects of the project, as well as design, and eventual construction and operation. The responsible party for the public involvement efforts on a particular project goes primarily through the associated KYTC HDO and the designated project manager or resident engineer(s). **Figure 5.1-1** provides the contact number for each of the 12 HDOs throughout Kentucky as well as their color coded district boundaries by county and associated interstates and parkways for reference.

# Kentucky Interstates and Parkways



- AU** Audubon Parkway
- BC** Bert T. Combs Mountain Parkway
- BG** Martha Layne Collins Bluegrass Parkway
- EB** Edward T. Breathitt Pennyriple Parkway
- HR** Hal Rogers Parkway
- JC** Julian M. Carroll Purchase Parkway
- LN** Louie B. Nunn Cumberland Parkway
- WK** Wendell H. Ford Western Kentucky Parkway
- WN** William H. Natcher Parkway

**KYTC Highway Districts**

1	(270) 898-2431	7	(859) 246-2355
2	(270) 824-7080	8	(606) 677-4017
3	(270) 746-7898	9	(606) 845-2551
4	(270) 766-5066	10	(606) 666-8841
5	(502) 210-5400	11	(606) 598-2145
6	(859) 341-2700	12	(606) 433-7791

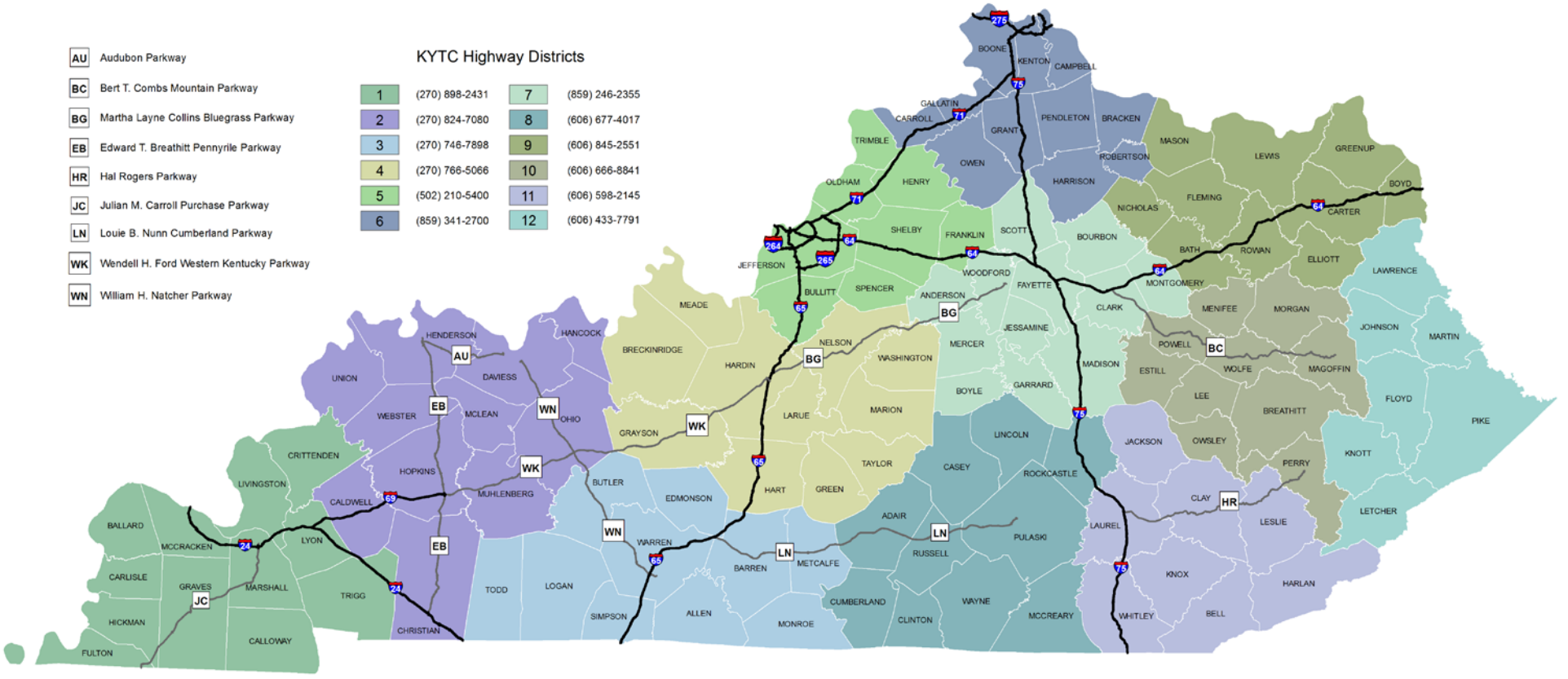


Figure 5.1-1 – Kentucky Highway District Offices and Boundary Map

### **5.1.1 Corridor or Area Transportation Planning Studies**

While system-wide plans have a policy-based focus, corridor or area transportation planning studies are more narrowly focused on either a specific facility, such as a roadway, or the transportation needs for a defined area such as a rural county, a small community, or a neighborhood. Corridor planning activities can include the planning for new corridors which provide for the future mobility or access needs of a region or community or the identification of improvements to existing corridors in order to preserve or enhance the ability of that facility to move traffic safely and efficiently. Area transportation planning studies focus upon the transportation needs within a small geographic unit such as town or county. Both planning efforts must consider possible environmental impacts upon the human and natural resources within the study area.

Throughout corridor or area transportation planning studies, extensive effort should be made to reach out to as many groups as possible to receive comments directly from the people who will benefit from and be impacted by the identified transportation improvements. These studies provide the public and interested stakeholders opportunities to learn about the planning process, possible outcomes, and project schedules, as well as provide an opportunity to build relationships and show the public the importance of their participation.

### **5.1.2 Design, Right-of-Way Acquisition and Utility Relocation**

The KYTC Division of Professional Services (DPS) in accordance with KRS 45A.825 (2)(c), maintains their website by providing procurement bulletins and public notices of a request for proposals as well as notices of the materials that the procuring agency will provide to a firm to assist that firm in responding to a request for proposals concerning planning and design engineering services. These materials shall include, but are not limited to, the request for proposals form and the project evaluation sheet to be used by the relevant selection committee. The notice shall also set a deadline for filing responses to a request for proposals with the procuring agency. It is intended that firms in all regions of the Commonwealth are given an equal opportunity to be selected.

The request for professional engineering services are advertised on the KYTC DPS website on the 2<sup>nd</sup> Tuesday of each month, and the Consultant Selection Results are also posted on this website immediately following each consultant selection meeting in accordance with the previously noted KRS and the DPS Guidance Manual.

This selection process includes the Chairperson of the Professional Engineering and Engineering-Related Services Selection Committee notifying the Director of Professional Services, or designee, of the firms determined by the committee to be the three (3) best qualified and their order of ranking. The director, or designee, will then notify these top-ranked firms of their selection and send a letter to these three (3) finalists advising them of their ranking.

Once the source for engineering services have been determined and any necessary contracts are executed, the project proceeds into the design phase. Public involvement outreach for the design of highway projects is dependent on project location, type of project, and magnitude. The review of demographic information can identify any underserved or special audiences within a project area and will assist in the determination of the appropriate level of outreach.

In project areas where demographics indicate a population of non-English speaking individuals, public involvement will include a mechanism to access project information. Efforts shall be made to identify and accommodate any disabled or any other special need participants.

Public Meetings, formal and informal, are the backbone of a public involvement program. People expect and need opportunities to discuss agency programs and plans.

A primary objective of early public meetings is to identify issues and concerns that need to be addressed as the project advances. A primary objective of public hearings or public meetings during later stages of a project is to provide details for public review and comment and to discuss the resolution of the issues and concerns that were developed in the earlier meetings, particularly when involved with environmental commitments.

With approval from the Chief District Engineer, the Project Development Manager (PDM) will be directly responsible for initiating all public meetings, public hearings, or other public involvement as early as feasible in the design process. The PDM will determine the level of public involvement for state-aid projects. The PDM has the responsibility and authority for scheduling and holding public meetings and public hearings or for offering the opportunity to request a public hearing.

In compliance with 23 Code of Federal Regulations (CFR) 771.111 (h)(2)(iii), the KYTC will provide the opportunity to request a public hearing or will hold a preliminary line and grade corridor and/or design public hearing for any major federal-aid project. A public hearing or the opportunity to request a public hearing shall be required on any federal-aid project that:

- Requires an Environmental Assessment, Findings of No Significant Impacts (EA/FONSI) or an Environmental Impact Statement (EIS) document
- May require significant amounts of right of way
- May substantially change the layout or functions of connecting roadways or of the subject facility
- May have a substantial adverse impact on abutting property
- May have a significant social, economic, environmental or other effect
- The FHWA has determined that a public hearing is in the public interest

The code specifies that the KYTC is to submit a copy of the hearing transcript to FHWA along with the certification and report.

Projects approved as a categorical exclusion (CE) may utilize a public meeting. When no major relocations are involved and little controversy appears likely, a project approved as a CE may not require any direct public involvement. As such, public hearings are more regulatory in nature than public meetings. Public meetings may be conducted the same way as public hearings, but this is not a requirement.

Before a public hearing is scheduled, the PDM may elect to offer an “Opportunity to Request a Public Hearing.” Offering the opportunity for a public hearing may be appropriate if a public meeting has been recently held and additional information would not be gained.

Design, right-of-way acquisition, and utility relocation phases of project development happen concurrently and are dependent upon one another. Considering this relationship among these phases, representatives from all phases of project development should be present at these public meeting and public hearings.

## **5.2 PROJECT DELIVERY AND PRESERVATION**

### **5.2.1 Construction**

During the construction phase of the project life cycle, public involvement takes on more of a public information role, informing citizens about the award of construction project contracts, lane closures, median changes, business access impacts, work hours and work zones, detours, as well as and ribbon cuttings. The KYTC HDO is responsible for providing up-to-date information and solicits the public’s concerns in order to minimize the disruption to businesses, residents, and commuters during the construction phase.

The KYTC Division of Construction Procurement (DCP) website contains vital information relating to the procurement of highway construction and maintenance projects. This includes the notices for project lettings. Projects are advertised 3 weeks in advance of the letting. The notice is posted on the DCP website and in a statewide paper (Lexington Herald Leader).

The Division of Construction Procurement posts the results of each letting on their website immediately after the letting. These results include the bids and the Engineer’s Estimate for every project in the letting. The Awards Meeting is held approximately 10 days after the letting deadline and this schedule is also on the DCP website. After the Awards Meeting, the website is updated to provide the status of the project, if the project was awarded, and the contractor to whom it was awarded.

The Office of Public Affairs attends the Awards Meeting as their office provides the public notice on larger projects or projects that will have a significant impact on the public. The District Public Information Officers (PIO) disseminate information about the awarded projects and the effects these projects will have on traffic.

Just prior to beginning and during the construction phase, the public must be kept informed of construction-related activities. This includes the use of alternative routes during construction, contacts for additional information, and so on. If a significant amount of time has elapsed (because of funding or other issues) between the end of the project design (and its associated coordination activities) and the start of construction, extra effort may be necessary to remind the public of the upcoming improvements and changes to travel routes. Media advisories, a project social media campaign, project website, dynamic message boards, and sometimes public meetings are examples of possible techniques for public involvement activities during this phase.

### **5.2.2 Operations and Maintenance**

Public involvement during the operations and maintenance phase is typically focused on informing the public about lane closures, work zones, detours, and temporary access impacts, but also utilizing public outreach for certain proposed improvements. Examples of operations activities include but are not limited to the following: modifications to traffic signals, pavement markings, and signage. Some examples of maintenance activities include roadside mowing/landscaping, winter weather activities, pavement or bridge repairs, and drainage system upkeep. The KYTC HDO uses a menu of various possible techniques for public involvement activities during this phase which may include: media advisories, a project social media campaign, specific project website, dynamic message boards, and public meetings as needed. Specific example applications of these techniques are the use of social media to inform the public of specific lane closures in construction and maintenance zones and the use of smart phone apps to report major scheduled disruptions to traffic flows for large work zone issues or for major events such “Thunder over Louisville”, the Kentucky Derby, marathon races, etc.

## **5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE**

Public involvement evaluation is not a single event but a continual review and analysis of the public participation processes, strategies, and techniques. The KYTC is committed to constantly improve its process to achieve its goal of ensuring that anyone wishing to do so have sufficient knowledge and participation opportunities in the transportation decision-making process.



## **6. CONTACT INFORMATION**

As a method to capture comments for this plan review, please click on the following KYTC “Your Turn” website link <http://yourturn.transportation.ky.gov>, and then click on the associated brief survey link for eight short questions concerning this Public Involvement Process (PIP). This survey link will be active from Monday, November 16, 2015 through Friday, January 1, 2016.

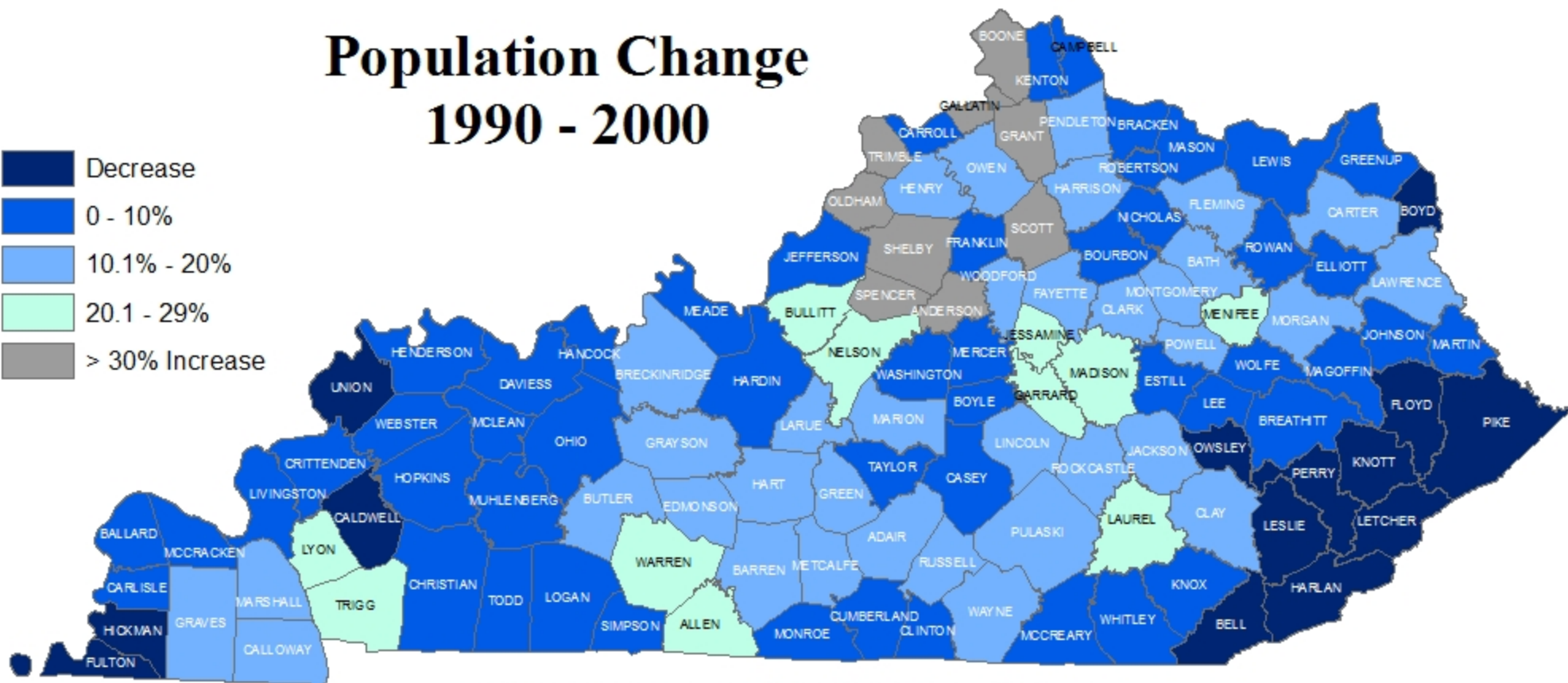
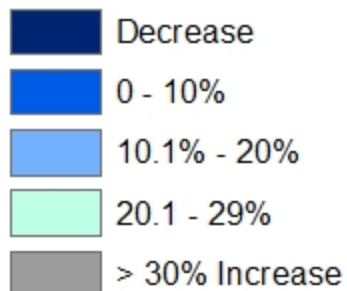
Additionally, any individual, agency, or organization may provide written comments at any time concerning the public involvement process to:

State Highway Engineer  
Department of Highways  
Transportation Cabinet Office Building, 6th Floor  
200 Mero Street  
Frankfort, Kentucky 40622  
Phone: 502-782-4966

For special accommodations or additional information, please contact KYTC Public Affairs at 502-564-3419.

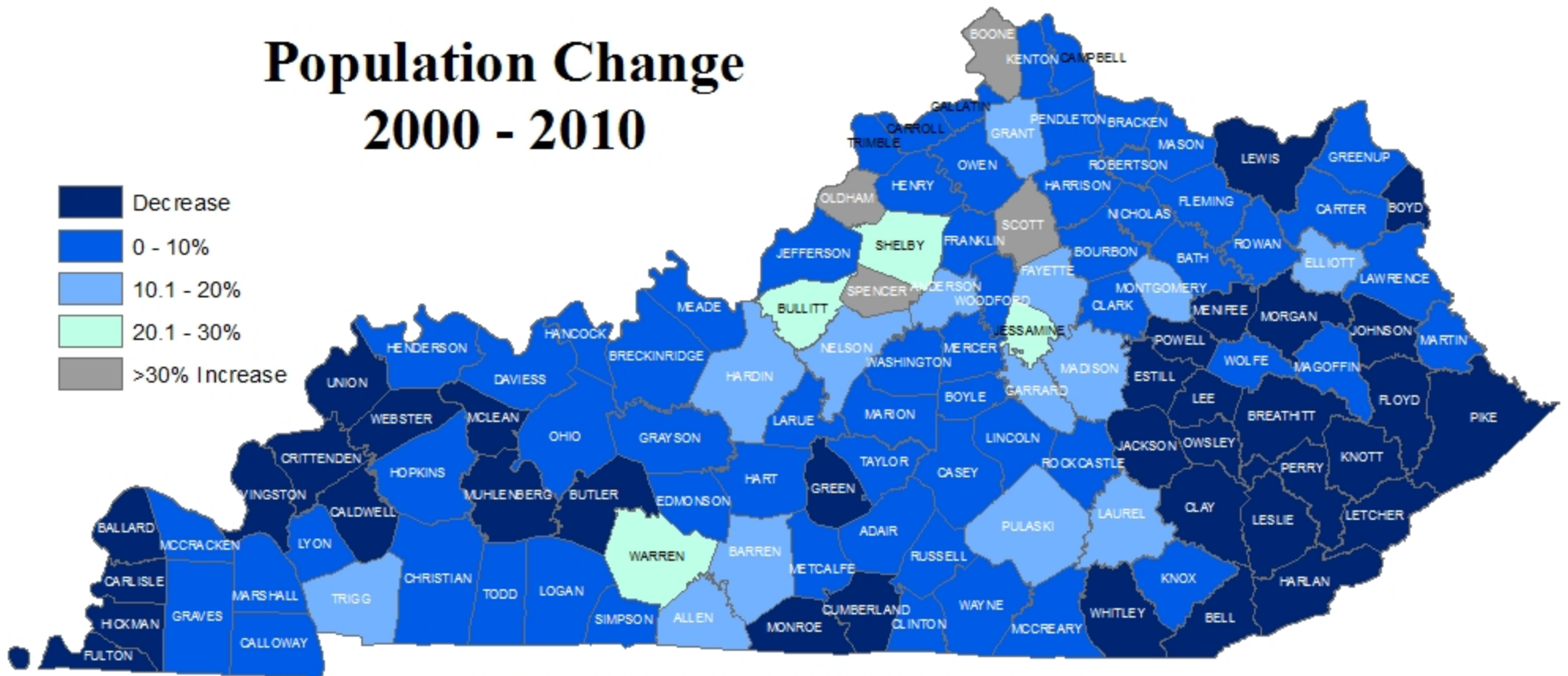
**A**  
***DEMOGRAPHIC***  
***OVERVIEW OF***  
***KENTUCKY***

# Population Change 1990 - 2000



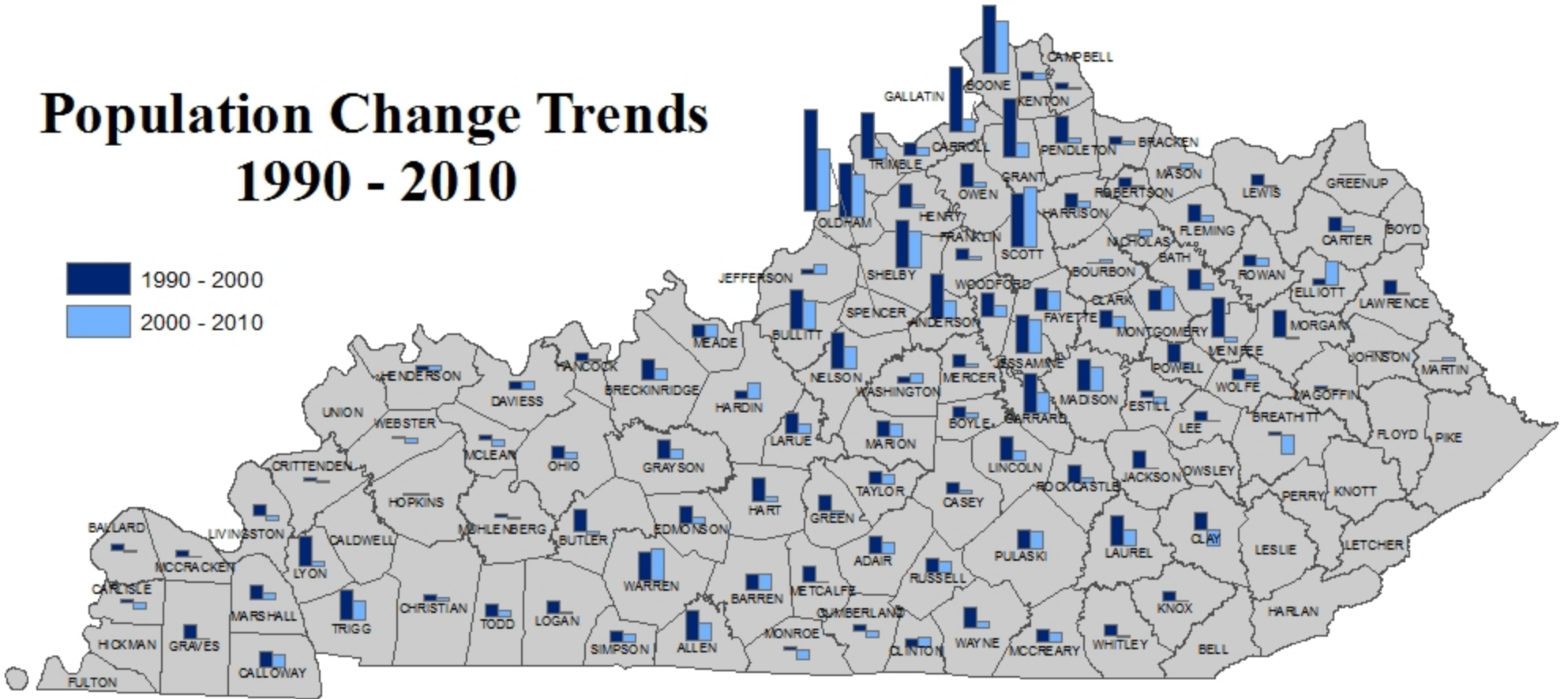
Source: United States Department of Commerce, Bureau of the Census

# Population Change 2000 - 2010



Source: United States Department of Commerce, Bureau of the Census

# Population Change Trends 1990 - 2010



Source: United States Department of Commerce, Bureau of the Census

## POPULATION BY RACE

Commonwealth of Kentucky and top five counties

WHITE		
	Total	White
Kentucky	4,361,333	3,835,013
Jefferson	746,580	548,625
Fayette	300,843	229,229
Kenton	160,828	146,192
Boone	121,214	111,327
Warren	115,438	95,614
BLACK / AFRICAN-AMERICAN		
	Total	Black/African-American
Kentucky	4,361,333	341,576
Jefferson	746,580	153,967
Fayette	300,843	43,137
Christian	74,169	15,263
Hardin	106,211	12,826
Warren	115,438	10,737
AMERICAN INDIAN / ALASKAN NATIVE		
	Total	American Indian/Alaskan Native
Kentucky	4,361,333	8,811
Jefferson	746,580	1,152
Fayette	300,843	810
Kenton	160,828	419
Christian	74,169	351
Boone	121,214	336
ASIAN		
	Total	Asian
Kentucky	4,361,333	51,411
Jefferson	746,580	16,949
Fayette	300,843	10,613
Warren	115,438	3,191
Boone	121,214	2,842
Hardin	106,211	2,355

HAWAIIAN / PACIFIC ISLANDER		
	Total	Hawaiian / Pacific Islander
Kentucky	4,361,333	2,019
Hardin	106,211	425
Christian	74,169	260
Jefferson	746,580	216
Fayette	300,843	146
Grant	24,685	140
HISPANIC <i>(Includes Hispanic or Latino of Any Race)</i>		
	Total	Hispanic
Kentucky	4,361,333	136,340
Jefferson	746,580	33,326
Fayette	300,843	20,516
Hardin	106,211	5,591
Warren	115,438	5,462
Christian	74,169	4,909
OTHER <i>(Includes Some Other Race and Two or More Races)</i>		
	Total	Other
Kentucky	4,361,333	122,503
Jefferson	746,580	25,671
Fayette	300,843	16,908
Warren	115,438	5,560
Kenton	160,828	5,157
Hardin	106,211	5,059

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates

## POPULATION BY AGE

Commonwealth of Kentucky and top five counties

Infants/Children		
	Total	< 5 Years
Kentucky	4,361,333	279,125
Jefferson	746,580	48,528
Fayette	300,843	19,254
Kenton	160,828	11,580
Boone	121,214	8,970
Hardin	106,211	7,753
Young People		
	Total	5-24 Years
Kentucky	4,361,333	1,164,476
Jefferson	746,580	191,124
Fayette	300,843	87,244
Kenton	160,828	41,976
Boone	121,214	37,748
Hardin	106,211	34,061

Adults		
	Total	25-64 Years
Kentucky	4,361,333	2,324,590
Jefferson	746,580	406,140
Fayette	300,843	162,154
Kenton	160,828	88,777
Boone	121,214	66,062
Hardin	106,211	57,604
Elderly		
	Total	65+ Years
Kentucky	4,361,333	597,503
Jefferson	746,580	101,535
Fayette	300,843	32,491
Kenton	160,828	18,656
Boone	121,214	14,487
Hardin	106,211	12,929

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates

## POPULATION BY INCOME

Commonwealth of Kentucky and top five counties

<b>Lowest Median Household Income</b>	
Kentucky	\$ 43,036
Owsley	\$ 19,986
McCreary	\$ 20,972
Clay	\$ 21,883
Wolfe	\$ 22,574
Lee	\$ 22,920

<b>Highest Median Household Income</b>	
Kentucky	\$ 43,036
Woodford	\$ 57,580
Scott	\$ 61,893
Spencer	\$ 65,209
Boone	\$ 67,225
Oldham	\$ 83,391

<b>Lowest Percentage of Population Below Poverty Level</b>	
Kentucky	14.4%
Oldham	5.2%
Spencer	5.7%
Boone	7.4%
Woodford	7.4%
Anderson	7.6%

<b>Highest Percentage of Population Below Poverty Level</b>	
Kentucky	14.4%
Owsley	29.4%
Clay	31.4%
Lee	32.1%
Wolfe	33.1%
Martin	33.2%

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates



## VEHICLE OWNERSHIP AND COMMUTING BEHAVIOR

Commonwealth of Kentucky and top five counties

Total Housing Units	
Kentucky	1,930,158
Jefferson	337,943
Fayette	135,987
Kenton	69,081
Warren	47,882
Boone	46,635
Occupied Housing Units with No Vehicle	
Kentucky	131,126
Allen	31,038
Muhlenberg	10,424
Clay	4,915
Oldham	3,057
Fulton	2,784

Commuters Driving Alone	
Kentucky	1,512,405
Jefferson	282,989
Fayette	120,447
Kenton	64,876
Boone	50,694
Warren	45,049
Commuters Using Public Transportation	
Kentucky	20,249
Jefferson	10,256
Fayette	2,398
Kenton	1,727
Campbell	808
Boone	591
Highest Commute Time (in minutes)	
Pendleton	38.8
Robertson	35.6
Lawrence	34.9
Bracken	34.9
Menifee	34.8

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates

## LANGUAGE SPOKEN AT HOME

Commonwealth of Kentucky and top five counties

English only	
Kentucky	3,879,829
Jefferson	639,518
Fayette	248,231
Kenton	143,040
Boone	105,178
Warren	97,346
Language other than English only	
Kentucky	202,638
Jefferson	58,200
Fayette	33,447
Warren	10,793
Hardin	7,480
Boone	7,112
English less than "very well"	
Kentucky	85,829
Jefferson	26,224
Fayette	15,142
Warren	5,969
Boone	3,209
Kenton	2,337
Spanish with English less than "very well"	
Kentucky	49,237
Jefferson	13,661
Fayette	8,833
Warren	2,754
Shelby	1,740
Kenton	1,482

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates

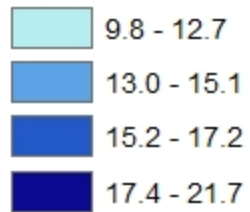
## LOW LITERACY POPULATION

Commonwealth of Kentucky and top five counties

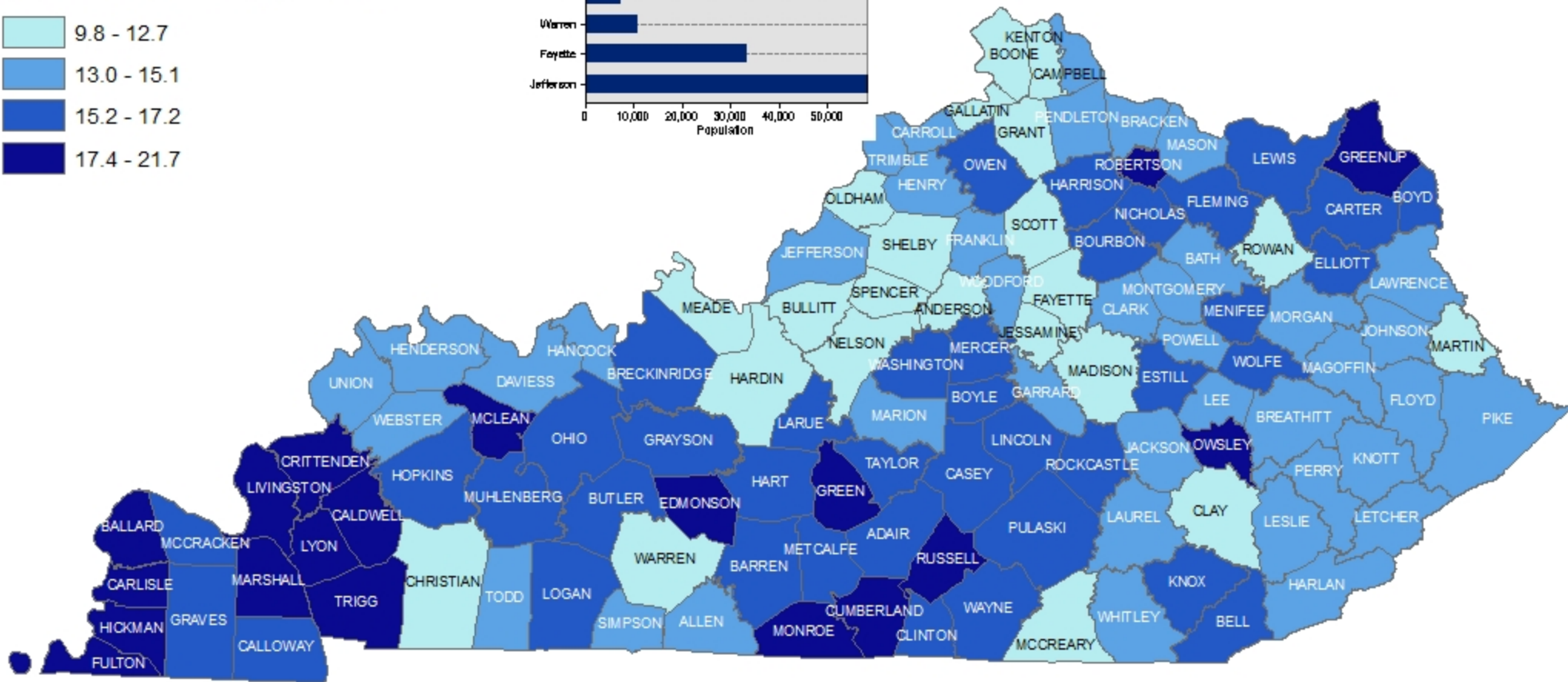
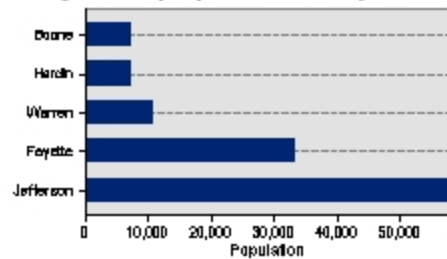
Less than 9th Grade education adults 25+ years	
Kentucky	240,178
Jefferson	19,756
Fayette	8,488
Pike	6,627
Pulaski	5,353
Laurel	5,066

Source: US Census Bureau,  
2009-2013 American Community Survey (ACS) 5-Year Estimates

## Percentage of State Population Considered "Elderly" (65+)



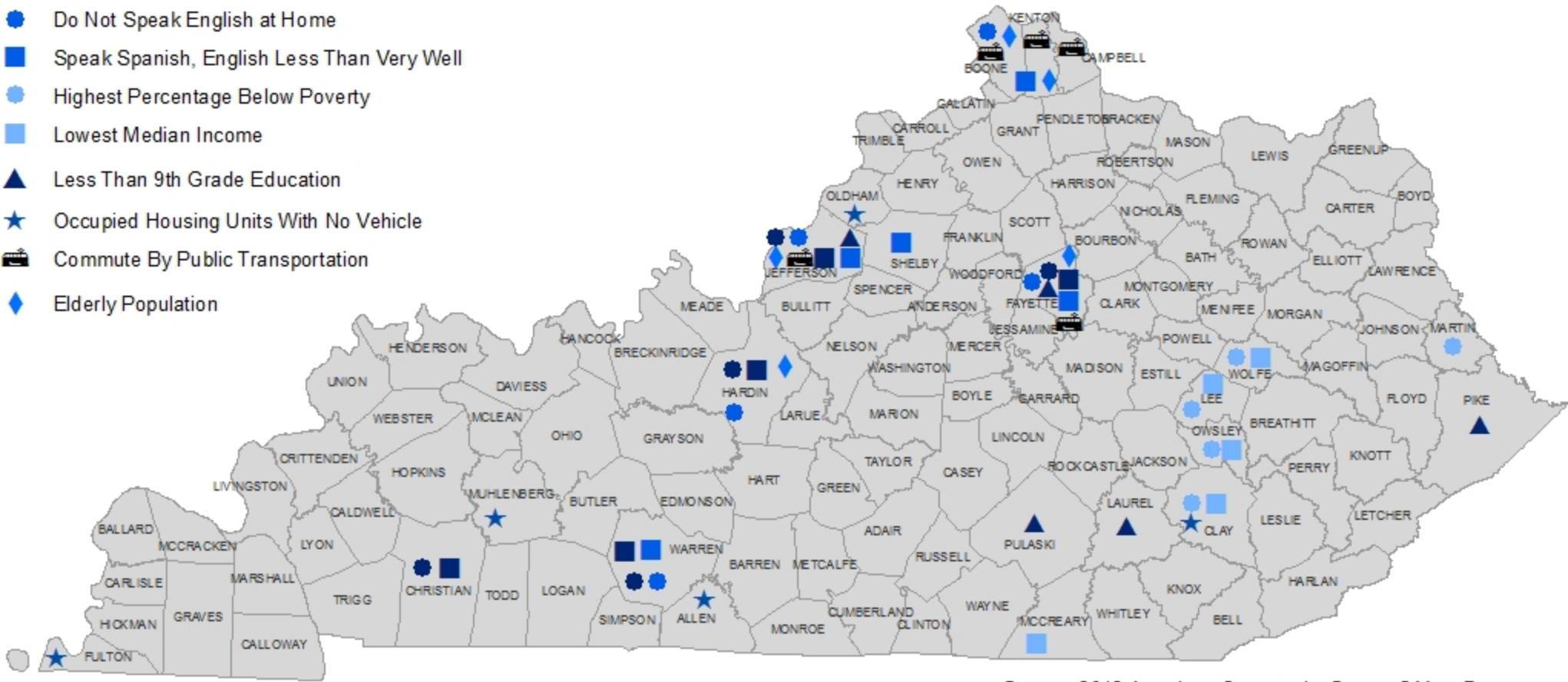
6 Largest County Populations of Elderly Citizens



# Traditionally Underserved Populations

## Five Most Populated Kentucky Counties Per Category

- African American
- Hispanic
- Do Not Speak English at Home
- Speak Spanish, English Less Than Very Well
- Highest Percentage Below Poverty
- Lowest Median Income
- ▲ Less Than 9th Grade Education
- ★ Occupied Housing Units With No Vehicle
- 🚗 Commute By Public Transportation
- ◆ Elderly Population



Source: 2013 American Community Survey 5 Year Data

**GUIDELINES  
FOR  
IDENTIFICATION OF NEW PROJECTS FOR UNSCHEDULED NEEDS LIST**

- **New Projects** may include: Highway, Intermodal Access, and Intelligent Transportation System (ITS) Projects among others.
- Safety projects, bridge projects, etc. should be noted as such and referred to the Highway District Office first. The Highway District Office staff will advise you as to whether this project should be included in the Unscheduled Needs List (UNL) process or referred through another program.
- Check any NEW Project against the current Highway Plan and Unscheduled Needs List first, to make sure that this project has not already been added to the Highway Plan or previously been identified. When the Highway Plan is approved by the Kentucky Legislature, projects should be checked against the approved list of projects.
- All New Projects should include the following:
  - Route Number or “New Route”
  - A thorough description of the project and location (including road or street names, if applicable)
  - The beginning and ending termini
  - Milepoints, using HIS Route Log (accessible on the Internet)
  - Length of project to the nearest thousandth of a mile
  - Any existing data concerning the condition, safety, or capacity of the roadway
  - A clear problem statement for the project
  - Any other information available to describe the purpose, need and/or justification for this project
  - Cost estimates to be prepared by the Highway District Offices, unless otherwise available.
- Purpose Statement - Provide a purpose statement that describes the need for the roadway in terms that can be verified by data analysis or from professional studies. Typical statements can include needs such as capacity, safety, system linkage, geometric deficiencies, transportation demand, social demands, economic development, and intermodal relationships. The purpose statement should focus on the need for a project instead of possible solutions to solve the problems.
- Need Statement - Provide as thorough a description of the project and termini as possible. Consult the Highway District Office for clarification of road/route names of state-maintained routes. The project description should utilize the information presented in the purpose statement to identify the actions to be taken. These may include terms such as capacity additions, safety improvements, corridor completion, alignment improvements, freight movement, and connections to other transportation modes.

- Milepoints - Locate the beginning and ending points of the road improvement as closely as possible. If you have questions, call the Highway District Office or some other local expert to clarify this information.
- New Routes - For new routes on the state-maintained system, contact the Highway District Office and ask for help in determining the point where the new road diverges from an existing road, marking the milepoint and the route number on the project list, and then do the same at the other end. If the new route is to serve as a bypass or draw traffic off roadway, please indicate the existing route that is to be relieved along with the milepoint range affected.
- Project Cost - ADDs do not provide the cost for a totally new project. The Highway District Offices will provide the cost estimates for a project. For MPOs, the Highway District Offices will clarify any cost estimates. Cost estimates should be periodically reviewed and updated to reflect current year construction costs.
- Please provide the total miles of the project as accurately as possible, to the nearest thousandth. For new routes and bypasses where the exact location is not known, please make an estimate as to the expected length of the project.
- Segmenting a New Project - When adding a new project, please try to determine the segments as realistically and logically as possible. Please consult with the Highway District Office staff if in doubt. Further segmenting of projects will not be allowed after the prioritization process begins.
- Segmenting an Existing Project - Segmenting of existing projects is allowed during the Identification/Evaluation Phase only. Please consult the Highway District Office for logical and realistic segmenting of projects.
- Format - Please use the most current electronic version of the Project Identification Form when submitting any new projects and include as much data as possible. You may attach listings of new projects on separate sheets using the same format as the Unscheduled Needs List. Include a new Project Identification Form for each new project or an updated Project Identification Form for projects with changed or updated information.
- Please complete the Project Identification Form as thoroughly as possible. This form is available in electronic format and may be obtained by contacting the Division of Planning at 502-564-7183.



## TRANSPORTATION CABINET

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

November 7, 2014

Mr. Jose Sepulveda  
Division Administrator  
Federal Highway Administration  
330 West Broadway  
Frankfort, KY 40601

Dear Mr. Sepulveda:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet (KYTC) has finalized and hereby certifies the 2014 Update of the Kentucky Long-Range Statewide Transportation Plan (LRSTP) for the twenty year period of 2014 through 2035 as the "Official" Long-Range Statewide Transportation Plan for Kentucky. Kentucky has made every attempt to develop this update of the Statewide Transportation Plan in accordance with Federal statutes, regulations, and guidelines, as available in 2014. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995, the Update submitted to FHWA in 1999, and the 2006 Long-Range Statewide Transportation Plan.

In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft 2014 LRSTP was available for public review for an extended period of forty-five days (May 7, 2014 – June 23, 2014) with copies made available at the offices of the state's fifteen Area Development Districts, twelve Highway District Offices, nine Metropolitan Planning Organizations, and in three locations in the State Transportation Office Building in Frankfort. A separate document, entitled "Public Involvement for the 2014 Long-Range Statewide Transportation Plan", will be provided which fully demonstrates the Cabinet's extensive efforts to provide the public full and complete opportunities for input and comments at key decision points during the development of the 2014 LRSTP. We have revised this Plan to incorporate comments made through the review and comment process. All comments received and public involvement efforts will be included in the Public Involvement Document.

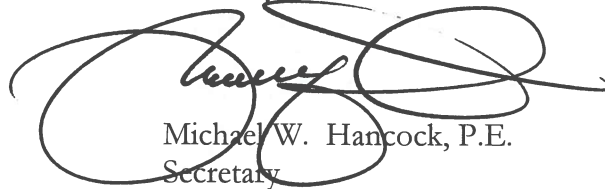


An Equal Opportunity Employer M/F/D

Mr. Jose Sepulveda  
Page 2  
November 7, 2014

We have enclosed five copies of the subject plan for your office. The 2014 LRSTP has also been posted on the KYTC web site at <http://transportation.ky.gov> and KYTC "Your Turn" webpage at <http://yourturn.transportation.ky.gov> as a final approved document and notification of the 2014 LRSTP has been provided to over 900 agencies or individuals throughout Kentucky. If you have any questions or should need additional copies, please contact John W. Moore at (502) 564-7183.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Hancock", is written over a circular stamp or seal. The signature is fluid and cursive.

Michael W. Hancock, P.E.  
Secretary

Enclosures

c: Gary Valentine, Deputy State Highway Engineer for Project Development  
John W. Moore, Director – Division of Planning





## TRANSPORTATION CABINET

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**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

November 7, 2014

Ms. Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration, Region IV  
230 Peachtree, NW  
Suite 800  
Atlanta GA 30303

Dear Ms. Taylor:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

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Ms. Yvette G. Taylor  
Page 2  
November 7, 2014

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Michael W. Hancock, P.E.  
Secretary

Enclosures

c: Gary Valentine, Deputy State Highway Engineer for Project Development  
John W. Moore, Director—Division of Planning

## **EXHIBIT A - 3**

### **PUBLIC INVOLVEMENT DOCUMENTS AND COMMENTS FOR THIS EDITION OF THE STIP**



## **PUBLIC PARTICIPATION PROCESS**

As part of the 30-day public participation process, the Draft FY 2021-2024 STIP was available for public review via the KYTC web site. Letters were mailed to Kentucky's County Judge/Executives, Mayors of Kentucky's cities (with population over 5,000), Transit Providers, and persons on our STIP distribution list that stated that the Draft STIP was available for public review.

The KYTC web site had email capabilities for sending review comments and questions concerning the Draft FY 2021-2024 STIP. KYTC received four emails with comments regarding the Draft STIP.

The Public Notice was published on Facebook, Instagram, and Twitter outlining the 30-day public availability period for public review and comments on the Draft FY 2021-2024 STIP. The Public Notice was also published in the following newspapers.

Lexington-Herald Leader  
Louisville Courier-Journal  
Covington Kentucky Enquirer  
Paducah Sun

Minority Newspapers  
Northern Kentucky Herald  
Louisville Defender

Spanish Newspaper  
Al Dia en America

**PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE  
DRAFT 2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT  
PROGRAM (STIP) FOR KENTUCKY**

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Statewide Transportation Planning Interested Parties, Public Involvement, and Consultation Process," hereby provides notice of the availability of the Draft FY 2021-2024 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning May 10, 2021, and ending June 8, 2021.

The Draft FY 2021-2024 Statewide Transportation Improvement Program will be displayed at: <http://bit.ly/KYTCSTIP>

Any individual, agency, or organization may provide written comments to:

JAMES BALLINGER.  
STATE HIGHWAY ENGINEER  
DEPARTMENT OF HIGHWAYS  
KENTUCKY TRANSPORTATION CABINET  
200 MERO STREET  
6TH FLOOR  
FRANKFORT, KENTUCKY 40622  
PHONE: (502) 564-3730



The Kentucky Transportation Cabinet's DRAFT FY 2021-2024 Statewide Transportation Improvement Program (STIP) is a "big picture" look at multi-modal statewide transportation planning over four years. It contains all the federally-funded scheduled projects in the 2020 Enacted Highway Plan approved by the 2020 Kentucky General Assembly and signed by the Governor. It includes a reference to projects from Kentucky's nine Metropolitan Planning Organizations (MPOs). MPOs represent the following urbanized areas: Bowling Green, Cincinnati-Northern Kentucky, Clarksville-Oak Grove, Evansville-Henderson, Huntington-Ashland-Ironton, Lexington, Louisville, Owensboro, and Radcliff-Elizabethtown. A project located within these metropolitan planning areas must be included in the appropriate MPO's TIP before it can be included in the STIP and before funding can be authorized. You can visit the [MPO's website here](#) to see their current TIP.

A 30-day public comment period will run from Monday, May 10 to Thursday, June 8. Comments can be sent to [Selena.Curry@KY.GOV](mailto:Selena.Curry@KY.GOV) or mailed. Mail can be addressed to James Ballinger, Department of Highways, 200 Mero Street, 6<sup>th</sup> floor, Frankfort, KY 40622. The same contact information can be used to request a hard copy of the draft STIP by mail as district offices are currently closed to the public due to COVID-19.

Name	Description
<a href="#">2021_STIP_Draft_Complete.pdf</a>	Complete 2021 Draft STIP
<a href="#">2021_DraftSTIP_IntroTOC.pdf</a>	Introduction and Table of Contents
<a href="#">2021_DraftSTIP_A-1.pdf</a>	State Certification Letters
<a href="#">2021_DraftSTIP_A-2.pdf</a>	Public Involvement Process
<a href="#">2021_DraftSTIP_A-3.pdf</a>	Public Participation Documents
<a href="#">2021_DraftSTIP_A-4.pdf</a>	Air Quality Conformity
<a href="#">2021_DraftSTIP_A-5.pdf</a>	Project Listing
<a href="#">2021_DraftSTIP_A-6.pdf</a>	CMAQ Projects
<a href="#">2021_DraftSTIP_A-7.pdf</a>	TAP and TE Projects
<a href="#">2021_DraftSTIP_A-8.pdf</a>	SRTS Projects
<a href="#">2021_DraftSTIP_A-9.pdf</a>	Recreational Trails Projects
<a href="#">2021_DraftSTIP_A-10.pdf</a>	Transit Projects
<a href="#">2021_DraftSTIP_A-11.pdf</a>	Aviation Improvement Projects
<a href="#">2021_DraftSTIP_Appendix B.pdf</a>	MPO Financial Plans
<a href="#">2021_DraftSTIP_Appendix C.pdf</a>	Glossary of Terms
<a href="#">2021_DraftSTIP_Appendix D.pdf</a>	Addresses & Phone Numbers
<a href="#">2021_DraftSTIP_Appendix E.pdf</a>	Eastern Federal Lands Highway Projects
<a href="#">2021_STIP_Draft_Complete_Printing.pdf</a>	Complete 2021 Draft STIP (Formatted for Printing)

### Comments

To submit comments regarding the FY 2021-2024 Draft STIP, [click here](#).

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Construction  
Construction Procurement

#### Department of Aviation

Kentucky Department of Aviation  
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**Kentucky Transportation Cabinet** @KYTC · May 26

A car can reach lethal temperatures in as little as ten minutes. In 2019, a

**From:** [Curry, Selena A \(KYTC\)](#)  
**To:** [XXXXXXXXXX](#)  
**Cc:** [Rigney, Ron B \(KYTC\)](#)  
**Subject:** RE: Public comment for draft STIP  
**Date:** Monday, June 7, 2021 12:12:00 PM

---

Mr. XXXXXXXX,  
Please see the following comment from Ron Rigney. Thank you.

Mr. XXXXXXXX,

Thank you for taking the time to review the KYTC "Draft" STIP, and for pointing out your concerns with the section of KY 44 in Bullitt County near the 10 mile marker at Pitts Point Road intersection.

This section of KY 44 is currently included within the following list of Bullitt County projects identified by Local Officials as prioritized projects that need to be considered for inclusion within the 2022 Recommended Highway Plan to be submitted by the Governor to the Kentucky General Assembly in January 2022.

As you can see from the list of Bullitt County projects, 7 of the 10 projects identified by Local Officials are located along various sections of KY 44, and the KY 44 section near Pitts Point Road is ranked number 5 on their list of priority projects.

**The local priorities in the County for consideration by the KIPDA TTCC and TPC for KIPDA Sponsorship are attached and as follows:**

- 1) KY 44 widening from US 31E to Spencer County (KIPDA ID 2916)
- 2) KY 44 improvements from KY 61 to I-65 (KIPDA ID 497)
- 3) KY 44 reconstruction/widening from Bogard Lane to Armstrong Lane (KIPDA ID 2918)
- 4) I-65 Pavement Replacement and widening from Exit 116/KY 480 to Exit 117/KY 44 (a portion of KIPDA ID 491)
- 5) **KY 44 Bridge and safety improvements near Old Pitts Point Rd. (KIPDA ID 2115)**
- 6) I-65/KY 1526 Interchange improvements (KIPDA ID 2785)
- 7) I-65 Southbound slip ramp to Conestoga Pkwy. (a portion of KIPDA ID 491)
- 8) KY 44 widening from Chimney Rock Dr. to CE Smith Rd. **(Inactive KIPDA Project)**
- 9) KY 44 widening from CE Smith Rd. to Armstrong Lane **(Inactive KIPDA Project)**
- 10) KY 44 improvements from US 31W to KY 61 (KIPDA ID 494)

Again, we thank you for your review and comments for the KYTC "Draft" STIP, and if you have any questions or need additional information, please let me know.

Thanks,  
Ron

Ronald B. Rigney, PE & PLS  
Transportation Engineering Director  
KYTC Division of Program Management

*Selena Curry*

Division of Program Management

Kentucky Transportation Cabinet

PH: (502) 782-4752 (direct line)

[selena.curry@ky.gov](mailto:selena.curry@ky.gov)

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---

**From:** XXXXXXXX

**Sent:** Friday, May 28, 2021 5:06 PM

**To:** Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)>

**Subject:** Public comment for draft STIP

Hello,

I am writing to provide public comment on the draft STIP.

KY 44 at / near the 10 mile marker (Pitts Point Rd. intersection) is in very bad shape. There are three areas of continuing subsidence in this area that seem to need annual pavings to level them out. Guide railings east of the bridge in this area are significantly below their design height. I haven't looked it up, but this bridge and two more of nearly identical design to the west, are very likely functionally obsolete. The roadway in this area is also significantly lower than it should be and is prone to flooding.

District 5 has done an exceptional job improving highway 44 West in Bullitt County over the years. The most recent refurbishment of the east and west side hills has made this road much more pleasant to drive and has significantly improved safety. The friction coating seems to be doing an excellent job of keeping cars out of the ditches.

Searching the 2021 draft STIP, I am unable to find any project to address this section of KY 44. I understand that properly repairing this section would involve bridge replacement and elevation of the roadway...not an insignificant project.

Please consider adding improvements to this section of KY 44 in the STIP.

Thank you,

XXXXXXXXXX



**From:** [Curry, Selena A \(KYTC\)](#)  
**To:** [XXXXXXX](#)  
**Cc:** [Rigney, Ron B \(KYTC\)](#)  
**Subject:** RE: Bridge repair  
**Date:** Friday, May 14, 2021 10:21:00 AM

---

Mr. XXXXXXX,  
Please see response from Ron Rigney. Thank you.

Mr. XXXXXXXX,

Thank for your time in reviewing the Draft 2021 STIP and for your comments concerning the needed bridge deck repairs for the KY 135 bridge in Livingston County located just north of mile marker 12.

I reviewed the current bridge data information for the KY 135 bridge over Buck Creek just east of the community of Carrsville, Kentucky near mile marker 12.

Our KYTC Bridge Maintenance staff is currently working on construction plans to conduct a bridge deck overlay project for the KY 135 bridge.

The construction project for the KY 135 bridge deck repairs is scheduled to begin late summer/early fall of this year.

Again, thank you for your review and comments for the Draft 2021 STIP, and if you need any additional information, just let us know.

Thanks,  
Ron

Ronald B. Rigney, PE & PLS  
KYTC Transportation Engineering Director  
Division of Program Management

Selena Curry  
Division of Program Management  
Kentucky Transportation Cabinet  
PH: (502) 782-4752 (direct line)  
[selena.curry@ky.gov](mailto:selena.curry@ky.gov)

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-----Original Message-----

From: XXXXXXXX  
Sent: Thursday, May 13, 2021 8:07 AM  
To: Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)>

Subject: Bridge repair

On Ky.135 in Livingston County just, north of MM12, there is a bridge that is very bad condition. It has several large pot holes and you can see the metal. It will not be very long and the holes will be large enough to the water below. Could you please have someone to look at this. PLEASE.

**From:** [Curry, Selena A \(KYTC\)](#)  
**To:** [XXXXXXXXXX](#)  
**Cc:** [Rigney, Ron B \(KYTC\)](#)  
**Subject:** RE: Stip 2022 concerned taxpayer  
**Date:** Friday, May 21, 2021 3:13:00 PM

---

Ms. XXXXXX,

Please see response from Ron Rigney regarding your comments. Thank you.

Ms. XXXXXX,

Thank you for taking the time to review our KYTC Draft 2021 STIP and sending us your comments and concerns with transportation needs along I-65 in Bullitt and Jefferson counties, and along US 62 west of E-Town in Hardin County.

KYTC has awarded a project to repair and grind the concrete pavement from just south of Joe Prather PKWY (MP 102.1) extending north to the Hardin/Bullitt county line (MP 103.308), and from the Hardin/Bullitt county line extending north to the south side of Lebanon Junction I-65 Exit overpass (MP 104.7). The Contractor began work on this \$19 million project in early March of this year, and construction work should be completed by the end of this calendar year.

In review of KYTC projects for US 62 between E-Town and the Hardin/Grayson county line we are in the preliminary engineering phase of a "Highway Safety Improvement Program" (HSIP) project along US 62 for the possibility of adding turn lanes at intersection of US 62 and English Oak Drive and the intersection of US 62 and KY 222.

Again, thank you for your comments and for your time in the review of the KYTC Draft 2021 STIP.

If you have any questions, or need additional information, please let us know.

Thanks,  
Ron

Ronald B. Rigney, PE & PLS  
Transportation Engineering Director  
KYTC Division of Program Management

-----Original Message-----

From: XXXXXXXXXXXX  
Sent: Thursday, May 20, 2021 9:24 PM  
To: Lamb, Jill (KYTC) <Jill.Lamb@ky.gov>  
Subject: Stip 2022 concerned taxpayer

Please please drive from Jefferson through Bullit County on I65 to experience the terrible dangerous road first hand. This should be a priority of the transportation department.

Second consider widening US HWY 62 in western Hardin County. At least give it a bigger shoulder. The number of houses have increased in Stephensburg. I know of one person that lost their life due to driver distraction and no where to go on that narrow hwy. Another factor for considering widening or adding a shoulder is that many farmers that use US 62 to travel from one farm to another (or tractor repair on 62) and the extra large farm equipment that goes up and down that road creates hazardous driving conditions from hwy 222 until you get to Grayson County on US 62.

Thank you for considering these items



XXXXXX

Sent from my iPhone

**From:** [XXXXXX](#)  
**To:** [Rigney, Ron B \(KYTC\)](#)  
**Cc:** [XXXXXX](#)  
**Subject:** Re: Kentucky Transportation Cabinet's Draft FY 2021-2024 Statewide Transportation Improvement Program (STIP) available for public review  
Wednesday, May 12, 2021 1:53:27 PM  
**Date:**

---

Thank you for the clarification.

XXXXXXXXXX

On Wed, May 12, 2021 at 12:28 PM Rigney, Ron B (KYTC) <[Ron.Rigney@ky.gov](mailto:Ron.Rigney@ky.gov)> wrote:

XXXXXX,

The construction phase for the Kenton County 6-450 KY-1303 Turkeyfoot Road from Dixie Highway to Dudley Road project" was not included within the 2020 Highway Plan.

As KYTC moves forward with the 2021 SHIFT process and the process of preparing the 2022 Recommended Highway Plan to be submitted by the Governor to the General Assembly in January 2022, KYTC will be reviewing available funding and prioritized needs of future phases for consideration of inclusion in the 2022 Recommended Highway Plan.

Again, thanks for your comments and questions.

Ron

Ronald B. Rigney, PE & PLS

KYTC Transportation Engineering Director

Division of Program Management

**From:** XXXXXXXXXXXX  
**Sent:** Wednesday, May 12, 2021 12:13 PM  
**To:** Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)>

**Cc:** Rigney, Ron B (KYTC) <[Ron.Rigney@ky.gov](mailto:Ron.Rigney@ky.gov)>; XXXXXXXX

**Subject:** Re: [Kentucky Transportation Cabinet's Draft FY 2021-2024 Statewide Transportation Improvement Program \(STIP\) available for public review](#)

Thanks for adding back the R/W and Utilities on this list. Are there Construction dollars planned in future years, will this also be added?

XXXXXXXXXXXXXX

On Wed, May 12, 2021, 11:27 AM Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)> wrote:

[XXXXXXXXXX](#),

Please see Ron Rigney's response to your question. Let us know if you have any other questions or comments.

XXXXXX,

Thank you for pointing out that the right-of-way (R) phase and utility (U) phase for the Kenton County 6-450.00 "KY-1303 Turkeyfoot Road from Dixie Highway to Dudley Road project" is not listed in the Draft STIP Exhibit A-5 Project Listing.

We have checked and determined that in our process of removing project phases from the Draft STIP project listing that already had funding authorized, the required funding for the R and U phases of the project were incorrectly shown as having already been authorized.

We will add the R and U phases for the Kenton County 6-450.00 "KY-1303 Turkeyfoot Road from Dixie Highway to Dudley Road project" to the final 2021 STIP Exhibit A-5 Project Listing.

Also, we checked the OKI MPO TIP, and the R and U phases for the Kenton County 6-450.00 "KY-1303 Turkeyfoot Road from Dixie Highway to Dudley Road project" are included in the OKI MPO TIP, thus by reference from the OKI TIP, the R and U phases for the project is officially included in the current approved KYTC STIP.

Again, thank you for taking the time to check the listing of projects and pointing out to us that the right-of-way (R) phase and utility (U) phase for the project is not listed in the Draft STIP Exhibit A-5 Project Listing.

If you have any questions or need additional information, please just let us know.

Thanks,

Ron

*Selena Curry*

Division of Program Management

Kentucky Transportation Cabinet

PH: (502) 782-4752 (direct line)

[selena.curry@ky.gov](mailto:selena.curry@ky.gov)

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**From:** XXXXXXXX

**Sent:** Tuesday, May 11, 2021 2:14 PM

**To:** Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)>; XXXXXXXXXXX

**Subject:** Re: Kentucky Transportation Cabinet's Draft FY 2021-2024 Statewide Transportation Improvement Program (STIP) available for public review

Thanks for this information. There is a project in the City of Crestview Hills (6-450) KY-1303 for Turkeyfoot Road from Dixie Highway to Dudley Road that I don't see in the new plan. Was it missed or is it still under an old plan.

XXXXXXXXXX

On Mon, May 10, 2021 at 11:10 AM Curry, Selena A (KYTC) <[Selena.Curry@ky.gov](mailto:Selena.Curry@ky.gov)> wrote:

To: Kentucky's County Judge/Executives

Mayors of Kentucky's Cities

The attached letter is to inform you that the Kentucky Transportation Cabinet's (KYTC's) Draft FY 2021-2024 Statewide Transportation Improvement Program (STIP) is available for public inspection on the KYTC's web site at: <http://transportation.ky.gov/Program-Management/Pages/2021-Draft-STIP-Book.aspx>. Please see the letter for further details.

*Selena Curry*

Division of Program Management

Kentucky Transportation Cabinet

PH: (502) 782-4752 (direct line)

[selena.curry@ky.gov](mailto:selena.curry@ky.gov)

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MONDAY ROUNDUP

Tornado avoids Hickman upset bid with late rally

BY SUN STAFF

CLINTON — Hickman County could smell the upset as it led Paducah Tilghman 2-1 going into the seventh. With two out and a 2-0 count, the Tornado started its comeback and emerged with a 3-2 win after eight innings of high school baseball on Monday night.

Leyton Patterson faced that count with Levin East on first. He singled a hard grounder to right field, where Eli Armbruster had trouble handling the ball and East came home with the tying run.

Jack Hutcheson led off the eighth for the Tornado with a walk, then reached second on a sacrifice bunt by Jaylen Seay. After West walked, Zion LaGrone singled hard to center to bring Hutcheson home with the eventual game winner. Kaleb Harper, who was 3-for-4 for the Falcons, singled off to lead off the bottom of the eighth. However, East retired the next three batters he faced, including two strikeouts, to earn the triumph.

Paducah Tilghman 100 000 11 3 5 0
Hickman County 001 100 00 2 7 1
WP: East. LP: Prince.
2B: P-Patterson; H-C. Naranjo. 3B: none. HR: none. Top hitters: P-Patterson 2-3; H-Harper 3-4; Carter 2-3. Records: Tilghman 18-2; Hickman 13-6.

Crittenden 13, Livingston 3 — At Marion, Tyler Boone drove in four runs with a pair of singles as Crittenden County took care of Fifth District foe Trigg County in five innings. Caden McCallister drove in two runs for the Rockets while Jeremiah Foster fanned six Cardinals for the victory.

Livingston Central Crittenden County 102 00 3 3 3 061 24 13 11 2
WP: Foster. LP: D. Ramage.
2B: none. 3B: none. HR: none. Top hitters: L-E. Ramage 2-3; C-McCallister 1-3 (2 RBI); Boone 2-4 (4 RBI); Winters 2-3 (RBI); Smith 2-2 (RBI). Records: Livingston 3-14; Crittenden 12-5.

Trigg 21, Russellville 0 — At Russellville, Joe Peca drove in five runs with four hits as Trigg County put up 12 runs in the seventh to breeze past Russellville. Andrew Williamson and Bryce Cunningham each had four RBI for the Wildcats. Trey Carr struck out 10 Panthers for the win.

Trigg County Russellville 061 020 (12) 21 17 000 000 0 4 1 1
WP: Garr. LP: Roberts.
2B: T-Humphries; J. Peca. 3B: T-Williamson; HR: none. Top hitters: T-Williamson 3-4 (4 RBI); J. Peca 4-4 (5 RBI); Cunningham 2-5 (4 RBI); Carr 2-5 (RBI); Humphries 2-5 (2 RBI); I. Peca 2-3; Terrell 2-3; R-Hollaway 2-4. Records: Trigg 6-9; Russellville 2-18.

In other baseball action, Carlisle County eked out a 4-3 home win over Ballard Memorial while Lyon Coun-

ty blanked Union County 10-0 over five innings in Eddyville.

SOFTBALL

Calloway 4, Murray 1 — At Murray, Emerson Grogan put Calloway County up for good against Fourth District rival Murray with a two-run homer to center in the bottom of the first. Izzy Housden singled the first run home during a 3-for-3 day for the Lakers on top of striking out 10 Tigers for the complete game victory.

Murray Calloway County 000 010 0 1 2 1310 000 0 4 8 1
WP: Housden. LP: Chapman.
2B: M-Latimer; C-Housden. 3B: none. HR: C-E. Grogan (1 on in 1st). Top hitters: C-Housden 3-3 (RBI); Hicks 2-4; E. Grogan 1-3 (2 RBI). Records: Murray 8-5; Calloway 15-6.

Ballard 1, Carlisle 0 — At La Center, After Michaela Meyer bunted out in the third inning, an error at second allowed Miley Nichols to score the only run of the game as Ballard Memorial stopped Carlisle County for just its second victory of the season. The Comets outhit their hosts 10-7 but error-free fielding by the Bombers kept their guests at bay.

Carlisle County Ballard Memorial 000 000 0 0 10 3001 000 0 1 7 0
WP: McKinney. LP: Thomason.
2B: C-Shehorn; Thomason. 3B: none. HR: none. Top hitters: C-Atkins 2-4; Thomason 2-3; Allen

2-3; Pearson 2-3; B-Riggs 2-3; Parrott 2-3. Records: Carlisle 5-6; Ballard 2-14.

Livingston 12, CCA 1 — At Smithland, After Community Christian Academy scored the first run of the game, Livingston Central got all the rest including 10 in the second of a five-inning rout. Victoria Joiner went 4-for-4 with two doubles and three RBI for the Cardinals.

Madison Bolte fanned eight Warriors in picking up the win.

Community Christian Livingston Central 100 00 1 3 010(10)0 2x 12 12 1
WP: Bolte. LP: Arnett.
2B: C-Peeler; L-Joiner 2; Crittenden. 3B: none. HR: none. Top hitters: L-Joiner 4-4 (3 RBI); Lasher 2-4 (RBI); Suare 2-3 (2 RBI); Norton 2-3 (RBI); Crittenden 2-2 (2 RBI). Records: CCA 2-6; Livingston 11-5.

Marshall 9, Hickman 1 — At Clinton, Kinley Edwards, Cayson Conner, Riley Piercefield and Charley Pursley each had three hits for Marshall County in a win over Hickman County. Edwards finished a home run shy of hitting for the cycle with Layne Pea hitting a solo shot to lead off the fourth for the Marshals.

Marshall County Hickman County 022 112 1 9 15100 000 1 2 6 3
WP: Lovett. LP: Rose.
2B: M-Edwards. 3B: M-Edwards; Pursley. HR: M-Pea (none on in 4th). Top hitters: M-Pursley 3-5 (2 RBI); Conner 3-4; Edwards 3-4 (2 RBI); Jezik 2-4 (2 RBI); Piercefield 3-4 (RBI). Records: Marshall 16-9; Hickman 12-7.

Crittenden 11, Trigg 0 — At Marion, Ashlyn Hicks drove in half of her four RBI for Crittenden County with a two-run homer to left in the fourth against Fifth District rival Trigg County. Riley Smith collected three hits for the Rockets as she and Elliot Evans each drove in two runs. Chandler Moss cracked a solo homer in the third and held the Wildcats to two hits for the win.

Trigg County Crittenden County 000 00 0 2 1121 25 11 11 1
WP: Moss. LP: West.
2B: C-Evans; Hicks; Smith. 3B: none. HR: C-Hicks (1 on in 4th); Moss (none on in 3rd). Top hitters: C-Hicks 2-3 (4 RBI); Long 2-3 (RBI); Moss 2-3 (RBI); Smith 3-3 (2 RBI); Evans 1-1 (2 RBI). Records: Trigg 4-10; Crittenden 9-5.

In other softball contests, Graves County stopped Christian Fellowship 10-0 in five innings while Caldwell County dominated Webster County 12-1 over six innings in Dixon.

BOYS TENNIS

ST. MARY 2, TILGHMAN 1
Singles: Whitson McNeill (T) d. Rex Roof 8-1, Tate Jennings (SM) d. Phillip Jones 8-5. Doubles: Jennings/Roof (SM) d. McNeill/Jones 9-7.

GIRLS TENNIS

TILGHMAN 9, ST. MARY 0
Singles: Natalie Lansden d. Claire Haas 8-0, Abby Brown (T) d. Milleah Smith 8-0, Anna West d. Ava Campbell 8-0, Meghan Gruber d. Therese Smith 8-1, Madelyn Duwe d. Miranda Gartner 8-1, Kate LeBuhn d. Vanessa Becker 8-3. Doubles: Gruber/West d. Haas/Megan Lorch 8-4, LeBuhn/Duwe d. Milleah Smith/Campbell 8-1, Frannie Hidge/Addison Winklepleck d. Therese Smith/Maya Smith 8-6.

Lady Mustangs capture Section 1 Tournament

BY SUN STAFF

The McCracken County girls tennis team won the Kentucky High School Tennis Coaches Association (KYHSTCA) Section 1 Tournament in dominant fashion over the weekend. Matches were played at Paducah Tilghman and Lone Oak on Friday and Saturday.

The Lady Mustangs didn't drop any of their matches over three rounds of play. They opened with a 5-0 win over Mayfield on Friday and proceeded to win 3-0 over Paducah Tilghman in the semifinals and 5-0 over Greenwood in the championship on Saturday.

In the championship against Greenwood, McCracken's Shelby Puryear defeated Arden Dethridge 6-1 and 6-0, Maggie Smith defeated Abigail Daughtry 6-0 and 6-0, and Hannah Puryear defeated Leia Trinh 6-0 and 6-0 in singles play. In doubles, McCracken's Lilli Smith and Sophie Hollowell defeated Greer Glosiele and Kate Young 6-2 and 6-0, and Madeline Yates and Katie Crabtree defeated Avery Overmohle and Olivia Overmohle 6-2 and 7-6 (7-3).

In the semifinal win over Tilghman, Lilli Smith defeated Meghan Gruber 6-0 and 6-3, and Maggie Smith defeated Addison Winklepleck 6-0 and 6-0 in singles play. In doubles, Hannah Puryear and Crabtree defeated Kate LeBuhn and Frannie Hidge 6-0 and 6-0.

Against Mayfield, Hollowell scored a victory via a Molly Null retirement in the first set. In the other two singles matches, Lilli Smith won 6-0 and 6-0 over Joey Grace Sulta, and Maggie Smith won 6-0 and 6-0 over Claire Crawford. Shelby Puryear and Yates (6-0, 6-0 over Megan Null and Josie Hale) and Hannah Puryear and Crabtree (7-5, 6-2 over Kiya Morris and Charli Stanley) won their doubles matches.

Hopkinsville won the third-place match, defeating Paducah Tilghman 3-2. Tilghman's two points came via a singles win from Gruber (6-4,

7-5 over Sophie Maddux) and a doubles win from Natalie Lansden and Maddie Duwe (6-0, 6-0 over Elaine Baker and Morgan Woosley).

Tilghman had advanced to the semifinals after defeating St. Mary 5-0. Abby Brown (6-1, 6-2 over Megan Lorch), Duwe (6-1, 6-1 over Claire Haas) and LeBuhn (6-0, 6-3 over Ava Campbell) scored singles victories. Anna West and Gruber (6-0, 6-0 over Maya Smith and Therese Smith) and Lansden and Winklepleck (6-0, 6-1 over Haley Froehlich and Miranda Gartner) won in doubles play.

In the boys tournament, Greenwood won the championship while Paducah Tilghman, South Warren, Webster County and McCracken County rounded out the top five.

Tilghman opened with a 3-2 win over McCracken. Davis Rowton (6-1, 6-0 over Om Patel) and Evan Jones (6-3, 6-0 over Aaron Lundberg) won in singles play for the Blue Tornado, which got a doubles victory from Sam Kirchoff and Zach Ybarzabal. That duo won 7-6 (7-4) and 6-2 over Conner McIn-

tosh and Hutch Crabtree. McCracken's victories came via Noel Puertollano (6-3, 7-5 over Whitson McNeill) in singles play and Keegan Terrone and Haden Scruggs (6-3, 6-4 over AJ Armstrong and Ben LeBuhn) in doubles.

The Tornado then defeated South Warren, 4-0, in the semifinals. Rowton (6-1, 6-0 over Jake Taylor) and Jones (6-1, 6-2 over Antonio Noble) won singles matches. LeBuhn and Armstrong (6-0, 6-0 over Caden Mattingly and Micah Rowland) and Kirchoff and Ybarzabal (6-0, 6-0 over Salem Harris and Hudson Daniels) won in doubles.

In the championship, Tilghman fell 3-2 to Greenwood. Rowton defeated Dylan Dethridge 6-2 and 6-2 while the doubles team of Ybarzabal and Kirchoff won their match in three sets — 2-6, 6-4 and 10-6 — to score the Tornado's two points in the match. Two other matches went to three sets, as Greenwood's Landon Trinh (3-6, 6-1 and 10-8 over McNeil) and James Chen and Johnathon Foust (1-6, 6-2 and 10-4) scored wins that helped turn the tide.

After falling to Tilgh-

man, McCracken proceeded to take the consolation championship to finish in fifth place. The Mustangs defeated Madisonville-North Hopkins, 5-0, in the consolation semifinals. Terrone (6-4, 6-1 over Joey Plain), McIntosh (6-3, 6-2 over Nathaniel Crick) and Scruggs (6-2, 6-0 over Braden Bell) won in singles play. Crabtree and Lundberg (6-0, 6-2 over Tony Popescu and Aidan Brummer) and Patel and Puertollano (6-3, 6-3 over Tate Young and Kale Knight) won in doubles.

The Mustangs then defeated Caldwell County, 4-1, in the consolation championship. Terrone (6-0, 6-1 over Nick Adams), McIntosh (6-0, 6-0 over Bryce Thompson) and Scruggs (6-0, 6-0 over Cannon Littlejohn) swept singles play, and Patel and Puertollano (6-2, 6-1 over Billy

Wallace and Grayden team of Jordan Hammett Miller) won their doubles match.

Caldwell's lone point came from the doubles who won 6-4 and 7-5 (10-8) over Crabtree and Lundberg.

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# Applications now open for the Kentucky Coalition for Advancing Education

Applications are now being accepted for those who would like to join the Kentucky Coalition for Advancing Education and help shape a new vision for the state's public school students. The coalition follows a series of 11 virtual listening tours held across the Commonwealth to gather input on the strengths and weaknesses of our current education system.

A joint project of the Kentucky Department of Education (KDE), the Center for Innovation in Education (CIE) and the Kentucky Board of Education, the coalition will be involved in the design of a new assessment and accountability system for Kentucky's public schools and a strategic plan for KDE. This work will help re-imagine how students and schools are supported across the Commonwealth.

It is critical that the Kentucky Coalition for Advancing Education include the voices of Kentuckians who represent the diverse communities and needs across the state. Applications are being sought from family members, students and staff who are interested in helping reshape Kentucky's public schools. Coalition members will be expected to attend weekly virtual meetings in

June, engage in some shared work in July and meet bi-weekly in August and September. The group's first meeting will be 4-6 pm ET on June 1. Starting in October, the coalition will meet monthly for the duration of the 2021-2022 school year. The deadline to complete the online application is May 21.

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# UofL Junior wins Kentucky's only 2021 Truman Scholarship

By Janet Cappiello

LOUISVILLE, Ky. — University of Louisville junior Lexi Raikes has won Kentucky's only Harry S. Truman Scholarship for 2021.

The award, valued at \$30,000, is given to just 62 U.S. college juniors annually. It is the premier graduate scholarship for aspiring public service leaders in the United States.

The Harry S. Truman Scholarship foundation announced the winners April 14.

Raikes, a Campbellville, Kentucky, native, plans to use the scholarship toward her goal of attending Georgetown University in Washington, D.C., to earn a law degree and a Master's of Science in Georgetown's Addiction Policy and Practice program.

"Addiction is one of the most under-addressed and mistreated problems in our society to-

day," Raikes said. "It has deeply impacted our state, my community and my own family. I hope to dedicate my career in public service to dismantling policies that stand in the way of harm reduction and comprehensive recovery."

Raikes heard the news during an emotional surprise video call with UofL President Neeli Bendapudi.

"You are the best of the Cardinal Spirit," Bendapudi said. "You persevered through an extremely challenging year to earn this prestigious scholarship."

There were more than 800 applicants for this year's Truman Scholarship from more than 300 colleges and universities.

"Our best students stack up against anybody's best students," said Charlie Leonard, who directs UofL's Office of National and International Scholarship Opportunities. "We hit the jackpot

See Scholarship, page 5



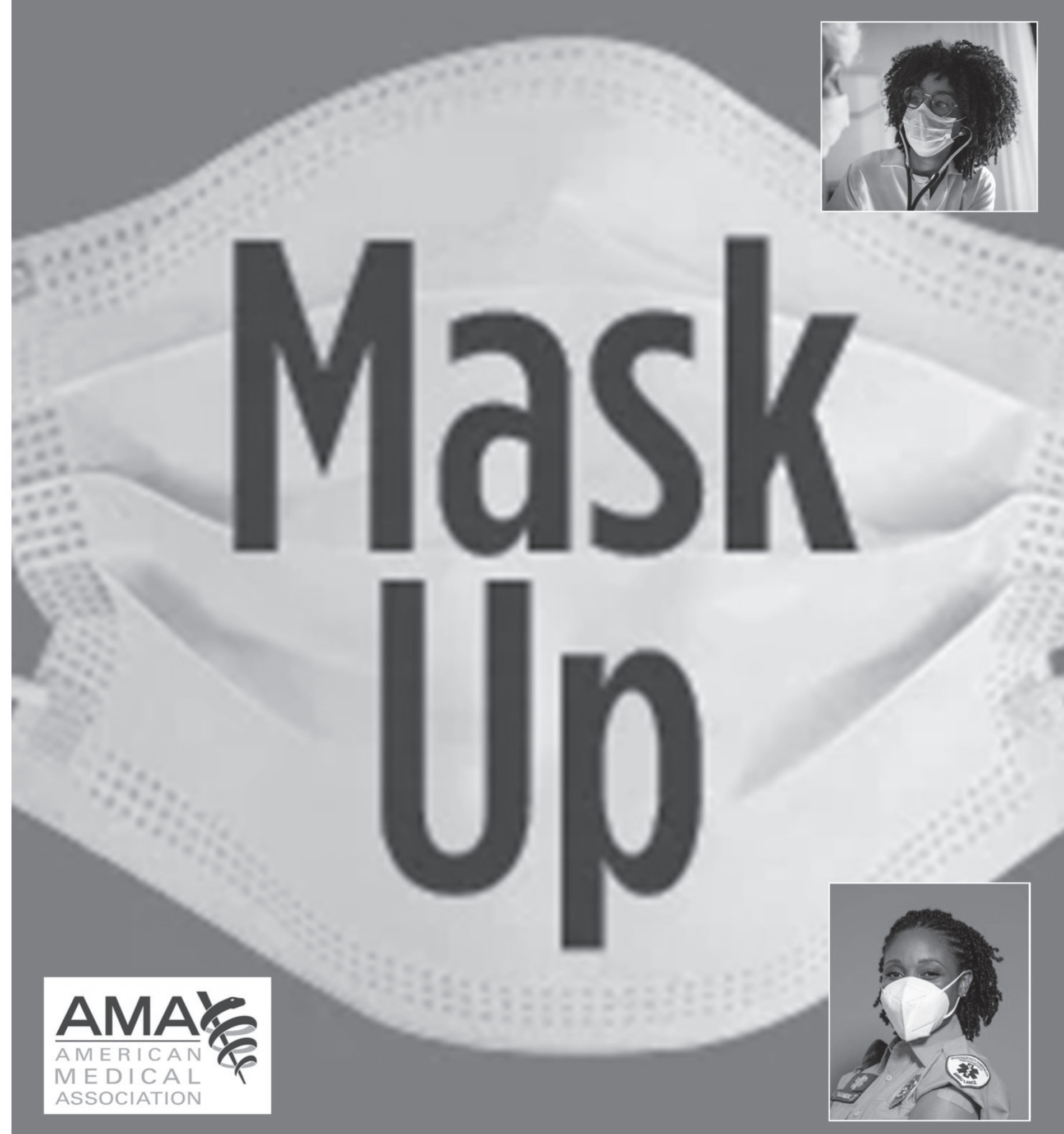
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# Hall

Continued from Page 3A

mary care services as well as mental health counseling, a pharmacy and a food and clothing pantry. To be healthy, she said, people need the basics of life. And she was going to help make sure they had those necessities.

"It's a shame in a country as rich as ours that people in Appalachia can get without food and they are hungry," Hall told The Courier Journal in 2014, adding that many were reluctant to seek help. "Our people — they're poor, but they're proud."

During her lifetime, Hall received numerous awards and accolades for her work and advocacy, including honorary doctorates from Berea, Midway and Pikeville colleges in Kentucky and Trinity College in Hartford, Connecticut.

She was also the subject of a book, "Mud Creek Medicine," by Kiran Bhatraju.

Dr. Garrett Adams, who retired from the full-time faculty of the University of Louisville School of Medicine, reviewed Bhatraju's book in 2014. He wrote Hall's clinic provided for all of the patients' medical and mental care needs, transportation, food and shelter "not through any academic study of the health system or high-minded idealism, but out of an intuitive sense of what folks on the verge of poverty required."

"She was remarkable — somebody that every man and woman should look up to," Adams, a past president of Physicians for a National Health Program, said in an interview Sunday. "She was a hero and one of the most courageous women I ever heard of."

Kentucky's senior U.S. senator, Mitch McConnell, said in a statement Hall, a self-described "hillbilly ac-



Mud Creek Clinic founder Eula Hall, seen in 2014, died Saturday at age 93. JESSICA EBELHAR/COURIER JOURNAL FILE

tivist," changed the lives of her neighbors, pouring "everything she had" into the Mud Creek clinic and devoting her life to medical care of Kentuckians.

"Even after a fire burned down the clinic, her team didn't miss a single day. Slowing down was simply never an option," said McConnell, who called her one of the toughest women he's ever met.

"Since Eula opened her doors nearly 50 years ago, she blessed her community and our Commonwealth with care and a generous spirit," he added. "She was a

lifelong champion of her people and will remain an inspiration for years to come."

Hall is survived by three sons, one daughter, eight grandchildren, fourteen great-grandchildren and five great-great-grandchildren, according to an online obituary.

A funeral service will take place 10 a.m. Tuesday at Hall Funeral Home in Martin.

*Courier Journal reporter Darcy Costello contributed to this report.*

# COVID

Continued from Page 3A

perienced by some people who have had COVID-19. Those are among the most common and most serious symptoms associated with the virus.

Individuals 18 or older who have had COVID-19 confirmed by a diagnostic test are eligible to participate regardless of whether they have had lasting symptoms from the illness.

Vaccination status does not affect eligibility.

All appointments and tests are free. Information will be used for research only and will be kept confidential. Study visits are conducted every three to six months and participants are followed for about one year.

For more information, visit the website, email COVclinic@louisville.edu or call 502-852-8680.

## Stack weighs in on vaccine myths

Dr. Steven Stack, the state's public health commissioner, said Thursday that despite "myths" going around, none of the vaccines have shown an impact on women's fertility.

"That is a falsehood, and we have not found any information to support that," he said.

Stack said it is recommended that people who are pregnant get the vac-

cine, "because the risk of the disease when you're pregnant is greater."

Starting Monday, Stack also said, Kentuckians will be able to enter their ZIP codes at [www.vaccines.gov/](http://www.vaccines.gov/) search to find the vaccination sites nearest them, as well as the option to choose which vaccine they want to get.

"This is something we have hoped for for a long time," Stack said. "We wanted people to be able to have choice. Previously, we didn't have enough vaccine for people to have choice. Now, for the most part, there's enough vaccine available that people can have choice."

"You'll be able to pick, do you want Pfizer, or Moderna, or J&J, or some

combination of those," he said, though mixing doses isn't recommended.

"It's theoretical about whether there's any benefit to get one vaccine then jump to another; there's not research trials that have proven that," Stack said. "Mixing and matching vaccines right now is theoretical — it's not been studied and it's not been proven yet. And so, for right now I would recommend you do not do that. Go back and get the second dose of the same vaccine, and if the science later shows otherwise then we'll update you on that when we reach that point."

In addition to the website that allows ZIP code input, Stack said people will be able to see vaccine

appointments via text. English speakers can text their ZIP codes to 438829 and get a reply text containing three site options. Spanish speakers can text their ZIP codes to 822862 for locations.

## Kroger Field vaccine site to demobilizes

After May 14, the COVID-19 vaccine clinic at the University of Kentucky Kroger Field in Lexington will demobilize and shift from the stadium to pharmacies operated by UK health, the uni-

versity announced Friday.

Starting May 19, vaccines will be available at UK pharmacies at 2317 Alumni Park Plaza, which includes a drive-thru option, and at University Health, 830 S. Limestone.

Individuals who need to schedule a second dose may do so at either pharmacy site.

Those wishing to schedule a vaccine may do so through [ukvaccine.org](http://ukvaccine.org).

More than 240,000 vaccine doses have been administered at the Kro-

ger Field site, which opened in January.

UK reports that so far, more than 60% of students, 70% of staff and 80% of faculty have had at least one dose of the COVID-19 vaccine. The university strongly encourages students to get the vaccine.

Reach news reporter Sarah Ladd at [sladd@courier-journal.com](mailto:sladd@courier-journal.com). Follow her on Twitter at [@ladd\\_sarah](https://twitter.com/ladd_sarah). Reach Deborah Yetter at [dyetter@courier-journal.com](mailto:dyetter@courier-journal.com). Find her on Twitter at [@d\\_yetter](https://twitter.com/d_yetter).

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# As cases grow, India's vaccination campaign falters

BY KRUTIKA PATHI  
Associated Press

BENGALURU, INDIA  
Since India opened vaccinations to all adults this month, hoping to tame a disastrous coronavirus surge sweeping across the country, the pace of administering the shots has dropped, with states saying they have limited stock.

Cases meanwhile are still rising at a record pace in the world's second-most populous nation. On Sunday, India reported 403,738 confirmed cases, including 4,092 deaths. Overall, India has over 22 million confirmed infections and 240,000 deaths. Experts say both figures are undercounts.

India's Supreme Court

said Saturday it would set up a national task force consisting of top experts and doctors to conduct an "oxygen audit" to determine whether supplies from the federal government were reaching states.

Complaints of oxygen shortages have dominated the top court recently, which stepped in earlier this week to make sure the federal government provided more medical oxygen to hospitals in the capital, New Delhi.

The country's massive vaccination drive kicked off sluggishly in January when cases were low and exports of vaccines were high, with 64 million doses going overseas. But as infections started to rise in March and April, India's exports drastically slowed down so doses went to its

own population. So far, around 10% of India's population have received one shot, while just under 2.5% have gotten both.

At its peak in early April, India was administering a record high of 3.5 million shots a day on average. But this number has consistently shrunk since, reaching an average of 1.3 million shots a day over the past week. Between April 6 and May 6, daily doses have dropped by 38%, even as cases have tripled and deaths have jumped sixfold, according to Bhramar Mukherjee, a biostatistician at the University of Michigan who has been tracking India's epidemic.

One reason for the drop in shots is that there are just not enough available, experts say. Currently,



Flower vendors wearing masks await customers Sunday at a market in Prayagraj, India.

RAJESH KUMAR SINGH AP

available stock has been divided in two, with 50% purchased by the government going to public health centers to inoculate those above 45. The remaining half is being purchased by states and the private sector directly from manufacturers at set prices to give adults below 45.

This has led to lags as states and private hospitals, still adjusting to new rules, struggle to procure supplies on their own.

"You have now taken it out of a fairly efficient system where every dose was still centrally controlled," said Jacob John, a professor of community medicine at Christian Medical College, Vellore. "But with market forces at play and unprepared states burdened with such a daunting task, the efficiency of the system has fallen."

The government last month gave an advance to the Serum Institute of India and Bharat Biotech, which could help boost manufacturing. And last week, India received its first batch of Sputnik V vaccines.

India's two vaccine makers produce an estimated 70 million doses each month of the two approved shots - AstraZeneca, made by the Serum Institute of India, and another by Bharat Biotech.

Vaccine supply has remained nearly the same since the drive began in January, but the target population eligible has increased by threefold, said Chandrakant Lahariya, a health policy expert.

In Kerala state, the drive to inoculate all adults is crawling along because "our single biggest problem is the very

slow arrival of supplies," said the state's COVID-19 officer, Amar Fettle.

In New Delhi, many are waiting for hours outside vaccination centers - but only after they've been able to book a slot.

Experts also point to a new policy change by the government, which has upended how doses are being distributed.

Previously, all of the stock was bought by the federal government and then administered to the population through both public and private health facilities.

But from May 1, all

## China: Rocket debris burned up in re-entry

Associated Press

BEIJING  
China's space agency said a core segment of its biggest rocket re-entered Earth's atmosphere above the Maldives in the Indian Ocean and that most of it burned up early Sunday.

Harvard astrophysicist Jonathan McDowell, who tracked the tumbling rocket part, said on Twitter: "An ocean reentry was always statistically the most likely. It appears China won its gamble. But

it was still reckless." On social media, people in Jordan, Oman and Saudi Arabia reported sightings of the Chinese rocket debris, with scores of users posting footage of the debris piercing the early dawn skies over the Middle East.

Usually, discarded rocket stages re-enter the atmosphere soon after liftoff, normally over water, and don't go into orbit.

China's official Xinhua News Agency later clarified that re-entry occurred Sunday at 10:24

a.m. Beijing time. "The vast majority of items were burned beyond recognition during the reentry process," the report said.

Despite that, NASA Administrator Sen. Bill Nelson issued a statement saying: "It is clear that China is failing to meet responsible standards regarding their space debris."

The roughly 100-foot-long rocket stage is among the biggest space debris to fall to Earth. China's space program, with its close military links, hasn't said why it put the main component of the rocket into space rather than allowing it to fall back to Earth soon after discharg-

ing its payload, as is usual in such operations.

The Long March 5B rocket carried the main module of China's first permanent space station - Tianhe, or "Heavenly Harmony" - into orbit on April 29.

An 18-ton rocket that fell in May 2020 was the heaviest debris to fall uncontrolled since the former Soviet space station Salyut 7 in 1991.

China's first space station, Tiangong-1, crashed into the Pacific Ocean in 2016 after Beijing confirmed it had lost control. In 2019, the space agency controlled the demolition of its second station, Tiangong-2, in the atmosphere.

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# Police reform

Continued from Page 1A

their list, after widespread protests erupted over the police killings of Breonna Taylor and George Floyd.

A Courier Journal analysis of more than a dozen Justice Department investigations of police agencies found these probes often result in better policing, but the pace often is glacial and the financial burden of the recommended reforms on cities — and taxpayers — can sometimes be crippling.

“The investigations are good for police departments — it helps them reorder and reorient,” said former New Orleans police chief Ronal Serpas, now a criminal justice professor at Loyola University New Orleans.

“The downside is it has to be consistent with what cities can afford.”

When the Justice Department and local U.S. Attorney’s office announced April 26 it was opening the “pattern and practice” investigation, they said it would determine whether the Louisville Metro Government and Metro Police have been violating citizens’ civil rights.

Such investigations typically are so detailed they can take a year or more.

“They are one of the most invasive forms of external regulation of a police department that we have,” said Stephen Rushin, an associate law professor at Loyola University Chicago who wrote a book about pattern and practice investigations.

While the Justice Department pays for the investigation, it’s up to a city — and taxpayers — to pay for recommended changes, such as technology and equipment upgrades, training and hiring experts or independent monitors.

In places such as New Orleans and Ferguson, Missouri, tight budgets have threatened to derail years of reform efforts stemming from federal investigations.

## Louisville officials say reforms already underway

In Louisville, Mayor Greg Fischer has said he welcomes the investigation even as he says the city has made significant strides toward police reform in recent months, including establishing a police civilian review board.

“Many of the reforms we expect them to suggest are already underway here, including several in the 2022 budget proposal,” said Jean Porter, a spokeswoman for the mayor.

A \$190,000 comprehensive report by an outside firm Fischer hired found the police department “in crisis” and in need of immediate reform. The 158-page Hilliard Heintze report said Louisville police engaged in racially biased policing, failed to effectively monitor or discipline officers and had lost the community’s trust.

Mehveen Riaz, a Justice Department trial attorney based in Washington D.C., said the Heintze report was a high-level review primarily focused on policies and

training for select areas.

“Our investigation is more comprehensive and it’s going to dig deeper,” Riaz said during an online forum about the investigation.

Led by Justice Department attorneys, a team of policing experts will determine whether Louisville police use unreasonable force, including during peaceful protests; engage in unconstitutional stops, searches and seizures; and discriminate against people based on race.

They’ll also determine whether the department and Metro Government fail to provide public services in compliance with the Americans with Disabilities Act. For example: Do officers mistreat or use more force against people with behavioral disabilities?

The probe will also involve significant input from citizens, she said.

Aprile Hearn, a Louisville protester and executive director of the Better Dayz Youth Coalition, said the investigation is long overdue.

“I’m not 100% convinced that anything will come from it, but I am glad they’re here. It gives us a fresh breath,” Hearn said.

## What happened in other cities

The New Orleans probe took about 10 months, reviewing more than 36,000 pages of documents, spending hundreds of hours in community meetings and observing police officers, and interviewing officers, public officials, victims and witnesses to police misconduct.

The subsequent findings were scathing and recommendations vast, touching nearly every element of policing. They resulted in the nation’s longest consent decree at the time, an agreement that outlines what the city, police department and independent monitors who report to the judge are required to do.

In 2019, the U.S. District judge overseeing the department said its progress had been “remarkable” over the past five years.

In a survey, residents’ approval rating of the New Orleans Police Department was about 33% in 2009. As of October 2020, that figure was 57% — and 74% of respondents said their interaction with police department employees was “pleasant and courteous.”

In Baltimore, a Justice Department investigation took 14 months, with another seven months to draft a 19-section, 510-paragraph consent decree, said Shannon Sullivan, director of the Baltimore Police Department’s Consent Decree Implementation Unit.

The process of finalizing policies, drafting and training officers is still ongoing.

Next month, Baltimore police will see an early result of the investigation: a computer-based records management system promised in the consent decree four years ago. Some consent decrees are tailored to the agency and its problems and some focus on best practices nationally. But in all cases, Rushin said, they’re a negotiation that often involves the community. The alternative is fighting the Justice Department’s lawsuit in court.

## ‘Cities are going broke’

Since the New Orleans investigation unveiled a long list of problems in 2010, the city has spent at least \$60 million on infrastructure, technology and independent monitors, said Serpas, who was the city’s police chief until 2014.

New Orleans, a historically poor city, has spent about \$1.8 million per year for the last nine on its police monitors — about what it costs to run the city’s public library system.

Serpas said the city didn’t get federal funding for reforms while he was chief. But in 2015, the Justice Department gave the city \$1.9 million to hire 15 community police officers and purchase more body cameras — part of \$107 million doled out to agencies across the country that applied for it.

Serpas said everyone wants constitutional policing, but the federal government has to find a way to mitigate the cost.

“The reality is cities are going broke trying to pay for the reforms,” he said.

In Ferguson, where 18-year-old unarmed Michael Brown was shot by police in 2014, the burden has fallen on taxpayers. Residents in 2016 voted twice to raise taxes to maintain a balanced budget.

With a small tax base and a \$13 million city-wide annual budget, the city spent \$1 million in the first three

See **POLICE REFORM**, Page 9A

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**AVISO PÚBLICO DE PERÍODO DE REVISIÓN Y COMENTARIOS SOBRE EL BORRADOR DEL PROGRAMA DE MEJORAMIENTO DEL TRANSPORTE A NIVEL ESTATAL FY 2021-2024 (STIP) PARA KENTUCKY**

El Gabinete de Transporte de Kentucky (KYTC), de acuerdo con Proceso de Consulta y Participación Pública establecido, por este medio hace del conocimiento de la disponibilidad del Borrador del Programa para el Mejoramiento del Transporte a Nivel Estatal FY 2021-2024, para la inspección del público, su revisión y comentarios por un período de 30 días desde el 10 de mayo 2021, hasta el 8 de junio 2021.

El Borrador del Programa para el Mejoramiento del Transporte a Nivel Estatal FY 2021-2024 estará disponible en el sitio <http://bit.ly/KYTCSTIP>

Cualquier persona, agencia u organización puede proveer comentarios por escrito enviándolos a:

**JAMES BALLINGER, STATE HIGHWAY ENGINEER DEPARTMENT OF HIGHWAYS, KENTUCKY TRANSPORTATION CABINET, 200 MERO STREET 6TH FLOOR FRANKFORT, KENTUCKY 40622**

**TEL: (502) 564-3730**

# Henry L. Christmon directed City of Cincinnati youth programs

Contributed by the Family of Henry L. Christmon

Henry Lewis Christmon was born January 6, 1935, in Richmond, Indiana, to John and Lucille Christmon. He was blessed with amazing siblings Mary Lou Gooding, Annie Mae Harlin, Robert “Bobby” Christmon, John “Sonny” Christmon and Kenneth Christmon.

His parents instilled deep family values and that transcended through generations including understanding the value of hard work. He held a paper route while in school with the help of his dad. He graduated from Richmond High School and used his paper route money to attend Miami University graduating with a Bachelor of Science Degree in Industrial Arts with a Minor in Humanities, Accounting, and Economics. After graduating he was drafted into the United States Army in 1957-1959, statin the Military Police.

Following his time in the Army, he moved to Cincinnati, Ohio, where he worked selling life insurance. During his time in Cincinnati, he met the love of his life in December of 1959, Kathleen Boughman. He asked Kathleen’s father



Henry L. Christmon  
Photo provided

for her hand in marriage promising him that he would build her a house.

The couple had a beautiful wedding on September 24, 1960. Keeping to his word, three months later they moved into the home he built in Lincoln Heights, Ohio/

Mr. Christmon was taught the value of obtaining an education and with that he attended Xavier University in Cincinnati, where he received a Master’s in Counseling and Guidance. Afterward, he continued his graduate studies at Kent School of Social Work in Louisville, Kentucky.

Over 10 years, the couple welcomed four children into their home: Scott, Gregory, Roderick and Jonathan Christmon. His children remember him as

always looking for a project, being kind, patient, always driven, and a father who always encouraged them to pursue their goals. He would have his kids join him every Saturday to work on maintenance on apartment buildings that he owned, he named that venture CWS LLC (Christmon, Wife, and Son’s).

Mr. Christmon was a hard worker and held many positions for the City of Cincinnati, which included:

- Director of the Neighborhood Youth Core
- Director of Citizens Committee on Youth (CCY)
- Director of Employment and Training Specialist at CCY
- Director of CETA program

He was a pioneer and developed and implemented programs that enabled both the youth and adults to gain the skills and education needed to survive. On November 15, 1967, the Vice President of the United States Hubert Humphrey wrote a letter to him expressing his gratitude for his service to the City of the Cincinnati, after visiting him at his office. Giving himself unselfishly to his community, he finally retired in 1995.

Mr. Christmon was a generous, witty and dedicated individual,

who loved being with his family and friends. A man who was passionate about equal rights, education and traditions. A man who loved vacationing with his family at Hilton Head Island. A man who loved his children and his grandchildren. A man who never missed a meal and loved a good meal at Kat’s Sunday Dinners & Monkey Bread. He also loved Chrissy’s smothered pork chops, Nicole’s mac & cheese, Rosalinda’s quesadillas, and Jessica introducing him to a Keurig coffee machine.

Mr. Christmon was proceeded in death by his parents, John and Lucille Christmon; brothers, the Rev. Kenneth Christmon Sr., the Rev. Robert “Bobby” Christmon Sr. (Lucinda Christmon), John “Sonny” Christmon Jr., Mary Lou Gooding (George Gooding) and Anne Mae Harlin.

He is survived by his wife Kathleen Christmon; his children, Scott Christmon (Christine Christmon), Gregory Christmon (Jessica Christmon), Roderick Christmon (Rosalinda Christmon), and Jonathan Christmon Sr. (Nicole Christmon); his nine grandchildren and other relatives and friends.

# A tribute to Henry Christmon

By James Clingman

I met “Chris” in 1960, when I was 15 years old. Since that time, I can truly say that he played a major role in my professional growth and career development. He never hesitated to employ, counsel and provide other work opportunities for me during those years. He also did the same for thousands of others, by helping to propel them to higher endeavors.

It is appropriate that his last name begins with “Christ,” because Chris always sought ways to help the “least” among us. He was innovative and creative, and always had an answer whenever problems came up in the various employment and training programs under his authority.

Jerry Brown, one of Chris’ closest protégés, referred to him as the “Magician,” which many of us also believed because Chris always found new and innovative ways to help the unemployed, underemployed, disabled, high school dropouts and so many others. He neither sought the spotlight nor

flew so high that everyone could see him. Instead, he flew extremely low, used a searchlight to find the needy among us, so he could lift them up to fly with him.

Many of Chris’ employees ended up not just in jobs, but also in careers and professions. Some moved on to be department heads at City Hall, while others became mechanics, nurses, barbers and beauticians, construction workers, engineers, attorneys, and even city managers, because of his energy, inspiration, and creativity.

On a personal note, Henry encouraged me to take on challenges beyond what I thought were within my potential, which included my proposing and writing a position paper in 1991 that led to the formation of the African American Chamber in 1996.

Chris pushed us out of the nest, beyond our comfort zones, and we will always be indebted to him for his trust, confidence, and love for us. I am so grateful to him for seeing more in me than I could see in myself.

Thank you “Kat,” and your sons, for sharing this great man with us.

## Sports commentary

### MLB unwritten rules silly, costly

By Conrad Clowers  
Cincinnati Herald  
Contributor

Baseball is a funny sport. Baseball players have memories like elephants. Doing the slightest thing wrong (such as the job you are paid to do) can be hazardous to your health.

For example, a batters objective is to get on base. If a batter hits a home run and does the slightest to

celebrate, it could literally kill him. A batter hitting a home run and flipping a bat, pounding a chest, or doing any type of celebration is shown as a sign of disrespect to a pitcher. The pitcher never forgets when it happens. When the batter comes to bat next, the pitcher more often than not will retaliate from the celebration. A 90+ mile per hour fastball may land in the batters ribcage, leg, or even head.

This is the type of ridiculous nonsense that goes on in Major League Baseball.

The MLB season is only about a quarter of the way done. Cincinnati already has two players that have been suspended for being involved in ‘unwritten’ rules. The first to be punished was Nick Castellanos. On opening day, Castellanos hit a home run off St. Louis Cardinals pitcher Jake Woodford. After hitting the homer,

Castellanos flipped the bat. Woodford didn’t forget the bat flip. By some magical way, Woodford ended up hitting Castellanos with a pitch later in the month. Castellanos eventually scored at a close play at home plate. After scoring on the close play and being called safe, the Reds outfielder/third baseman stood over Woodford and shouted his emotions from scoring. Cardinal’s catcher Yadier Molina retaliated the emotions by putting his hands on Castellanos. It would eventually clear the benches. When all was said and done, it was Castellanos who was suspended for two

games. Amir Garrett would be the next Reds player MLB would come down on. Garrett has a reputation as a fiery player. Garrett, who had been in a pitching slump, struck out Chicago Cubs Anthony Rizzo. After striking out Rizzo, who Garrett has a history with, the tall sizable Reds pitcher showed emotion and shouted his joy to the Cub bench. Chicago took exception to the emotion. Cubs Javier Baez in particular did not like it. Words were exchanged and benches cleared. After the dust settled, once again, it was the Red who would

get in the most trouble. Garrett would be suspended seven games for the incident currently under appeal.

If the NFL was like MLB, most to all players would be playing for free. None would likely have a paycheck after the fines were distributed.

MLB players are human. They are not robots. The league needs to realize this and stop being so quick to hand out suspensions when no punches are actually thrown. If the sport would do this, maybe they wouldn’t have lost the ‘unwritten’ title of America’s favorite pastime.

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## Interact for Health announces new member of research and evaluation team

By Emily Gresham Wherle  
Interact for Health



Andra Smith  
Provided

Center at Houston.

Smith has also conducted research around a variety of public health issues, ranging from teen dating violence to heart failure to adolescent sexual health.

"Evaluation and research help us to understand the impact of our investments and identify facilitators of and barriers to progress and impact," said Kelley Adcock, Director of Research and Evaluation. "By facilitating reflection, learning and use of results, Andra will help our internal and grant making teams drive continuous improvement and institutionalize lessons learned."

Andra also earned a master's in public health from UTHealth and a Bachelor of Arts in health science from Rice University. A native of Long Island, New York, Smith recently relocated to Southwestern Ohio.

## Cincinnati poet laureate emeritus publishes sixth book

By Margee Garbsch  
DePaul Cristo Rey

Shaped by the birth of his daughter, becoming an immigrant father, the global pandemic, and his personal spirituality, "The Parting Present/Lo Que Se Ira" is the sixth book of poetry published by Manuel Iris, Ph.D. This work by the DePaul Cristo Rey teacher and Cincinnati Poet Laureate Emeritus is his first to be published simultaneously in the United States and Mexico in English and Spanish.

The book, released in April, is Dr. Iris' second book to be published in the United States.

He has been a teacher at DPCR since 2013, serves as Hispanic Outreach Coordinator for Spanish-speaking families, and coached the school's spoken word poetry team prior to the pandemic. He served as Cincinnati poet laureate from 2018 to 2020. He has published five other volumes of poetry in four different countries and is the youngest person to ever win the Rudolfo Figueroa Poetry Award, a national honor awarded by the government of Chiapas, Mexico, in 2014.

Iris holds a bachelor's degree in Latin American Literature from the Autonomous University



Manuel Iris  
Provided

of the Yucatan, a master's degree in Spanish Literature from New Mexico State University, and a doctorate in Romance Languages from the University of Cincinnati.

## Three Winton Woods seniors to graduate with associate degrees

By Corina Denny  
Winton Woods City Schools

Forest Park—Three exceptionally hard-working Winton Woods High School students will be collecting more than a high school diploma on May 20. This incredible trio consists of Mya Jackson, Renaud Noubieptie, and Nicolantonio Prentosito.



Shown from left are Nico Prentosito, Mya Jackson, and Renaud Noubieptie. Photo by Drew Jackson.

They have much to be proud of. The trio has attained a challenging academic achievement by earning enough college credits to obtain an associate's degree.

While some were inspired to pursue this goal from watching friends, others saw it as an opportunity to get a first-hand experience of college. "I saw a friend working on his associate's degree while in high school, and I thought I can do that too," said Noubieptie.

Prentosito encouraged students to take advantage of this opportunity. "It is the next step in better preparing for college," said Prentosito, who became Miami University's youngest student as an 11-year-old in the eighth grade. "This responsibility is up to you." The students mentioned how taking college courses influenced their decision

when selecting their major. After taking a sociology class, Mya was so intrigued with the study of human behavior that she decided to major in sociology. "I'm looking forward to learning why people react the way they do." Advice she would give to students is to "see if you can start taking the courses earlier, even as early as 8th grade. Get as many

credits as you can and work at a pace you can handle.

College work is different. It takes time," said Jackson. Prentosito plans to double major in social justice and computer science. "I took Introduction to the Criminal Justice System and Law and the Courts, and the courses were both very interesting. I enjoyed the topics and the robust conversations.

Becoming totally immersed in the classes really helped me select the field of law as a future endeavor."

When asked how Prentosito balanced his school workload, extracurriculars and life, he said, "I go to the class, pay attention, complete the homework with fidelity, and participate in extracurriculars. One thing that I can attest to is that a planner is extremely helpful. It keeps you on track to know when assignments are due." Prentosito is a National Merit Scholar and plans to become a great lawyer.

"It feels good to almost be done," said Noubieptie, who started taking college courses in 2019 as a junior. "At first, I thought it was impossible, then I put my mind to it. Then, I saw my friend complete courses, and I thought I can do this, too. I'm ambitious."

Noubieptie plans to become a philanthropist. "We need each other to survive. I am who I am because of you. Life is about everyone in the world. We cannot keep moving forward while leaving others behind." Noubieptie plans to double major in computer science and physics with a minor in international affairs. Advice he would give students is "if you want to accomplish a goal, figure out how you're going to get there and focus."

Superintendent Anthony G. Smith, said, "Congratulations to the talented trio, Mya Jackson, Renaud Noubieptie, and Nicolantonio Prentosito. You are truly ambassadors for Winton Woods City Schools. We look forward to having more students earn associate's degrees in the near future."

## Black actress brings hit one-woman show to the Cincinnati Fringe Festival

By Crystal Kendrick  
Entertainment Editor



Melissa Cole  
Photo by Samantha Rayward

characters throughout the show.

Since Mo-to-the-oncle's 2016 premiere in New York City, Cole has taken her wild one-woman performance on the road to Fringe festival stages in cities across the country, with critical acclaim along the way. However, in spite of garnering acclaim nationally, Cole laments that these experimental theater festivals don't usually attract too many Black patrons. "I hope that this virtual

showing of Mo-to-the-oncle will bring out Cincinnati's Black theatergoers," she begins. "I think that in media and entertainment, especially in recent years, we've been inundated with stories and imagery of Black trauma, and it can be exhausting to constantly rehash the most painful aspects of our history. As an independent theater producer, I sought to create something that's truthful, yes, but still joyful at the same time."

A Long Island, New York, native, Cole is a graduate of New York University.

More about Fringe: The Cincinnati Fringe Festival is produced by Know Theatre of Cincinnati. A 14-day celebration of theatre, art, music, film, dance and everything between—that's Kinda WEIRD. Like YOU! Now in its 17th year, Cincy Fringe (as its succinctly known) presents over 200

performances of 40+ theatre productions each May and

June, plus art galleries, screenings, concerts,

workshops, classes and nightly parties.



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# Sarah Elizabeth Carter-Rhodus observes 80 birthday in style

Contributed

In honor of her birth, her family threw her a surprise party at her church Fellowship Hall, Macedonia Living Word Fellowship, on Saturday, April 24 in Cincinnati. This plan had been in the making since the beginning of the year. Surprising her wasn't easy...since she's always trying to figure out what everyone's up to. "It was hard keeping up with the guest list and food items, and other arrangements. We know some people wouldn't feel comfortable coming out due to the pandemic. But celebration was in order. She's been in the house long enough," said her daughter, Pam.

Her son, Buster, told her they were going to a photo shoot and then out to dinner that Saturday



Sarah Elizabeth Carter-Rhodus (center) is joined by family members as she observes her 80th birthday. Provided

evening just to get her out of the house. Little did she know she would be surprised by family and friends she hadn't seen in years. Even a surprise visit from her granddaughter, Ellaina, from North Carolina. Plus, a special visit from her friend Minerva, from Atlanta. Minerva had been ill, which made her visit extra special. She also

enjoyed her old friend Willa Jackson." Her granddaughter, Ebony (aka EboNiQ) a standup comic, had the pleasure of telling jokes and even roasting her dear Grandmother Sarah. Sarah has been a faithful member of Macedonia for almost 50 years. She is affectionately known by her grandchildren as "Gigi."

# Delores Hargrove-Young joins Vehr Board of Advisors

By Max Winter  
Vehr Communications

Delores Hargrove-Young, vice chairwoman for d.e. Foxx & Associates and a 2020 Enquirer Woman of the Year, has joined Vehr Communications' Board of Advisors.

Hargrove-Young previously served d.e. Foxx & Associates as president & COO of XLC Services, LLC, where she led the company in its attainment of various prestigious awards, including the Cincinnati USA Supplier Diversity

Circle of Excellence, Eli Lilly & Company Supplier of the Year, P&G Minority Supplier of the Year (two-time winner) and the African American Chamber of Commerce Small Business of the Year. She brings a robust track record of community stewardship to Vehr Communications and continues to serve on numerous nonprofit organizations throughout the Cincinnati region. "We couldn't be more excited to welcome Delores to our board," said Nick Vehr, CEO



Delores Hargrove-Young Provided

and founder of Vehr Communications. "Her leadership in supplier diversity, business development and community service will be instrumental as we provide counsel to our clients throughout the region."

# Donna Winston's short film to be shown at Esquire

Contributed

Donna Winston's short film "The Devil On Earth" will be shown at the Esquire Theater in Clifton on June 19 at three show times: 7 p.m., 8 p.m. and 9 p.m. This film is about a wealthy business tycoon, played by Britton Carter, who wants not only total control over a company he shares with his younger sister Fiona, played by Winston, but also the people in his life as well, until his family is fed up with his manipulating ways and the table begins to turn. This is Winston's second short film that she has



Donna Winston Provided

written, directed and starred in. Her first short film was released last October and sold out at the Esquire during the pandemic. That film, "Running Backwards," is about three young best friends, who were abducted and sold

into sex trafficking. That film has recently been nominated at the Festigious Los Angeles Film Competition the outcome is still pending. "Running Backwards" can be viewed on YouTube. It has a very powerful message for parents and children. If you would like to know more, contact Winston at winosierproduction770@gmail or mechellewinston8@icloud.com. Winston is from the Mt. Healthy community in Cincinnati. She attended McAuley High School freshman and sophomore year, then Scarlet Oaks, graduating from Mt. Healthy High School. He is a graduate of the University of Cincinnati, with a B.A in Criminal Justice and a MBA Degree.

# Warthen celebrates 106th birthday

Contributed

The Cottingham threw Lillie Warthen a big birthday party on Tuesday, May 25, her 106th birthday. Friends, family and her Greater New Hope Baptist Church family, led by its pastor, Dr. Donald Jones Sr. came to celebrate.

Ms. Warthen was born in Georgia and moved to Cincinnati to find work. She attended the Robert Taft High School night school and earned her high school diploma at age 66. Cincinnati's Office of Human Relations Director Paul Booth asked the City to honor her, so Mayor John Cranley declared May 25, 2021, "Lillie Warthen Day in Cincinnati."



City Councilmember Jan-Michele Lemon Kearney presented the City's Proclamation to Lillie Warthen. Provided

# African American Chamber hires initiatives and relationship director

Contributed

The Greater Cincinnati and Northern Kentucky African American Chamber of Commerce (AACC) announced the addition of Briston Mitchell as the director of transformative initiatives and relationships. Mitchell will develop and increase relationships with AACC members and supporters, as well as create and execute AACC programs. "As your African American Chamber celebrates its 25th anniversary, we are excited to



Briston Mitchell Provided

welcome Briston to our hard-working team of visionaries. Her expertise in transformation will help guide the vibrancy and growth of the next generation of Black-owned businesses," said

Eric Kearney, president and CEO of the AACC. Prior to joining the AACC, Mitchell served as a case manager for the U.S. Court of Appeals for the Sixth Circuit in Cincinnati and worked in corporate diversity and inclusion for the Kroger Co. She holds an associate degree in business administration from the University of Cincinnati. Mitchell lives in Monroe, Ohio, with her husband, Marshall. Her two children attend the School for Creative and Performing Arts in Cincinnati.



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**EXHIBIT A – 4**

**AIR QUALITY CONFORMITY  
DETERMINATIONS  
FOR  
MAINTENANCE AREAS**





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of Transportation

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Federal Highway Administration  
West Virginia Division  
700 Washington Street East, Suite  
Charleston, West Virginia 25301  
(304) 347-5928  
(304) 347-5103 (fax)

June 19, 2020

Mr. Byrd E. White, III  
Secretary of Transportation  
West Virginia Department of Transportation  
1900 Kanawha Boulevard East Building  
Five, Room 110  
Charleston, West Virginia 25305-0430

**Re: Air Quality Conformity Determination - Huntington, West Virginia, FY 2021-2024  
Transportation Improvement Program**

Dear Secretary White:

The 1990 Amendments to the Clean Air Act require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176 (d) of the Clean Air Act establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas to provide for timely implementation of eligible portions of air quality plans.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of the February 16, 2016 South Coast Air Quality Management Area vs EPA court finding vacating the 2015 revocation of the 1997 8-hour ozone transportation conformity requirements.

FTA and FHWA find that the KYOVA's 2021-2024 TIP was developed based on a continuing, cooperative, and comprehensive transportation planning process by the MPO, Regional Transportation Authority's, and the State of West Virginia, in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

Based on our review, FTA and FHWA find that the 2021-2024 TIP conforms to the applicable State Implementation Plans, and that the conformity determination has been performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

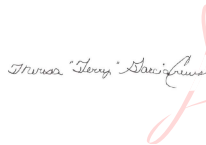


**Re: Air Quality Conformity Determination –Huntington, West Virginia, FY 2021-2024  
Transportation Improvement Program**

Based on Federal transportation planning regulatory requirements, day-to-day involvement, extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support a fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Chandra Inglis-Smith, Planner, FHWA West Virginia Division at (304) 347-5329, or Abigail Lowe, Community Planner, FTA Region III at (215) 656-7252.

Sincerely,

 Digitally signed by  
THERESA GARCIA  
CREWS  
Date: 2020.06.19  
15:33:33 -04'00'

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Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration

---

Brian Hogge  
Division Administrator  
Federal Highway Administration

cc: Chris Chiles, KYOVA  
Bill Robinson, WVDOT, Division of Public Transit  
Ryland Musick, WVDOT, Division of Highways



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Tennessee Division**

March 25, 2020

404 BNA Drive, Suite 508  
Nashville, Tennessee 37217  
Phone (615) 781-5770

Mr. Kwabena Aboagye  
Assistant Director, Long Range Planning Division  
Tennessee Department of Transportation  
James K. Polk Building, Suite 900  
Nashville, TN 37243

In Reply Refer To:  
HPD-TN

Subject: Air Quality Conformity Determination for Clarksville-Hopkinsville, TN-KY

Dear Mr. Aboagye:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the FHWA Kentucky Division and the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination Report adopted by the Clarksville Urban Area Metropolitan Planning Organization (MPO) Executive Board on March 5, 2020.

The Air Quality Conformity Determination covers the Clarksville-Hopkinsville, TN-KY former maintenance area for the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) and addresses the planned transportation improvements from Amendment 1 to the Clarksville Urban Area MPO's 2045 Metropolitan Transportation Plan and Amendment 1 to the Fiscal Year (FY) 2020-2023 Transportation Improvement Program (TIP), both adopted on March 5, 2020.

Based on our review, we find the amended documents conform to the ozone NAAQS for Clarksville-Hopkinsville, Tennessee-Kentucky.

If you have any questions regarding this determination, please contact me at (615) 781-5767.

Sincerely,

Sean Santalla  
Transportation Planning Specialist

cc: Ms. Theresa Claxton, Program Development Team Leader, FHWA TN Division  
Ms. Bernadette Dupont, Acting Environment, Planning & System Performance Team Leader,  
FHWA KY Division  
Mr. Andres Ramirez, Community Planner, FTA Region IV  
Ms. Dianna Myers, Environmental Scientist, EPA Region IV  
Mr. Stacy Morrison, Community Transportation Planning Manager, TDOT

Ms. Jennifer Marshall, OCT Planning Specialist, TDOT  
Mr. Jonathan Russell, OCT Region 3 Planning Supervisor, TDOT  
Mayor Joe Pitts, Executive Board Chair, Clarksville Urbanized Area MPO  
Mr. Stan Williams, Director, Clarksville Urbanized Area MPO  
Mr. Marc Corrigan, Environmental Consultant, TDEC



U.S. Department  
of Transportation

Federal Transit Administration  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Federal Highway Administration  
OH Division  
200 North High St., Room 328  
Columbus, OH 43215

## **ELECTRONIC CORRESPONDENCE ONLY**

Jack Marchbanks, Ph.D.  
Director  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

Dear Director Marchbanks:

This is in response to your letter dated May 1, 2020 regarding Ohio's 2021-2024 Statewide Transportation Improvement Program (STIP). This letter is the documented USDOT Planning Finding for Ohio's 2021-2024 STIP and provides approval of the 2021-2024 STIP.

In order to approve the STIP, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must make a determination that each metropolitan TIP incorporated into the STIP is based on a continuing, cooperative, and comprehensive (3-C) planning process and as necessary conforms to the applicable state implementation plan in accordance with the provisions of the Transportation Conformity Rule (40 CFR Parts 51 and 93). In addition, this Planning Finding is based upon the extent that all the projects in the STIP, directly incorporating the 17 MPO TIPs, are the result of planning processes in accordance with provisions in U.S.C. 23 and U.S.C. 49.

Based on our review of the information provided in the 2021-2024 STIP submittal as well as our ongoing oversight of statewide and metropolitan transportation planning processes, no areas of the planning process have been identified as failing to comply with federal law or regulation. Therefore, we approve the 2021-2024 STIP. This approval is effective July 1, 2020.

If you have any questions, please contact Mr. Andy Johns of FHWA at (614) 680-6896 or Mr. Mark Kane of FTA at (312) 353-1552.

Sincerely,

Kelley Brookins  
Regional Administrator  
Federal Transit Administration

Laura S. Leffler  
Division Administrator  
Federal Highway Administration



ecc: Curtis Baker, AMATS  
Rakesh Sharma, Bel-O-Mar  
Mike Paprocki, BHJ  
Scott Schmid, CCSTCC  
Ken Simpson, Eastgate  
Carri Whitaker, ERPC  
Saleem Salameh, KYOVA  
Matt Hill, LCATS  
Shane Coleman, LACRPC  
Thea Walsh, MORPC  
Ana Ramirez, MVRPC  
Kathy Sarli, NOACA  
Bob Koehler, OKI  
Todd Blankenship, RCRPC  
Jeff Dotson, SCATS  
Dave Gedeon, TMACOG  
Randy Durst, WWW  
Sam Wallace, Buckeye Hills  
Brad Bodenmiller, LUC  
Ellen Smith, MVPO  
Jeannette Wierzbicki, OMEGA  
John Hemmings, OVRDC  
Mike Borger, CORPO  
Jordan Whisler, ODOT  
Scott Phinney, ODOT  
Jennifer Townley, ODOT  
Natasha Turner, ODOT  
Paul Braun, OEPA  
Anthony Maietta, EPA  
Stewart McKenzie, FTA  
Mark Kane, FTA  
Michelle Herrell, FHWA-OH  
Frank Burkett, FHWA-OH  
Carmen Stemen, FHWA-OH

Electronic File Location: L:\2020 Electronic Subject and Project Files\08 Program and Planning and Research\8-A Statewide Planning - General\8-A-1 Statewide Transportation Improvement Program (STIP)

Internal ecc: DA Reading File



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

March 3, 2020

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. Jarrett Haley, Executive Director  
Louisville Area Metropolitan Planning Organization  
c/o Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division Office of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents:

**2020-2025 Transportation Improvement Program (TIP) and  
2040 Metropolitan Transportation Plan (MTP) for the  
Louisville Area Metropolitan Planning Organization (MPO)  
(MPO approval resolution signed on February 27, 2020)**

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the SIP.

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these amendments conform to the 2015 8-hour Ozone NAAQS.

Sincerely,



Todd Jeter.  
Division Administrator

cc: Aviance Webb, FTA-R4  
Erica Tait, FHWA-IN  
Joel Huey, EPA-R4  
Melissa Duff, KEEC-DAQ  
Keith Talley Sr., Louisville Metro APCD  
Laura Douglas and Margaret Handmaker, TARC  
Ron Rigney, KYTC-Program Management  
Mikael Pelfrey, KYTC-Planning  
Amanda Spencer, LOU MPO



# **EXHIBIT A – 5**

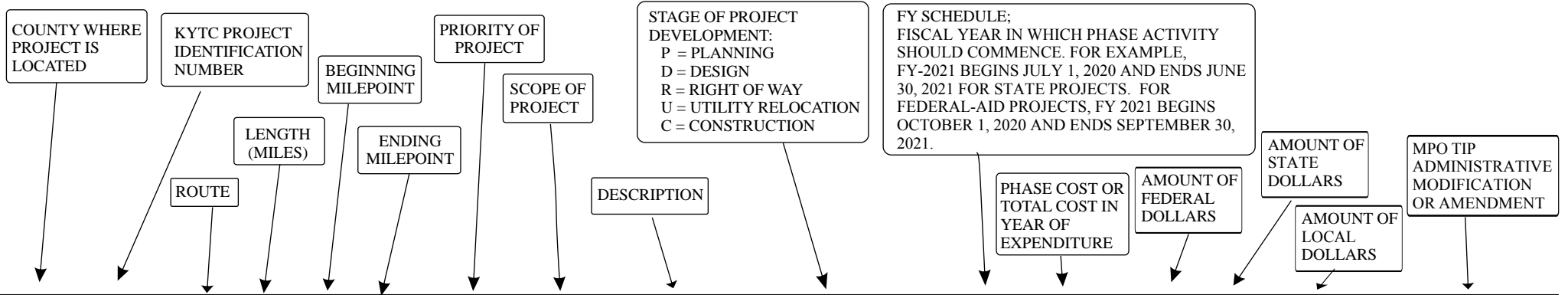
## **STIP PROJECTS**

- A. Federally-funded projects sorted alphabetically by county  
(Pages 1 - 83)**
- B. Federally-funded ZVarious  
(Pages 1 - 9)**
- C. State-funded regionally significant air quality “Non-Exempt” Projects  
(Pages 1 - 7)**

**The projects and funding identified under the county name as “ZVarious” are for projects that are determined on an annual basis for various types of work.**



# KEY TO INTERPRETING INFORMATION PRESENTED FOR FY 2021- FY 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

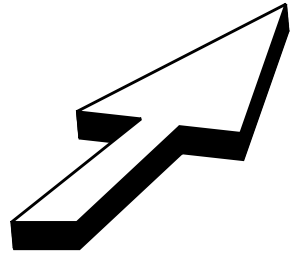


COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
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ALLEN	3-4309	KY 1578	0.37	1.07	1.44	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1578 IN ALLEN COUNTY.	C	STP	2024	79,000	63,200	15,800	0			N
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ILLUSTRATIVE PROJECT  
IF YES, PROJECT IS NOT IN FISCAL CONSTRAINT CALCULATION  
IF BLANK, PROJECT IS IN FISCAL CONSTRAINT CALCULATION.

NATIONAL HIGHWAY SYSTEM



**EXAMPLE:**

- TYPE OF FUNDS TO BE UTILIZED FOR THE PROJECT, ABBREVIATED AS FOLLOWS:**
- |  |   |
|--|---|
| APD — APPALACHIAN DEVELOPMENT                            | SHN — FEDERAL STP FUNDS DEDICATED TO HENDERSON                    |
| CM — CONGESTION MITIGATION                               | SLO — FEDERAL STP FUNDS DEDICATED TO LOUISVILLE                   |
| HPP — HIGH PRIORITY PROJECTS                             | SLX — FEDERAL STP FUNDS DEDICATED TO LEXINGTON                    |
| IF — INNOVATIVE FINANCE                                  | SNK — FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY            |
| INFRA — INFRASTRUCTURE FOR REBUILDING AMERICA            | STP — FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP-BG) |
| NH — FEDERAL NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) | SPP — STATE CONSTRUCTION HIGH PRIORITY PROJECTS                   |
| RRP — SAFETY RAILROAD PROTECTION                         | TAP — FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM                 |
| SAF — FEDERAL HIGHWAY SAFETY                             |   |
| SAH — FEDERAL STP FUNDS DEDICATED TO ASHLAND             |   |





**A. Federally-funded projects sorted  
alphabetically by county  
(Pages 1 - 77)**



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Allen	3-4309.00	KY	1578	0.37	1.07	1.44	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1578 IN ALLEN COUNTY	C	STP	2024	79,000	63,200	15,800				N
Allen	3-4310.00	KY	1533	0.20	4.35	4.55	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1533 IN ALLEN COUNTY	C	STP	2024	43,000	34,400	8,600				N
Allen	3-8802.00	KY	100	0.90	11.80	12.70	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDENING OF KY 100 (FRANKLIN ROAD) TO 3 LANES WITH URBAN	D	STP	2023	260,000	208,000	52,000				N
Allen	3-8802.00	KY	100	0.90	11.80	12.70	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDENING OF KY 100 (FRANKLIN ROAD) TO 3 LANES WITH URBAN	R	STP	2024	310,000	248,000	62,000				N
Anderson	7-20001.00	BG	9002	3.16	58.79	61.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS	D	NH	2022	250,000	200,000	50,000				Y
Anderson	7-20001.00	BG	9002	3.16	58.79	61.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 20.1 TO MILEPOINT 22.357	C	NH	2022	2,500,000	2,000,000	500,000				Y
Anderson	7-80001.00	US	62	2.29	20.49	22.78	SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	IMPROVE US-62 (VERSAILLES RD.) FROM HILLTOP DR. TO WEST END OF BRIDGE OVER KENTUCKY RIVER AT TYRONE(18CCN) (2020CCR)	D	STP	2021	1,250,000	1,000,000	250,000				N
Anderson	7-80001.00	US	62	2.29	20.49	22.78	SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	IMPROVE US-62 (VERSAILLES RD.) FROM HILLTOP DR. TO WEST END OF BRIDGE OVER KENTUCKY RIVER AT TYRONE(18CCN) (2020CCR)	R	STP	2023	3,830,000	3,064,000	766,000				N
Anderson	7-80001.00	US	62	2.29	20.49	22.78	SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	IMPROVE US-62 (VERSAILLES RD.) FROM HILLTOP DR. TO WEST END OF BRIDGE OVER KENTUCKY RIVER AT TYRONE(18CCN) (2020CCR)	U	STP	2023	4,500,000	3,600,000	900,000				N
Anderson	7-80001.00	US	62	2.29	20.49	22.78	SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	IMPROVE US-62 (VERSAILLES RD.) FROM HILLTOP DR. TO WEST END OF BRIDGE OVER KENTUCKY RIVER AT TYRONE(18CCN) (2020CCR)	C	STP	2024	13,750,000	11,000,000	2,750,000				N
Ballard	1-118.00	US	60	1.80	11.82	13.62	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-60 FROM PROPOSED SOUTHERN BYPASS OF LA CENTER TO EAST OF DENIS JONES ROAD. (02CCR) (2020CCR)	R	NH	2023	2,760,000	2,208,000	552,000				Y
Ballard	1-118.00	US	60	1.80	11.82	13.62	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-60 FROM PROPOSED SOUTHERN BYPASS OF LA CENTER TO EAST OF DENIS JONES ROAD. (02CCR) (2020CCR)	U	NH	2024	11,250,000	9,000,000	2,250,000				Y
Barren	3-108.40	CO	0	0.00			RELIABILITY / PE & ENVIRONMENTAL(O)	SPOT IMPROVEMENTS(O)	RELOCATE KY 90 TO BYPASS THE COMMUNITY OF EIGHTY-EIGHT. (2020CCR)	C	STP	2021	3,300,000	2,640,000	660,000			YES	
Barren	3-20004.00	LN	9008	2.26	20.10	22.36	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 20.1 TO MILEPOINT 22.357	D	NH	2021	180,000	144,000	36,000			YES	Y
Barren	3-20004.00	LN	9008	2.26	20.10	22.36	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 20.1 TO MILEPOINT 22.357	C	NH	2021	1,800,000	1,440,000	360,000			YES	Y
Barren	3-20005.00	LN	9008	5.48	9.38	14.85	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.375 TO MILEPOINT 14.85 (2020CCR)	D	NH	2023	440,000	352,000	88,000			YES	Y
Barren	3-20005.00	LN	9008	5.48	9.38	14.85	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.375 TO MILEPOINT 14.85 (2020CCR)	C	NH	2024	2,200,000	1,760,000	440,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Barren	3-20005.00	LN	9008	5.48	9.38	14.85	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.375 TO MILEPOINT 14.85 (2020CCR)	C	NH	2023	2,200,000	1,760,000	440,000			YES	Y
Barren	3-20020.00	US	68	9.70	0.00	9.70	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-68 FROM MILEPOINT 0.00 TO MILEPOINT 9.70	C	STP	2021	1,250,000	1,000,000	250,000			YES	N
Barren	3-8821.00	KY	1297	1.72	11.09	12.81	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN) (2020CCR)	R	STP	2022	2,250,000	1,800,000	450,000			YES	N
Barren	3-8821.00	KY	1297	1.72	11.09	12.81	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN) (2020CCR)	R	STP	2023	3,220,000	2,576,000	644,000			YES	N
Barren	3-8821.00	KY	1297	1.72	11.09	12.81	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN) (2020CCR)	U	STP	2022	2,000,000	1,600,000	400,000			YES	N
Barren	3-8821.00	KY	1297	1.72	11.09	12.81	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN) (2020CCR)	U	STP	2023	2,680,000	2,144,000	536,000			YES	N
Bath	KY FLAP 13	KY	826				SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	Reconstruction and improve safety at the entrance to the Cave Run Lake Stoney Cove Recreational Area along KY 826 in Bath County	D	FLAP	2021	15,000	12,000	3,000				N
Bath	KY FLAP 13	KY	826				SAFETY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	Reconstruction and improve safety at the entrance to the Cave Run Lake Stoney Cove Recreational Area along KY 826 in Bath County	C	FLAP	2022	235,000	188,000	47,000				N
Bath / Menifee	KY FLAP 12	KY	36				RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	Landslide repairs along KY 36 at the Bath/Menifee County line.	D	FLAP	2021	30,000	24,000	6,000				N
Bath / Menifee	KY FLAP 12	KY	36				RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	Landslide repairs along KY 36 at the Bath/Menifee County line.	R	FLAP	2022	25,000	20,000	5,000				N
Bath / Menifee	KY FLAP 12	KY	36				RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	Landslide repairs along KY 36 at the Bath/Menifee County line.	C	FLAP	2022	545,000	436,000	109,000				N
Bell	11-167.00	KY	74	1.56	15.19	16.75	NOT AVAILABLE	Congestion Management (P)	ENHANCING CUMBERLAND AVENUE FROM US 25E TO 18TH STREET WITH STREET IMPROVEMENTS FOR VEHICLE AND PEDESTRIANS, AS WELL AS STORM WATER MANAGEMENT TO IMPROVE SAFETY, CONGESTION, AND ENVIRONMENTAL IMPACT. (2020CCR)	D	STP	2024	990,000	792,000	198,000				N
Bell	11-4314.00	KY	190	0.31	16.19	16.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-190 IN BELL COUNTY	C	STP	2022	68,000	54,400	13,600				N
Bell	11-4315.00	KY	2394	0.33	0.04	0.37	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2394 IN BELL COUNTY	C	STP	2022	69,000	55,200	13,800				N
Bell	11-4316.00	KY	987	0.56	5.42	5.98	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-987 IN BELL COUNTY	C	STP	2022	119,000	95,200	23,800				N
Bell	11-4317.00	KY	987	0.33	7.47	7.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-987 IN BELL COUNTY	C	STP	2022	70,000	56,000	14,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Bell	11-4318.00	KY	987	0.32	8.82	9.14	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-987 IN BELL COUNTY	C	STP	2022	68,000	54,400	13,600				N
Bell	11-4342.00	KY	188	0.11	0.56	0.67	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-188 IN BELL COUNTY	C	STP	2023	23,000	18,400	4,600				N
Bell	11-4349.00	KY	1491	0.05	0.99	1.04	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1491 IN BELL COUNTY	C	STP	2024	11,000	8,800	2,200				N
Bell	11-4350.00	KY	188	0.07	0.16	0.23	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-188 IN BELL COUNTY	C	STP	2024	16,000	12,800	3,200				N
Bell	11-4351.00	KY	188	0.18	0.73	0.91	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-188 IN BELL COUNTY	C	STP	2024	37,000	29,600	7,400				N
Bell	11-4365.00	KY	190	0.22	7.88	8.10	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-190 IN BELL COUNTY	C	STP	2024	47,000	37,600	9,400				N
Bell	11-4366.00	KY	987	0.39	5.48	5.87	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-987 IN BELL COUNTY	C	STP	2024	84,000	67,200	16,800				N
Bell	11-4424.00	KY	190	0.16	16.90	17.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-190 IN BELL COUNTY	C	STP	2021	34,000	27,200	6,800				N
Bell	11-80150.00	KY	74	0.52	16.23	16.75	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG E. CUMBERLAND AVE. (KY 74) BETWEEN MP 16.234 AND 16.753 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	D	STP	2021	50,000	40,000	10,000				N
Bell	11-80150.00	KY	74	0.52	16.23	16.75	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG E. CUMBERLAND AVE. (KY 74) BETWEEN MP 16.234 AND 16.753 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	U	STP	2021	50,000	40,000	10,000				N
Bell	11-80150.00	KY	74	0.52	16.23	16.75	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG E. CUMBERLAND AVE. (KY 74) BETWEEN MP 16.234 AND 16.753 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	C	STP	2021	400,000	320,000	80,000				N
Bell	11-80151.00	KY	74	1.04	15.19	16.23	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG W. CUMERLAND AVE. (KY 74) FROM MP 15.190 TO MP 16.234 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	D	STP	2021	50,000	40,000	10,000				N
Bell	11-80151.00	KY	74	1.04	15.19	16.23	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG W. CUMERLAND AVE. (KY 74) FROM MP 15.190 TO MP 16.234 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	U	STP	2021	50,000	40,000	10,000				N
Bell	11-80151.00	KY	74	1.04	15.19	16.23	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG W. CUMERLAND AVE. (KY 74) FROM MP 15.190 TO MP 16.234 FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS (2020CCN)	C	STP	2021	750,000	600,000	150,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Bell	11-80152.00	KY	2402	0.35	0.00	0.35	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG N 25TH STREET (KY 2402) FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS FROM MP 0 TO 0.353 (2020CCN)	D	STP	2021	50,000	40,000	10,000				N
Bell	11-80152.00	KY	2402	0.35	0.00	0.35	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG N 25TH STREET (KY 2402) FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS FROM MP 0 TO 0.353 (2020CCN)	U	STP	2021	50,000	40,000	10,000				N
Bell	11-80152.00	KY	2402	0.35	0.00	0.35	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY ALONG N 25TH STREET (KY 2402) FOR PEDESTRIAN TRAFFIC BY REPLACING DETERIORATED SIDEWALKS AND UPDATING RAMPS FROM MP 0 TO 0.353 (2020CCN)	C	STP	2021	350,000	280,000	70,000				N
Boone	6-105.00	US	25	4.39	0.47	4.86	NOT AVAILABLE	PLANNING	CONDUCT PLANNING STUDY TO EVALUATE OPTIONS FOR RECONSTRUCTING US 25 BETWEEN KY 14 (MARY GRUBBS HIGHWAY) AND KY 338 (RICHWOOD ROAD).	P	STP	2021	500,000	400,000	100,000			YES	N
Boone	6-1087.00	KY	842	0.05	0.09	0.14	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N) (2020CCN)	D	STP	2021	500,000	400,000	100,000			YES	N
Boone	6-1087.00	KY	842	0.05	0.09	0.14	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N) (2020CCN)	R	STP	2021	3,000,000	2,400,000	600,000			YES	N
Boone	6-1087.00	KY	842	0.05	0.09	0.14	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N) (2020CCN)	U	STP	2021	1,000,000	800,000	200,000			YES	N
Boone	6-1087.00	KY	842	0.05	0.09	0.14	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N) (2020CCN)	C	STP	2023	4,000,000	3,200,000	800,000			YES	N
Boone	6-113.00	KY	338	3.86	0.76	4.61	NOT AVAILABLE	PLANNING	CONDUCT PLANNING STUDY TO EVALUATE OPTIONS FOR RECONSTRUCTING KY 338 (RICHWOOD ROAD) FROM TRIPLE CROWN BLVD TO US 42.	P	STP	2022	500,000	400,000	100,000			YES	N
Boone	6-162.20	KY	536	0.38	14.36	14.75	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM THE WEST END OF THE NS RAILROAD BRIDGE (B91) TO KY-1303 (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01. (16CCN)(18CCR)	C	STP	2021	11,250,000	9,000,000	2,250,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Boone	6-20001.00	I	71	7.83	69.89	77.72	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-71 BOTH DIRECTION(S) FROM MILEPOINT 69.89 TO MILEPOINT 77.724. (2020CCR)	D	NH	2022	650,000	520,000	130,000			YES	Y
Boone	6-20001.00	I	71	7.83	69.89	77.72	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-71 BOTH DIRECTION(S) FROM MILEPOINT 69.89 TO MILEPOINT 77.724. (2020CCR)	C	NH	2023	3,000,000	2,400,000	600,000			YES	Y
Boone	6-20001.00	I	71	7.83	69.89	77.72	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-71 BOTH DIRECTION(S) FROM MILEPOINT 69.89 TO MILEPOINT 77.724. (2020CCR)	C	NH	2024	3,500,000	2,800,000	700,000			YES	Y
Boone	6-20005.00	I	275	0.62	13.08	13.70	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-275 BOTH DIRECTION(S) FROM MILEPOINT 13.076 TO MILEPOINT 13.7	D	NH	2022	50,000	40,000	10,000			YES	Y
Boone	6-20005.00	I	275	0.62	13.08	13.70	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-275 BOTH DIRECTION(S) FROM MILEPOINT 13.076 TO MILEPOINT 13.7	C	NH	2022	500,000	400,000	100,000			YES	Y
Boone	6-20006.00	I	275	5.67	1.58	7.25	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 1.58 TO MILEPOINT 7.25 (2020CCR)	D	NH	2022	850,000	680,000	170,000			YES	Y
Boone	6-20006.00	I	275	5.67	1.58	7.25	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 1.58 TO MILEPOINT 7.25 (2020CCR)	C	NH	2023	4,000,000	3,200,000	800,000			YES	Y
Boone	6-20006.00	I	275	5.67	1.58	7.25	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 1.58 TO MILEPOINT 7.25 (2020CCR)	C	NH	2024	4,500,000	3,600,000	900,000			YES	Y
Boone	6-20007.00	I	275	5.83	7.25	13.08	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 7.25 TO MILEPOINT 13.08 (13.56 NON-CARDINAL)	D	NH	2024	650,000	520,000	130,000			YES	Y
Boone	6-20008.00	KY	18	1.38	15.26	16.63	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT.	D	STP	2021	225,000	180,000	45,000			YES	N
Boone	6-20008.00	KY	18	1.38	15.26	16.63	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT.	C	STP	2021	2,250,000	1,800,000	450,000			YES	N
Boone	6-400.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2023	414,000	331,200	0	82,800		YES	
Boone	6-400.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2022	414,000	331,200	0	82,800		YES	
Boone	6-400.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2024	414,000	331,200	0	82,800		YES	
Boone	6-401.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2023	280,000	224,000	0	56,000		YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Boone	6-401.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2022	280,000	224,000	0	56,000		YES	
Boone	6-401.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2024	280,000	224,000	0	56,000		YES	
Boone	6-401.20	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	N KY PLANNING FY 2020 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2020CCR)	P	SNK	2023	150,000	120,000	0	30,000		YES	
Boone	6-401.20	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	N KY PLANNING FY 2020 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2020CCR)	P	SNK	2022	150,000	120,000	0	30,000		YES	
Boone	6-401.20	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	N KY PLANNING FY 2020 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2020CCR)	P	SNK	2024	150,000	120,000	0	30,000		YES	
Boone	6-445.00	KY	3076	1.05	0.00	1.05	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-1017 TO I-75. (18CCR) (2020CCR)	D	STP	2021	970,000	776,000	194,000			YES	N
Boone	6-445.00	KY	3076	1.05	0.00	1.05	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-1017 TO I-75. (18CCR) (2020CCR)	R	STP	2021	3,800,000	3,040,000	760,000			YES	N
Boone	6-445.00	KY	3076	1.05	0.00	1.05	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-1017 TO I-75. (18CCR) (2020CCR)	U	STP	2021	750,000	600,000	150,000			YES	N
Boone	6-445.00	KY	3076	1.05	0.00	1.05	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-1017 TO I-75. (18CCR) (2020CCR)	C	STP	2022	6,400,000	5,120,000	1,280,000			YES	N
Boone	6-447.00	US	25	4.12	5.09	9.20	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-25 FROM WINNING COLORS DRIVE TO THE NORFOLK SOUTHERN RAILROAD CROSSING SOUTH OF KY-1829 (INDUSTRIAL ROAD); EXCLUDES GRADE SEPARATION AT KY-536. (2020CCR)	D	STP	2021	3,720,000	2,976,000	744,000			YES	N
Boone	6-80.00	I	75	0.80	171.00	171.80	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	REDUCE CONGESTION AND IMPROVE TRAFFIC MOBILITY AT THE INTERCHANGE OF I-75 AND KY-14 IN WALTON. (2020CCR)	P	NH	2022	1,090,000	872,000	218,000			YES	Y
Boone	6-80150.00	CO	0	0.00			NOT AVAILABLE	NEW ROUTE(O)	IMPROVE MUTLI-MODAL MOBILITY IMMEDIATELY EAST OF CVG AIRPORT VIA A NEW CONNECTION AT KY 717 (TURFWAY RD), KY 3076 (MINEOLA PK), AND EXTEND KY-236 (DONALDSON HWY) TO S. AIRFIELD RD (PR 1012) (2020CCN)	D	STP	2022	1,000,000	800,000	200,000			YES	
Boone	6-80150.00	CO	0	0.00			NOT AVAILABLE	NEW ROUTE(O)	IMPROVE MUTLI-MODAL MOBILITY IMMEDIATELY EAST OF CVG AIRPORT VIA A NEW CONNECTION AT KY 717 (TURFWAY RD), KY 3076 (MINEOLA PK), AND EXTEND KY-236 (DONALDSON HWY) TO S. AIRFIELD RD (PR 1012) (2020CCN)	R	STP	2023	3,600,000	2,880,000	720,000			YES	



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Boone	6-80150.00	CO	0	0.00			NOT AVAILABLE	NEW ROUTE(O)	IMPROVE MUTLI-MODAL MOBILITY IMMEDIATELY EAST OF CVG AIRPORT VIA A NEW CONNECTION AT KY 717 (TURFWAY RD), KY 3076 (MINEOLA PK), AND EXTEND KY-236 (DONALDSON HWY) TO S. AIRFIELD RD (PR 1012) (2020CCN)	U	STP	2023	250,000	200,000	50,000			YES	
Boone	6-80150.00	CO	0	0.00			NOT AVAILABLE	NEW ROUTE(O)	IMPROVE MUTLI-MODAL MOBILITY IMMEDIATELY EAST OF CVG AIRPORT VIA A NEW CONNECTION AT KY 717 (TURFWAY RD), KY 3076 (MINEOLA PK), AND EXTEND KY-236 (DONALDSON HWY) TO S. AIRFIELD RD (PR 1012) (2020CCN)	C	STP	2024	22,000,000	17,600,000	4,400,000			YES	
Bourbon	7-8705.00	US	460	6.30	1.39	7.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	U	STP	2021	7,000,000	5,600,000	1,400,000				N
Bourbon	7-8705.00	US	460	6.30	1.39	7.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	C	STP	2022	11,160,000	8,928,000	2,232,000				N
Boyd	9-10015.00	US	60	0.24	12.64	12.88	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	PAINTING AND PREVENTIVE MAINTENANCE ON CATLETTSBURG KENOVA BRIDGE ON 35TH ST. OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (010B00062N)(BSBP)	C	STP	2021	1,200,000	960,000	240,000			YES	N
Boyd	9-10016.00	I	64	0.10	191.40	191.51	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON PERRY GENTRY BRIDGES OVER THE BIG SANDY RIVER. JOINT PROJECT WITH WEST VIRGINIA. (010B00046L AND 010B00046R)(SD)	C	NH	2021	1,500,000	1,200,000	300,000			YES	Y
Boyd	9-180.00	KY	716	0.56	0.00	0.56	NOT AVAILABLE	RECONSTRUCTION	IMPROVE SAFETY AND DECREASE CONGESTION ON KY 716 FROM MP 0.0 (US 60) TO MP 0.56 (KY 3293) (2020CCR)	P	STP	2023	132,000	105,600	26,400			YES	N
Boyd	9-20003.00	I	64	7.56	183.95	191.51	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 183.95 TO MILEPOINT 191.507.	D	NH	2021	600,000	480,000	120,000			YES	Y
Boyd	9-20003.00	I	64	7.56	183.95	191.51	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 183.95 TO MILEPOINT 191.507.	C	NH	2021	6,000,000	4,800,000	1,200,000			YES	Y
Boyd	9-397.00	KY	67	0.85	0.00	0.85	SAFETY / SAFETY(P)	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	R	NH	2023	2,500,000	2,000,000	500,000			YES	Y
Boyd	9-397.00	KY	67	0.85	0.00	0.85	SAFETY / SAFETY(P)	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	U	NH	2024	2,500,000	2,000,000	500,000			YES	Y
Boyd	9-4306.00	KY	1012	0.33	1.07	1.40	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1012 IN BOYD COUNTY	C	STP	2022	70,000	56,000	14,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Boyd	9-4310.00	KY	5	0.15	3.38	3.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-5 IN BOYD COUNTY	C	STP	2023	31,000	24,800	6,200			YES	N
Boyd	9-4326.00	KY	3294	0.10	7.03	7.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3294 IN BOYD COUNTY	C	STP	2021	22,000	17,600	4,400			YES	N
Boyd	9-4331.00	KY	538	0.15	5.48	5.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-538 IN BOYD COUNTY	C	STP	2021	33,000	26,400	6,600			YES	N
Boyd	9-8400.00	US	60	3.82	0.20	4.02	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	IMPROVE US-60 FROM I-64 AT INTERCHANGE 181 TO THE KY-180 INTERSECTION AT CANNONSBURG. (08CCN) (10CCR)(12CCR)	C	STP	2021	22,600,000	18,080,000	4,520,000			YES	N
Boyle	7-104.00	KY	52	5.11	0.00	5.11	NOT AVAILABLE	PLANNING	PLANNING STUDY TO EVALUATE OPTIONS FOR IMPROVING SAFETY ON KY 52 BETWEEN DANVILLE AND LANCASTER.	P	STP	2021	500,000	400,000	100,000				N
Boyle	7-20024.00	US	127	5.27	0.00	5.27	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-127B FROM MILEPOINT 0.00 TO MILEPOINT 5.27 (2020CCR)	C	NH	2022	2,301,000	1,840,800	460,200				Y
Boyle	7-242.00	US	68	0.02	6.40	6.42	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 68 AND US 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. (SEE 7-242.01 FOR HPP FUNDS)(2005HPP-KY134)(011B00042N)(SD)	C	STP	2021	910,000	728,000	182,000				N
Boyle	7-242.01	US	68	0.02	6.40	6.42	RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	REPLACE US 68 AND US 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. 011B00042N (2005HPP-KY134)(EARMARK DOES NOT COVER TOTAL PROJECT COST OF \$1,790,000).(SD)	C	HPP	2021	487,797	390,238	97,559				N
Boyle	7-4309.00	KY	37	0.07	13.73	13.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-37 IN BOYLE COUNTY	C	STP	2023	15,000	12,000	3,000				N
Boyle	7-80000.00	CO	0	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT A NEW CONNECTOR ROAD ON THE EAST SIDE OF DANVILLE CONNECTING KY-34 AND US-150 BYPASS(18CCN) (2020CCR)	D	STP	2022	2,080,000	1,664,000	416,000				
Breathitt	10-10011.00	CR	1104	0.01	0.81	0.82	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BIG BRANCH ROAD BRIDGE OVER BIG BRANCH CREEK. (013C00008N)	D	STP	2021	50,000	40,000	10,000				N
Breathitt	10-10011.00	CR	1104	0.01	0.81	0.82	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BIG BRANCH ROAD BRIDGE OVER BIG BRANCH CREEK. (013C00008N)	C	STP	2021	360,000	288,000	72,000				N
Breathitt	10-375.00	KY	205	2.15	7.80	9.95	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-205 FROM NORTH OF KY-1812 TO SOUTH OF PEGGS FORK RD. (2020CCR)	D	STP	2022	1,560,000	1,248,000	312,000				N
Breathitt	10-375.00	KY	205	2.15	7.80	9.95	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-205 FROM NORTH OF KY-1812 TO SOUTH OF PEGGS FORK RD. (2020CCR)	R	STP	2023	2,900,000	2,320,000	580,000				N
Breathitt	10-375.00	KY	205	2.15	7.80	9.95	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-205 FROM NORTH OF KY-1812 TO SOUTH OF PEGGS FORK RD. (2020CCR)	U	STP	2024	1,470,000	1,176,000	294,000				N
Breathitt	10-376.00	KY	15	1.15	16.75	17.90	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812. (2020CCR)	R	NH	2022	1,530,000	1,224,000	306,000				Y
Breathitt	10-376.00	KY	15	1.15	16.75	17.90	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812. (2020CCR)	U	NH	2023	1,390,000	1,112,000	278,000				Y
Breathitt	10-376.00	KY	15	1.15	16.75	17.90	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812. (2020CCR)	C	NH	2024	19,130,000	15,304,000	3,826,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Breathitt	10-4309.00	KY	28	0.33	5.40	5.73	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-28 IN BREATHITT COUNTY	C	STP	2023	72,000	57,600	14,400				N
Breckinridge	4-159.00	KY	86	1.23	17.57	18.80	NOT AVAILABLE	RECONSTRUCTION	REALIGN KY 86 FROM JESSIE PRIEST ROAD TO EAST OF ROSETTA CORNERS. (2020CCR)	D	STP	2022	600,000	480,000	120,000				N
Breckinridge	4-159.00	KY	86	1.23	17.57	18.80	NOT AVAILABLE	RECONSTRUCTION	REALIGN KY 86 FROM JESSIE PRIEST ROAD TO EAST OF ROSETTA CORNERS. (2020CCR)	R	STP	2023	1,000,000	800,000	200,000				N
Breckinridge	4-159.00	KY	86	1.23	17.57	18.80	NOT AVAILABLE	RECONSTRUCTION	REALIGN KY 86 FROM JESSIE PRIEST ROAD TO EAST OF ROSETTA CORNERS. (2020CCR)	U	STP	2023	1,000,000	800,000	200,000				N
Breckinridge	4-20025.00	US	60	2.78	0.00	2.78	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-60 FROM MILEPOINT 0.00 TO MILEPOINT 2.78	C	STP	2022	642,000	513,600	128,400				N
Breckinridge	4-4315.00	KY	259	0.06	2.64	2.70	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-259 IN BRECKINRIDGE COUNTY	C	STP	2024	13,000	10,400	2,600				N
Bullitt	5-20036.00	KY	480	5.14	0.00	5.14	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-480 FROM MILEPOINT 0.00 TO MILEPOINT 5.14	C	STP	2022	910,000	728,000	182,000			YES	N
Bullitt	5-347.51	KY	44	0.10	23.60	23.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	D	STP	2021	500,000	400,000	100,000			YES	N
Bullitt	5-347.51	KY	44	0.10	23.60	23.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	R	STP	2021	100,000	80,000	20,000			YES	N
Bullitt	5-347.51	KY	44	0.10	23.60	23.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	U	STP	2021	545,000	436,000	109,000			YES	N
Bullitt	5-347.51	KY	44	0.10	23.60	23.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	C	STP	2022	680,000	544,000	136,000			YES	N
Bullitt	5-391.20	KY	480	0.83	2.01	2.84	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (12CCR)(14CCR) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS)	C	STP	2021	7,900,000	6,320,000	1,580,000			YES	N
Bullitt	5-391.30	KY	480	0.50	0.80	1.30	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE OPERATIONAL PERFORMANCE OF THE I-65/KY-480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR) (2020CCR)	C	STP	2022	9,490,000	7,592,000	1,898,000			YES	N
Bullitt	5-4305.00	KY	1526	0.09	5.40	5.49	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1526 IN BULLITT COUNTY	C	STP	2021	18,000	14,400	3,600			YES	N
Bullitt	5-4307.00	KY	1319	0.05	0.47	0.52	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1319 IN BULLITT COUNTY	C	STP	2024	11,000	8,800	2,200			YES	N
Butler	3-20008.00	WN	9007	6.72	21.78	28.50	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 21.78 TO MILEPOINT 28.5 (26.42 NON-CARDINAL) (2020CCN)	D	NH	2021	540,000	432,000	108,000				
Butler	3-20008.00	KY	9007	6.72	21.78	28.50	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 21.78 TO MILEPOINT 28.5 (26.42 NON-CARDINAL) (2020CCN)	C	NH	2022	5,400,000	4,320,000	1,080,000				

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Butler	3-20009.00	I	165	6.10	26.50	32.60	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 28.50 (26.42 NON-CARDINAL) TO MILEPOINT 34.72	D	NH	2024	675,000	540,000	135,000				Y
Caldwell	2-153.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW CONNECTOR FROM HOPKINSVILLE ROAD (KY-91) TO WILSON WAREHOUSE ROAD (KY-293) NORTHEAST OF PRINCETON. (06CCR)(10CCR)(12CCR)(14CCR)(16CCR)(18CCN) (2020CCR)	R	STP	2023	1,910,000	1,528,000	382,000				
Caldwell	2-153.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW CONNECTOR FROM HOPKINSVILLE ROAD (KY-91) TO WILSON WAREHOUSE ROAD (KY-293) NORTHEAST OF PRINCETON. (06CCR)(10CCR)(12CCR)(14CCR)(16CCR)(18CCN) (2020CCR)	U	STP	2024	1,450,000	1,160,000	290,000				
Caldwell	2-20004.00	I	69	3.41	82.93	86.34	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-69 BOTH DIRECTION(S) FROM MILEPOINT 82.934 TO MILEPOINT 86.344.	D	NH	2021	400,000	320,000	80,000				Y
Caldwell	2-20004.00	I	69	3.41	82.93	86.34	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-69 BOTH DIRECTION(S) FROM MILEPOINT 82.934 TO MILEPOINT 86.344.	C	NH	2021	4,000,000	3,200,000	800,000				Y
Caldwell	2-4314.00	KY	139	0.23	18.20	18.43	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-139 IN CALDWELL COUNTY	C	STP	2024	50,000	40,000	10,000				N
Calloway	1-20001.00	KY	1327	2.04	0.00	2.04	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	STP	2021	175,000	140,000	35,000				N
Calloway	1-20001.00	KY	1327	2.04	0.00	2.04	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	STP	2021	1,750,000	1,400,000	350,000				N
Campbell	6-10007.00	US	27	0.40	22.36	22.76	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	SAFETY CABLE REPAIR AND PREVENTIVE MAINTENANCE ON TAYLOR SOUTHGATE BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (019B00076N)(BSBP)	C	NH	2021	250,000	200,000	50,000			YES	Y
Campbell	6-1086.00	KY	8	0.19	0.00	0.19	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19 (2020CCR)	D	NH	2021	4,390,000	3,512,000	878,000			YES	Y
Campbell	6-20011.00	I	471	4.75	0.00	4.75	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-471 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 4.75	D	NH	2024	575,000	460,000	115,000			YES	Y
Campbell	6-20012.00	KY	6335	2.78	1.72	4.50	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	STP	2023	225,000	180,000	45,000			YES	N
Campbell	6-20012.00	KY	6335	2.78	1.72	4.50	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	STP	2023	2,250,000	1,800,000	450,000			YES	N
Campbell	6-20013.00	KY	9	1.46	20.39	21.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	STP	2024	225,000	180,000	45,000			YES	N
Campbell	6-20014.00	KY	1892	0.63	1.47	2.10	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	STP	2024	250,000	200,000	50,000			YES	N
Campbell	6-401.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2021	280,000	224,000	0	56,000		YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Campbell	6-401.20	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	N KY PLANNING FY 2020 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2020CCR)	P	SNK	2021	150,000	120,000	0	30,000		YES	
Campbell	6-4308.00	KY	547	0.15	6.12	6.27	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-547 IN CAMPBELL COUNTY	C	STP	2023	32,000	25,600	6,400			YES	N
Campbell	6-448.00	KY	9	0.45	17.53	17.98	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-275 INTERCHANGE WITH KY-9 (AA HWY.)	P	NH	2022	700,000	560,000	140,000			YES	Y
Campbell	6-81.00	I	471	5.02	0.00	5.02	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ALONG THE I-471 CORRIDOR FROM US-27 TO OHIO STATE LINE.	P	NH	2024	1,500,000	1,200,000	300,000			YES	Y
Campbell	6-8105.06	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	RECONSTRUCTION(O)	TRANSPORTATION IMPROVEMENTS TO AA I 275; CONSTRUCT A NEW CONNECTOR RD FROM THE KY 9 TO THE END OF NEW CONSTRUCTION JUST SOUTH OF JOHN'S HILL RD (2020CCN)	D	STP	2022	1,000,000	800,000	200,000			YES	
Campbell	6-966.08	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2022	9,486,000	7,588,800	0	1,897,200		YES	
Campbell	6-966.08	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2024	9,486,000	7,588,800	0	1,897,200		YES	
Campbell	6-966.08	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2023	9,486,000	7,588,800	0	1,897,200		YES	
Carroll	6-1084.00	US	42	0.25	5.70	5.95	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N) (2020CCR)	R	STP	2023	1,218,000	974,400	243,600				N
Carroll	6-1084.00	US	42	0.25	5.70	5.95	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N) (2020CCR)	U	STP	2023	476,000	380,800	95,200				N
Carroll	6-1084.00	US	42	0.25	5.70	5.95	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N) (2020CCR)	C	STP	2024	10,000,000	8,000,000	2,000,000				N
Carroll	6-20020.00	I	71	2.63	50.81	53.43	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-71 BOTH DIRECTION(S) FROM MILEPOINT 50.808 TO MILEPOINT 53.433.	D	NH	2023	275,000	220,000	55,000				Y
Carroll	6-20020.00	I	71	2.63	50.81	53.43	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-71 BOTH DIRECTION(S) FROM MILEPOINT 50.808 TO MILEPOINT 53.433.	C	NH	2023	2,750,000	2,200,000	550,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Carter	9-144.00	KY	7	0.55	10.32	10.87	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-7/KY-1 (CAROL MALONE BLVD.) FROM LITTLE SANDY RIVER BRIDGE TO ACADEMIC PARKWAY. (08CCR)(12CCR)(16CCR) (2020CCR)	C	STP	2022	3,500,000	2,800,000	700,000				N
Carter	9-144.10	KY	1	0.51	10.65	11.16	NOT AVAILABLE	MAJOR WIDENING(O)	IMPROVE KY-7/KY-1 (CAROL MALONE BLVD.) FROM LITTLE SANDY RIVER BRIDGE TO ACADEMIC PARKWAY. (08CCR)(12CCR)(16CCR) (2020CCN)	C	STP	2023	3,500,000	2,800,000	700,000				N
Carter	9-4307.00	US	60	0.32	33.05	33.37	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN CARTER COUNTY	C	STP	2022	66,000	52,800	13,200				N
Carter	9-4313.00	KY	1947	0.13	2.12	2.25	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1947 IN CARTER COUNTY	C	STP	2023	28,000	22,400	5,600				N
Carter	9-4329.00	KY	504	0.22	1.12	1.34	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-504 IN CARTER COUNTY	C	STP	2021	48,000	38,400	9,600				N
Carter	9-4335.00	KY	174	0.10	5.50	5.60	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-174 IN CARTER COUNTY	C	STP	2021	22,000	17,600	4,400				N
Carter	9-80050.00	US	60	1.10	12.40	13.50	SAFETY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-60 GEOMETRY BEGINNING TERMINI AT NEW CONSTRUCTION AT OLIVE HILL MP 12.4 EXTENDING 1.1 MILES TO I-64 EXIT 161.(18CCN)	D	STP	2023	2,140,000	1,712,000	428,000				N
Carter	9-8311.00	KY	1	0.41	9.83	10.24	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AT THE EAST CARTER HIGH SCHOOL. (06CCN)(08CCR)(12CCR) (2020CCR)	R	STP	2021	650,000	520,000	130,000				N
Carter	9-8311.00	KY	1	0.41	9.83	10.24	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AT THE EAST CARTER HIGH SCHOOL. (06CCN)(08CCR)(12CCR) (2020CCR)	U	STP	2021	450,000	360,000	90,000				N
Carter	9-8311.00	KY	1	0.41	9.83	10.24	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AT THE EAST CARTER HIGH SCHOOL. (06CCN)(08CCR)(12CCR) (2020CCR)	C	STP	2023	1,860,000	1,488,000	372,000				N
Casey	8-80150.00	US	127	8.22	15.50	23.72	NOT AVAILABLE	MINOR WIDENING(O)	ADD LANES (TWO PLUS ONE) TO US 127 FROM LIBERTY TO THE LINCOLN CO LINE (2020CCN)	D	NH	2023	3,000,000	2,400,000	600,000				Y
Casey	8-8703.00	KY	70	1.50	10.40	11.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT BELL HILL FROM MP 10.4 TO MP 11.9.(12CCN)(16CCR)(18CCN) (2020CCR)	D	STP	2022	1,560,000	1,248,000	312,000				N
Casey	8-8704.00	KY	49	1.00	1.80	2.80	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT BRUSHY CREEK HILL FROM MP 1.8 TO MP 2.8.(12CCN)(16CCR)(18CCN) (2020CCR)	D	STP	2022	1,250,000	1,000,000	250,000				N
Christian	2-180.20	KY	911	1.40	0.45	1.84	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 911 TO A 3 LANE FROM THE DEPARTMENT OF DEFENSE RAILROAD TO KY 115.(SECTION 2)(D,R,U UNDER 2-180)(2018BOP)	C	STP	2022	5,910,000	4,728,000	1,182,000				N
Christian	2-20005.00	EB	9004	4.72	0.00	4.72	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 4.719	C	NH	2024	4,000,000	3,200,000	800,000				Y
Christian	2-20010.00	I	24	6.31	69.83	76.14	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 69.83 TO MILEPOINT 76.142.	D	NH	2022	325,000	260,000	65,000				Y
Christian	2-20010.00	I	24	6.31	69.83	76.14	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 69.83 TO MILEPOINT 76.142.	C	NH	2023	3,250,000	2,600,000	650,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Christian	2-20012.00	I	24	9.42	76.14	85.56	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 76.142 TO MILEPOINT 85.563.	D	NH	2021	475,000	380,000	95,000				Y
Christian	2-20012.00	I	24	9.42	76.14	85.56	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 76.142 TO MILEPOINT 85.563.	C	NH	2022	4,750,000	3,800,000	950,000				Y
Christian	2-20013.00	I	24	6.44	85.56	92.00	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 BOTH DIRECTION(S) FROM MILEPOINT 85.563 TO MILEPOINT 92.	D	NH	2024	650,000	520,000	130,000				Y
Christian	2-227.00	KY	1007	1.72	0.79	2.51	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 1007 FROM LITTLE RIVER BRIDGE TO SANDERSON ROAD INCLUDING A NEW CONNECTOR FROM SANDERSON ROAD TO THE KY 1682 BYPASS (2020CCR)	U	STP	2021	3,540,000	2,832,000	708,000				N
Christian	2-227.00	KY	1007	1.72	0.79	2.51	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 1007 FROM LITTLE RIVER BRIDGE TO SANDERSON ROAD INCLUDING A NEW CONNECTOR FROM SANDERSON ROAD TO THE KY 1682 BYPASS (2020CCR)	C	STP	2023	7,610,000	6,088,000	1,522,000				N
Christian	2-381.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT NEW CONNECTOR FROM US 41 NEAR THE INDUSTRIAL PARK TO KY 115 SOUTH OF PEMBROKE. (16CCR)(18CCN) (2020CCR)	D	STP	2021	500,000	400,000	100,000				
Christian	2-381.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT NEW CONNECTOR FROM US 41 NEAR THE INDUSTRIAL PARK TO KY 115 SOUTH OF PEMBROKE. (16CCR)(18CCN) (2020CCR)	R	STP	2022	450,000	360,000	90,000				
Christian	2-381.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT NEW CONNECTOR FROM US 41 NEAR THE INDUSTRIAL PARK TO KY 115 SOUTH OF PEMBROKE. (16CCR)(18CCN) (2020CCR)	U	STP	2022	790,000	632,000	158,000				
Christian	2-381.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT NEW CONNECTOR FROM US 41 NEAR THE INDUSTRIAL PARK TO KY 115 SOUTH OF PEMBROKE. (16CCR)(18CCN) (2020CCR)	C	STP	2023	5,850,000	4,680,000	1,170,000				
Christian	2-80000.00	KY	115	7.53	3.14	10.66	ASSET MANAGEMENT / RESURFACING(P)	RESURFACING(P)	RESURFACING ON KY 115 FROM CARNEAL LANE TO US 41. (18CCN)	C	STP	2021	803,000	642,400	160,600				N
Christian	2-8703.00	KY	107	0.35	16.82	17.17	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-107 FROM THE BYPASS TO KY-380.(12CCN)(14CCR) (2020CCR)	R	STP	2022	1,110,000	888,000	222,000				N
Christian	2-8703.00	KY	107	0.35	16.82	17.17	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-107 FROM THE BYPASS TO KY-380.(12CCN)(14CCR) (2020CCR)	U	STP	2023	1,410,000	1,128,000	282,000				N
Christian	2-8703.00	KY	107	0.35	16.82	17.17	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-107 FROM THE BYPASS TO KY-380.(12CCN)(14CCR) (2020CCR)	C	STP	2024	2,340,000	1,872,000	468,000				N
Christian	2-8953.00	KY	115	2.76	6.87	9.63	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE AND WIDEN KY 115 FROM ANDERSON ROAD (MP 6.87) TO JUST SOUTH OF PEMBROKE (MP 9.625)(16CCN)(18CCN)	D	STP	2021	1,040,000	832,000	208,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Christian	2-898.00	EB	9004	0.18	11.60	11.78	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE USING DESIGN BUILD. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN) (2020CCR)	D	NH	2021	250,000	200,000	50,000				Y
Christian	2-898.00	EB	9004	0.18	11.60	11.78	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE USING DESIGN BUILD. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN) (2020CCR)	R	NH	2021	1,000,000	800,000	200,000				Y
Christian	2-898.00	EB	9004	0.18	11.60	11.78	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE USING DESIGN BUILD. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN) (2020CCR)	U	NH	2022	1,000,000	800,000	200,000				Y
Christian	2-898.00	EB	9004	0.18	11.60	11.78	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE USING DESIGN BUILD. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN) (2020CCR)	C	NH	2023	5,000,000	4,000,000	1,000,000				Y
Christian	2-899.00	US	68	0.92	9.22	10.14	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS CONGESTION AND MOBILITY OF US 68 FROM KY 91 TO KY 1007 IN HOPKINSVILLE. (18CCN) (2020CCR)	R	NH	2021	1,840,000	1,472,000	368,000				Y
Christian	2-899.00	US	68	0.92	9.22	10.14	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS CONGESTION AND MOBILITY OF US 68 FROM KY 91 TO KY 1007 IN HOPKINSVILLE. (18CCN) (2020CCR)	U	NH	2022	4,050,000	3,240,000	810,000				Y
Christian	2-899.00	US	68	0.92	9.22	10.14	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS CONGESTION AND MOBILITY OF US 68 FROM KY 91 TO KY 1007 IN HOPKINSVILLE. (18CCN) (2020CCR)	C	NH	2024	5,850,000	4,680,000	1,170,000				Y
Clark	7-20004.00	I	64	5.17	89.48	94.65	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 89.48 TO MILEPOINT 94.7. (2020CCR)	D	NH	2021	630,000	504,000	126,000				Y
Clark	7-20004.00	I	64	5.17	89.48	94.65	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 89.48 TO MILEPOINT 94.7. (2020CCR)	C	NH	2023	3,300,000	2,640,000	660,000				Y
Clark	7-20004.00	I	64	5.17	89.48	94.65	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 89.48 TO MILEPOINT 94.7. (2020CCR)	C	NH	2022	3,000,000	2,400,000	600,000				Y
Clark	7-20005.00	I	64	3.45	94.65	98.10	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 94.65 TO MILEPOINT 98.1.	D	NH	2024	525,000	420,000	105,000				Y
Clark	7-20007.00	KY	9000	1.61	10.30	11.91	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.45 (5.311 NON-CARDINAL) TO MILEPOINT 11.913	D	NH	2021	65,000	52,000	13,000				Y



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Clark	7-20007.00	KY	9000	1.61	10.30	11.91	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.45 (5.311 NON-CARDINAL) TO MILEPOINT 11.913	C	NH	2021	650,000	520,000	130,000				Y
Clark	7-80153.00	CO	0	0.00			NOT AVAILABLE	CONGESTION MITIGTN(O)	NEW ROUTE, EXTEND 7TH ST ACROSS RAILROAD TO CONNECT WITH OLD PARIS PIKE ROADBED WHERE KY 627 INTERSECTS WITH KY 1958 (2020CCN)	D	STP	2021	100,000	80,000	20,000				
Clark	7-80153.00	CO	0	0.00			NOT AVAILABLE	CONGESTION MITIGTN(O)	NEW ROUTE, EXTEND 7TH ST ACROSS RAILROAD TO CONNECT WITH OLD PARIS PIKE ROADBED WHERE KY 627 INTERSECTS WITH KY 1958 (2020CCN)	R	STP	2021	550,000	440,000	110,000				
Clark	7-80153.00	CO	0	0.00			NOT AVAILABLE	CONGESTION MITIGTN(O)	NEW ROUTE, EXTEND 7TH ST ACROSS RAILROAD TO CONNECT WITH OLD PARIS PIKE ROADBED WHERE KY 627 INTERSECTS WITH KY 1958 (2020CCN)	U	STP	2022	300,000	240,000	60,000				
Clark	7-80153.00	CO	0	0.00			NOT AVAILABLE	CONGESTION MITIGTN(O)	NEW ROUTE, EXTEND 7TH ST ACROSS RAILROAD TO CONNECT WITH OLD PARIS PIKE ROADBED WHERE KY 627 INTERSECTS WITH KY 1958 (2020CCN)	C	STP	2023	3,000,000	2,400,000	600,000				
Clark	7-8401.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND THE WINCHESTER EAST BYPASS (KY 1958) FROM IRVINE ROAD (KY 89) TO KY 627 SOUTH OF WINCHESTER. (08CCN)(10CCR)(18CCN)	C	STP	2024	36,080,000	28,864,000	7,216,000		YES		
Clark	7-8639.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND FULTON ROAD. (BY COUNTY)(10CCN)(18CCN) (2020CCR)	C	STP	2023	1,780,000	1,424,000	356,000				
Clark	7-8952.00	US	60	2.82	14.21	17.03	RELIABILITY / AIR QUALITY(P)	SAFETY(P)	RECONSTRUCT US 60 FOR SAFETY IMPROVEMENTS FROM I-64 IN CLARK COUNTY (MP 14.210) TO 500 FEET WEST OF SEWELL SHOP ROAD (MP 17.032).(16CCN)(18CCN)	D	STP	2023	2,080,000	1,664,000	416,000				N
Clay	11-20002.00	HR	9006	3.57	15.96	19.53	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 15.958 TO MILEPOINT 19.527	D	NH	2021	150,000	120,000	30,000				Y
Clay	11-20002.00	HR	9006	3.57	15.96	19.53	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 15.958 TO MILEPOINT 19.527	C	NH	2021	1,500,000	1,200,000	300,000				Y
Clay	11-4352.00	KY	11	0.60	3.38	3.98	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN CLAY COUNTY	C	STP	2024	126,000	100,800	25,200				N
Clay	11-4367.00	KY	11	0.43	5.61	6.04	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN CLAY COUNTY	C	STP	2024	92,000	73,600	18,400				N
Clay	11-4368.00	KY	11	0.24	6.07	6.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN CLAY COUNTY	C	STP	2024	51,000	40,800	10,200				N
Clay	11-8856.00	KY	66	0.20	32.90	33.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE GEOMETRICS ON THE S-CURVE FROM NORTHEAST OF KY-3135 (COLLEGE STREET) TO NORTHEAST OF PR-1006 (MULBERRY STREET).(14CCN)(18CCR) (2020CCR)	C	STP	2021	405,000	324,000	81,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

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Clinton	8-4309.00	KY	553	0.07	3.82	3.89	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-553 IN CLINTON COUNTY	C	STP	2022	15,000	12,000	3,000				N
Clinton	8-8601.26	US	127	2.59	19.00	21.59	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-127 FROM NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION, AND EXTENDING NORTHERLY TO EAST OF KY-1730 AND MANTOWN INTERSECTION. (SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(14CCR) (2020CCR)	C	NH	2021	51,300,000	41,040,000	10,260,000		YES		Y
Clinton	8-8601.30	US	127	2.87	16.14	19.00	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATION OF US-127 FROM EAST OF THE AARON RIDGE RD AND OLD US-127 INTERSECTION, EXTENDING NORTHERLY TO NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION. (SEE 8-108 AND 8-115 FOR PE&ENV)(12CCR) (2020CCR)	D	NH	2021	1,600,000	1,280,000	320,000				Y
Clinton	8-8601.30	US	127	2.87	16.14	19.00	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATION OF US-127 FROM EAST OF THE AARON RIDGE RD AND OLD US-127 INTERSECTION, EXTENDING NORTHERLY TO NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION. (SEE 8-108 AND 8-115 FOR PE&ENV)(12CCR) (2020CCR)	R	NH	2022	2,370,000	1,896,000	474,000				Y
Clinton	8-8601.30	US	127	2.87	16.14	19.00	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATION OF US-127 FROM EAST OF THE AARON RIDGE RD AND OLD US-127 INTERSECTION, EXTENDING NORTHERLY TO NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION. (SEE 8-108 AND 8-115 FOR PE&ENV)(12CCR) (2020CCR)	U	NH	2022	730,000	584,000	146,000				Y
Clinton	8-8601.30	US	127	2.87	16.14	19.00	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATION OF US-127 FROM EAST OF THE AARON RIDGE RD AND OLD US-127 INTERSECTION, EXTENDING NORTHERLY TO NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION. (SEE 8-108 AND 8-115 FOR PE&ENV)(12CCR) (2020CCR)	C	NH	2024	35,530,000	28,424,000	7,106,000		YES		Y
Daviess	2-10020.00	KY	2262	0.80	0.70	1.49	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH GLOVER CARY BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00118N)(BSBP)	D	NH	2021	200,000	160,000	40,000			YES	Y
Daviess	2-10020.00	KY	2262	0.80	0.70	1.49	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH GLOVER CARY BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00118N)(BSBP)	C	NH	2024	2,250,000	1,800,000	450,000			YES	Y
Daviess	2-10020.00	KY	2262	0.80	0.70	1.49	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH GLOVER CARY BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00118N)(BSBP)	C	NH	2022	2,000,000	1,600,000	400,000			YES	Y
Daviess	2-10021.00	US	231	0.85	13.99	14.84	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH NATCHER BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00164N)(BSBP)	D	NH	2021	175,000	140,000	35,000			YES	Y
Daviess	2-10021.00	US	231	0.85	13.99	14.84	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH NATCHER BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00164N)(BSBP)	C	NH	2022	2,500,000	2,000,000	500,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Daviess	2-10021.00	US	231	0.85	13.99	14.84	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH NATCHER BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00164N)(BSBP)	C	NH	2024	5,000,000	4,000,000	1,000,000			YES	Y
Daviess	2-20017.00	KY	81	1.43	11.89	13.32	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	NH	2022	250,000	200,000	50,000			YES	Y
Daviess	2-20017.00	KY	81	1.43	11.89	13.32	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	NH	2023	2,500,000	2,000,000	500,000			YES	Y
Daviess	2-20018.00	KY	331	0.44	0.00	0.44	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC & AC PAVEMENT	D	STP	2021	50,000	40,000	10,000			YES	
Daviess	2-20018.00	KY	331	0.44	0.00	0.44	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC & AC PAVEMENT	C	STP	2021	500,000	400,000	100,000			YES	
Daviess	2-20019.00	KY	2155	1.99	0.00	1.99	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	NH	2021	150,000	120,000	30,000			YES	Y
Daviess	2-20019.00	KY	2155	1.99	0.00	1.99	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	NH	2021	1,500,000	1,200,000	300,000			YES	Y
Daviess	2-229.00	KY	298	0.10	7.70	7.80	SAFETY / SAFETY(P)	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR) (16CCR)(18CCN) (2020CCR)	R	STP	2021	670,000	536,000	134,000			YES	N
Daviess	2-229.00	KY	298	0.10	7.70	7.80	SAFETY / SAFETY(P)	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR) (16CCR)(18CCN) (2020CCR)	U	STP	2021	1,090,000	872,000	218,000			YES	N
Daviess	2-229.00	KY	298	0.10	7.70	7.80	SAFETY / SAFETY(P)	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR) (16CCR)(18CCN) (2020CCR)	C	STP	2022	2,170,000	1,736,000	434,000			YES	N
Daviess	2-4317.00	KY	144	0.20	12.90	13.10	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-144 IN DAVIESS COUNTY	C	STP	2021	43,000	34,400	8,600			YES	N
Daviess	2-80150.00	KY	144	1.25	2.50	3.75	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY, CONGESTION AND MOBILITY ISSUES ON KY 144 FROM MP 2.5 TO MP 3.75 INCLUDING 12 FOOT DRIVING LANES AND TURNING LANES WHERE NEEDED. (2020CCN)	D	STP	2021	600,000	480,000	120,000			YES	N
Daviess	2-80150.00	KY	144	1.25	2.50	3.75	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY, CONGESTION AND MOBILITY ISSUES ON KY 144 FROM MP 2.5 TO MP 3.75 INCLUDING 12 FOOT DRIVING LANES AND TURNING LANES WHERE NEEDED. (2020CCN)	R	STP	2022	1,400,000	1,120,000	280,000			YES	N
Daviess	2-80150.00	KY	144	1.25	2.50	3.75	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY, CONGESTION AND MOBILITY ISSUES ON KY 144 FROM MP 2.5 TO MP 3.75 INCLUDING 12 FOOT DRIVING LANES AND TURNING LANES WHERE NEEDED. (2020CCN)	U	STP	2023	1,700,000	1,360,000	340,000			YES	N
Daviess	2-80150.00	KY	144	1.25	2.50	3.75	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY, CONGESTION AND MOBILITY ISSUES ON KY 144 FROM MP 2.5 TO MP 3.75 INCLUDING 12 FOOT DRIVING LANES AND TURNING LANES WHERE NEEDED. (2020CCN)	C	STP	2024	4,000,000	3,200,000	800,000			YES	N
Daviess	2-8300.00	KY	54	5.53	2.47	8.00	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-54 FROM WEST OF THE US-60 BYPASS TO CR-1021 (JACK HINTON ROAD). (06CCN)(10CCR)(12CCR)(14CCR)(16CCR) (2020CCR)	U	STP	2021	5,750,000	4,600,000	1,150,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Daviess	2-8300.00	KY	54	5.53	2.47	8.00	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-54 FROM WEST OF THE US-60 BYPASS TO CR-1021 (JACK HINTON ROAD). (06CCN)(10CCR)(12CCR)(14CCR)(16CCR) (2020CCR)	C	STP	2023	14,000,000	11,200,000	2,800,000			YES	N
Daviess	2-8300.00	KY	54	5.53	2.47	8.00	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-54 FROM WEST OF THE US-60 BYPASS TO CR-1021 (JACK HINTON ROAD). (06CCN)(10CCR)(12CCR)(14CCR)(16CCR) (2020CCR)	C	STP	2022	4,000,000	3,200,000	800,000			YES	N
Daviess	2-8300.00	KY	54	5.53	2.47	8.00	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-54 FROM WEST OF THE US-60 BYPASS TO CR-1021 (JACK HINTON ROAD). (06CCN)(10CCR)(12CCR)(14CCR)(16CCR) (2020CCR)	C	STP	2024	16,000,000	12,800,000	3,200,000			YES	N
Daviess	2-8854.00	KY	3143	1.13	1.83	2.96	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-3143 FROM KY-3335 TO KY 54. (14CCN) (2020CCR)	D	STP	2021	820,000	656,000	164,000			YES	N
Daviess	2-8854.00	KY	3143	1.13	1.83	2.96	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-3143 FROM KY-3335 TO KY 54. (14CCN) (2020CCR)	R	STP	2022	3,160,000	2,528,000	632,000			YES	N
Daviess	2-8854.00	KY	3143	1.13	1.83	2.96	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE KY-3143 FROM KY-3335 TO KY 54. (14CCN) (2020CCR)	U	STP	2024	3,650,000	2,920,000	730,000			YES	N
Edmonson	3-20012.00	I	65	2.34	43.60	45.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 43.6 TO MILEPOINT 45.935. (2020CCR)	D	NH	2021	100,000	80,000	20,000				Y
Edmonson	3-20012.00	I	65	2.34	43.60	45.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 43.6 TO MILEPOINT 45.935. (2020CCR)	C	NH	2022	1,000,000	800,000	200,000				Y
Edmonson	3-20022.00	US	31	8.00	0.00	8.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-31W FROM MILEPOINT 0.00 TO MILEPOINT 8.00 (2020CCR)	D	STP	2021	140,000	112,000	28,000				N
Edmonson	3-20022.00	US	31	8.00	0.00	8.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-31W FROM MILEPOINT 0.00 TO MILEPOINT 8.00 (2020CCR)	C	STP	2022	1,400,000	1,120,000	280,000				N
Edmonson	3-7030.10	KY	259	0.42	11.68	12.10	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	RECONSTRUCT KY-70/KY-259 FROM 0.36 MILE NORTH GREEN RIVER BRIDGE AT BROWNSVILLE TO 0.42 MILE NORTH OF THE KY-70/KY-259 INTERSECTION.(06CCR)(2004BOPC)(12CCR)(14CCR)(18CCN) (2020CCR)	R	STP	2021	2,170,000	1,736,000	434,000				N
Edmonson	3-7030.10	KY	259	0.42	11.68	12.10	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	RECONSTRUCT KY-70/KY-259 FROM 0.36 MILE NORTH GREEN RIVER BRIDGE AT BROWNSVILLE TO 0.42 MILE NORTH OF THE KY-70/KY-259 INTERSECTION.(06CCR)(2004BOPC)(12CCR)(14CCR)(18CCN) (2020CCR)	U	STP	2021	1,930,000	1,544,000	386,000				N
Edmonson	3-7030.10	KY	70	0.46	9.94	10.40	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	RECONSTRUCT KY-70/KY-259 FROM 0.36 MILE NORTH GREEN RIVER BRIDGE AT BROWNSVILLE TO 0.42 MILE NORTH OF THE KY-70/KY-259 INTERSECTION.(06CCR)(2004BOPC)(12CCR)(14CCR)(18CCN) (2020CCR)	C	STP	2023	6,930,000	5,544,000	1,386,000				N
Elliott	9-228.30	KY	7	0.40	6.50	6.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	3-LANE CURB AND GUTTER IN THE VICINITY OF ELLIOT COUNTY SCHOOLS IN SANDY HOOK. (2020CCR)	D	STP	2021	150,000	120,000	30,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Elliott	9-228.30	KY	7	0.40	6.50	6.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	3-LANE CURB AND GUTTER IN THE VICINITY OF ELLIOT COUNTY SCHOOLS IN SANDY HOOK. (2020CCR)	R	STP	2021	750,000	600,000	150,000				N
Elliott	9-228.30	KY	7	0.40	6.50	6.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	3-LANE CURB AND GUTTER IN THE VICINITY OF ELLIOT COUNTY SCHOOLS IN SANDY HOOK. (2020CCR)	U	STP	2022	1,000,000	800,000	200,000				N
Elliott	9-228.30	KY	7	0.40	6.50	6.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	3-LANE CURB AND GUTTER IN THE VICINITY OF ELLIOT COUNTY SCHOOLS IN SANDY HOOK. (2020CCR)	C	STP	2023	3,000,000	2,400,000	600,000				N
Estill	10-205.00	KY	82	4.10	0.00	4.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE LEVEL OF SERVICE, SAFETY, AND CONNECTIVITY ON KY-82 FROM KY-89 IN ESTILL CO. TO NEW CONSTRUCTION LOCATED NORTH OF HUDSON MILL ROAD IN ESTILL COUNTY.	D	STP	2023	2,600,000	2,080,000	520,000				N
Estill	10-207.00	KY	89	2.62	19.81	22.43	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE GEOMETRICS ON KY-89 IN ESTILL COUNTY FROM KY-1886 TO THE ESTILL/CLARK COUNTY LINE. (2020CCR)	D	STP	2023	1,560,000	1,248,000	312,000				N
Estill	10-4311.00	KY	1571	0.44	0.46	0.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1571 IN ESTILL COUNTY	C	STP	2021	93,000	74,400	18,600				N
Fayette	7-113.03	KY	4	1.00	7.26	8.26	RELIABILITY / PREFINANCD CONVRSN(O)	MAJOR WIDENING(O)	IMPROVE NEW CIRCLE ROAD FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)(18CCR) (2020CCN)	R	NH	2023	2,750,000	2,200,000	550,000			YES	Y
Fayette	7-113.03	KY	4	1.00	7.26	8.26	RELIABILITY / PREFINANCD CONVRSN(O)	MAJOR WIDENING(O)	IMPROVE NEW CIRCLE ROAD FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)(18CCR) (2020CCN)	U	NH	2024	8,000,000	6,400,000	1,600,000			YES	Y
Fayette	7-20008.00	I	64	2.94	71.00	73.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 71 TO MILEPOINT 73.94	D	NH	2024	390,000	312,000	78,000			YES	Y
Fayette	7-20010.00	I	64	1.15	81.04	82.19	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-064 BOTH DIRECTION(S) FROM MILEPOINT 81.037 TO MILEPOINT 82.19	D	NH	2021	175,000	140,000	35,000			YES	Y
Fayette	7-20010.00	I	64	1.15	81.04	82.19	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-064 BOTH DIRECTION(S) FROM MILEPOINT 81.037 TO MILEPOINT 82.19	C	NH	2021	1,750,000	1,400,000	350,000			YES	Y
Fayette	7-20011.00	I	64	7.29	82.19	89.48	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 82.19 TO MILEPOINT 89.48. (18CCR) (2020CCR)	D	NH	2021	870,000	696,000	174,000			YES	Y
Fayette	7-20011.00	I	64	7.29	82.19	89.48	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 82.19 TO MILEPOINT 89.48. (18CCR) (2020CCR)	C	NH	2022	4,000,000	3,200,000	800,000			YES	Y
Fayette	7-20011.00	I	64	7.29	82.19	89.48	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 82.19 TO MILEPOINT 89.48. (18CCR) (2020CCR)	C	NH	2023	4,700,000	3,760,000	940,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Fayette	7-20013.00		I 75	2.76	107.45	110.21	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 107.453 TO MILEPOINT 110.213	D	NH	2021	540,000	432,000	108,000			YES	Y
Fayette	7-20013.00		I 75	2.76	107.45	110.21	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 107.453 TO MILEPOINT 110.213	C	NH	2021	5,400,000	4,320,000	1,080,000			YES	Y
Fayette	7-227.09	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2020. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLX	2024	756,000	604,800	0	151,200		YES	
Fayette	7-227.09	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2020. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLX	2023	756,000	604,800	0	151,200		YES	
Fayette	7-227.09	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2020. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLX	2022	756,000	604,800	0	151,200		YES	
Fayette	7-227.14	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONTRAINT PENDING MPO TIP) (2020CCR)	C	SLX	2023	8,384,000	6,707,200	0	1,676,800		YES	
Fayette	7-227.14	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONTRAINT PENDING MPO TIP) (2020CCR)	C	SLX	2021	8,384,000	6,707,200	0	1,676,800		YES	
Fayette	7-227.14	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONTRAINT PENDING MPO TIP) (2020CCR)	C	SLX	2022	8,384,000	6,707,200	0	1,676,800		YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Fayette	7-227.14	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SLX	2024	8,384,000	6,707,200	0	1,676,800		YES	
Fayette	7-252.00	KY	922	1.75	1.47	3.22	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR) (2020CCR)	R	NH	2021	4,400,000	3,520,000	880,000			YES	Y
Fayette	7-252.00	KY	922	1.75	1.47	3.22	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR) (2020CCR)	U	NH	2022	5,930,000	4,744,000	1,186,000			YES	Y
Fayette	7-252.00	KY	922	1.75	1.47	3.22	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR) (2020CCR)	C	NH	2023	17,310,000	13,848,000	3,462,000			YES	Y
Fayette	7-412.00	US	27	0.17	8.52	8.69	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	REPLACE L&N RAILROAD BRIDGE OVERPASS (MP 8.378), IMPROVE DRAINAGE AND TYPICAL SECTION ON US 27 (NORTH BROADWAY)(12CCR)(14CCR)(16CCR)(18CCN) (2020CCR)	R	NH	2022	2,960,000	2,368,000	592,000			YES	Y
Fayette	7-412.00	US	27	0.17	8.52	8.69	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	REPLACE L&N RAILROAD BRIDGE OVERPASS (MP 8.378), IMPROVE DRAINAGE AND TYPICAL SECTION ON US 27 (NORTH BROADWAY)(12CCR)(14CCR)(16CCR)(18CCN) (2020CCR)	U	NH	2023	1,810,000	1,448,000	362,000			YES	Y
Fayette	7-438.00	KY	4	1.31	13.20	14.51	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ON KY-4 (NEW CIRCLE RD) FROM TRADE CENTER DR TO WOODHILL DR.	D	NH	2024	2,080,000	1,664,000	416,000			YES	Y
Fayette	7-439.00	KY	4	2.11	2.22	4.34	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	NEW CIRCLE RD: IMPROVE SAFETY AND REDUCE CONGESTION FROM US-68 (HARRODSBURG RD) TO US-60 (VERSAILLES RD). SEE SEGMENTS 2A & 2B IN AUGUST, 1998 ADVANCE PLANNING STUDY.	D	NH	2024	2,290,000	1,832,000	458,000			YES	Y
Fayette	7-80150.00	US	60	3.96	12.41	16.37	NOT AVAILABLE	MINOR WIDENING(O)	ADDRESS CONGESTION AND IMPROVE SAFETY ON US 60 FROM MP 12.41 TO 16.37 BY WIDENING AND MODERNIZING US 60 FROM THE END OF THE FOUR-LANE SECTION NEAR POLO CLUB BLVD TO KY 859 (HALEY RD). (2020CCN)	D	STP	2022	1,622,000	1,297,600	324,400			YES	N
Fayette	7-80150.00	US	60	3.96	12.41	16.37	NOT AVAILABLE	MINOR WIDENING(O)	ADDRESS CONGESTION AND IMPROVE SAFETY ON US 60 FROM MP 12.41 TO 16.37 BY WIDENING AND MODERNIZING US 60 FROM THE END OF THE FOUR-LANE SECTION NEAR POLO CLUB BLVD TO KY 859 (HALEY RD). (2020CCN)	R	STP	2024	1,216,000	972,800	243,200			YES	N
Fayette	7-80152.00	US	25	3.16	18.26	21.42	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE ROADWAY GEOMETRICS TOWARD MODERN SPECIFICATIONS AND CONTINUE 4 LANE DIVIDED HIGHWAY WHERE 2 LANES EXIST FROM MP 18.26 TO 21.42 (2020CCR)	R	STP	2023	5,000,000	4,000,000	1,000,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Fayette	7-80152.00	US	25	3.16	18.26	21.42	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE ROADWAY GEOMETRICS TOWARD MODERN SPECIFICATIONS AND CONTINUE 4 LANE DIVIDED HIGHWAY WHERE 2 LANES EXIST FROM MP 18.26 TO 21.42 (2020CCR)	R	STP	2024	5,000,000	4,000,000	1,000,000			YES	N
Fayette	7-8902.00	KY	1927	1.15	0.00	1.15	NEW ROUTES / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE LIBERTY ROAD FROM GRAFTONS MILL LANE TO NEW CIRCLE ROAD AND IMPROVE INTERSECTION WITH NEW CIRCLE ROAD. (16CCN)(18CCR) (2020CCR)	R	STP	2022	4,300,000	3,440,000	860,000			YES	N
Fayette	7-8902.00	KY	1927	1.15	0.00	1.15	NEW ROUTES / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE LIBERTY ROAD FROM GRAFTONS MILL LANE TO NEW CIRCLE ROAD AND IMPROVE INTERSECTION WITH NEW CIRCLE ROAD. (16CCN)(18CCR) (2020CCR)	U	STP	2023	4,330,000	3,464,000	866,000			YES	N
Fleming	9-4305.00	KY	111	0.30	5.70	6.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-111 IN FLEMING COUNTY	C	STP	2022	64,000	51,200	12,800				N
Fleming	9-80051.00	KY	32	0.40	27.89	28.29	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND SIGHT DISTANCE ON KY-32 BEGINNING AT 0.4 MILES WEST OF FLEMING/ROWAN CO LINE AND ENDING 0.3 MILES EAST OF THE LINE.(18CCN) (2020CCR)	P	STP	2021	50,000	40,000	10,000				N
Fleming	9-80051.00	KY	32	0.40	27.89	28.29	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND SIGHT DISTANCE ON KY-32 BEGINNING AT 0.4 MILES WEST OF FLEMING/ROWAN CO LINE AND ENDING 0.3 MILES EAST OF THE LINE.(18CCN) (2020CCR)	D	STP	2022	840,000	672,000	168,000				N
Fleming	9-8804.00	PF	9999	0.00			RELIABILITY / BRIDGE REHAB(P)	BRIDGE REHAB(P)	RESTORATION OF GRANGE CITY COVERED BRIDGE LOCATED ON KY-111 BETWEEN FLEMINGSBURG AND GRANGE CITY. (14CCN) (2020CCN)	C	STP	2021	650,000	520,000	130,000				
Floyd	12-1119.00	KY	2557	0.15	0.15	0.30	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEVISA FORK ON KY 2557 AT JCT US 23 IN JUSTELL. (036B00040N)	D	STP	2022	60,000	48,000	12,000				N
Floyd	12-1119.00	KY	2557	0.15	0.15	0.30	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEVISA FORK ON KY 2557 AT JCT US 23 IN JUSTELL. (036B00040N)	C	STP	2023	3,690,000	2,952,000	738,000				N
Floyd	12-4336.00	KY	1929	0.09	4.22	4.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1929 IN FLOYD COUNTY	C	STP	2023	18,000	14,400	3,600				N
Floyd	12-4337.00	KY	777	0.23	0.75	0.98	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-777 IN FLOYD COUNTY	C	STP	2023	49,000	39,200	9,800				N
Floyd	12-4354.00	KY	194	0.08	1.62	1.70	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN FLOYD COUNTY	C	STP	2023	16,000	12,800	3,200				N
Floyd	12-4355.00	KY	404	0.54	0.00	0.54	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-404 IN FLOYD COUNTY	C	STP	2023	115,000	92,000	23,000				N
Floyd	12-4356.00	KY	404	0.26	0.55	0.81	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-404 IN FLOYD COUNTY	C	STP	2023	55,000	44,000	11,000				N
Floyd	12-4371.00	KY	1100	0.06	3.47	3.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1100 IN FLOYD COUNTY	C	STP	2024	14,000	11,200	2,800				N
Floyd	12-4372.00	KY	1427	0.41	1.74	2.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1427 IN FLOYD COUNTY	C	STP	2024	85,000	68,000	17,000				N
Floyd	12-4373.00	KY	1427	0.42	2.50	2.92	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1427 IN FLOYD COUNTY	C	STP	2024	90,000	72,000	18,000				N
Floyd	12-4374.00	KY	850	0.09	4.41	4.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-850 IN FLOYD COUNTY	C	STP	2024	20,000	16,000	4,000				N



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 PROJECT LISTING BY COUNTY  
 FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Floyd	12-4385.00	KY	1086	0.41	4.12	4.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1086 IN FLOYD COUNTY	C	STP	2024	86,000	68,800	17,200				N
Floyd	12-4386.00	KY	1750	0.26	2.06	2.32	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1750 IN FLOYD COUNTY	C	STP	2024	54,000	43,200	10,800				N
Floyd	12-4387.00	KY	3385	0.30	0.60	0.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3385 IN FLOYD COUNTY	C	STP	2024	64,000	51,200	12,800				N
Floyd	12-4388.00	KY	404	0.46	1.22	1.68	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-404 IN FLOYD COUNTY	C	STP	2024	99,000	79,200	19,800				N
Floyd	12-4389.00	KY	680	0.40	6.77	7.17	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-680 IN FLOYD COUNTY	C	STP	2024	84,000	67,200	16,800				N
Floyd	12-4472.00	KY	1498	0.06	3.39	3.45	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1498 IN FLOYD COUNTY	C	STP	2021	12,000	9,600	2,400				N
Floyd	12-4473.00	KY	1498	0.31	4.26	4.57	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1498 IN FLOYD COUNTY	C	STP	2021	66,000	52,800	13,200				N
Floyd	12-4474.00	KY	777	0.39	1.00	1.39	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-777 IN FLOYD COUNTY	C	STP	2021	84,000	67,200	16,800				N
Floyd	12-80000.00	US	23	0.10	3.10	3.20	ASSET MANAGEMENT / SAFETY(P)	SAFETY(P)	CONSTRUCT NEW INTERSECTION ON US-23 AT THE ENTRANCE TO BETSY LANE HIGH SCHOOL(18CCN)	D	NH	2021	250,000	200,000	50,000				Y
Floyd	12-80000.00	US	23	0.10	3.10	3.20	ASSET MANAGEMENT / SAFETY(P)	SAFETY(P)	CONSTRUCT NEW INTERSECTION ON US-23 AT THE ENTRANCE TO BETSY LANE HIGH SCHOOL(18CCN)	R	NH	2021	400,000	320,000	80,000				Y
Floyd	12-80000.00	US	23	0.10	3.10	3.20	ASSET MANAGEMENT / SAFETY(P)	SAFETY(P)	CONSTRUCT NEW INTERSECTION ON US-23 AT THE ENTRANCE TO BETSY LANE HIGH SCHOOL(18CCN)	U	NH	2021	350,000	280,000	70,000				Y
Floyd	12-80000.00	US	23	0.10	3.10	3.20	ASSET MANAGEMENT / SAFETY(P)	SAFETY(P)	CONSTRUCT NEW INTERSECTION ON US-23 AT THE ENTRANCE TO BETSY LANE HIGH SCHOOL(18CCN)	C	NH	2022	1,650,000	1,320,000	330,000				Y
Franklin	5-1029.00	I	64	0.06	47.20	47.26	ADDRESS DEFICIENCIES	Bridge (P)	ADDRESS DEFICIENCIES WITH I-64 BRIDGE, 1.5 MI EAST OF SHELBY COUNTY LINE (037B00055L&R)	C	NH	2021	4,200,000	3,360,000	840,000				Y
Franklin	5-1036.00	I	64	0.03	49.79	49.82	ADDRESS DEFICIENCIES	Bridge (P)	ADDRESS DEFICIENCIES WITH I-64 BRIDGE, 3.5 MI EAST OF SHELBY COUNTY LINE (037B00056L&R)	C	NH	2021	4,100,000	3,280,000	820,000				Y
Franklin	5-1040.00	I	64	0.03	51.54	51.57	ADDRESS DEFICIENCIES	Bridge (P)	ADDRESS DEFICIENCIES WITH I-64 BRIDGE, 1.5 MI W OF US 127 NTR (037B00057L&R)	C	NH	2021	4,100,000	3,280,000	820,000				Y
Franklin	5-1089.00	I	64	0.04	49.13	49.17	ADDRESS DEFICIENCIES	Bridge (P)	ADDRESS DEFICIENCIES WITH I-64 BRIDGE, 1.5 MI EAST OF KY 151 NTR (037B00060L&R)	C	NH	2021	5,500,000	4,400,000	1,100,000				Y
Franklin	5-1090.00	I	64	0.01	51.51	51.52	ADDRESS DEFICIENCIES	Bridge (P)	ADDRESS DEFICIENCIES WITH BRIDGE ON I 64, 1.6 MI W OF US 127 NTR (037B00061N )	C	NH	2021	3,000,000	2,400,000	600,000				Y
Franklin	5-187.00	US	60	0.15	13.25	13.40	NOT AVAILABLE	SAFTEY	CONSTRUCT ADDITIONAL LEFT-TURN LANE STORAGE ALONG US 60 FOR LEFT TURNS ONTO I-64 EB AND I-64 WB RAMPS. (2020CCR)	D	NH	2021	250,000	200,000	50,000				Y
Franklin	5-187.00	US	60	0.15	13.25	13.40	NOT AVAILABLE	SAFTEY	CONSTRUCT ADDITIONAL LEFT-TURN LANE STORAGE ALONG US 60 FOR LEFT TURNS ONTO I-64 EB AND I-64 WB RAMPS. (2020CCR)	C	NH	2022	1,750,000	1,400,000	350,000				Y
Franklin	5-2035.40	I	64	1.40	46.30	47.70	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-395 TO KY-151. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)	R	NH	2024	100,000	80,000	20,000				Y
Franklin	5-2035.40	I	64	1.40	46.30	47.70	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-395 TO KY-151. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)	U	NH	2024	100,000	80,000	20,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Franklin	5-551.00		I 64	4.75	53.11	57.86	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE SAFETY, TRUCK MOBILITY, AND REDUCE CONGESTION ALONG I-64 FROM DIRECTLY EAST OF US-127 TO US-60 SOUTH OF FRANKFORT. (2020CCR)	D	NH	2023	4,840,000	3,872,000	968,000				Y
Fulton	1-20002.00	JC	9003	1.78	0.00	1.78	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF JULIAN M. CARROLL PURCHASE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 1.78	D	NH	2024	175,000	140,000	35,000				Y
Fulton	1-26.00	JC	9003	2.23	1.20	3.43	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE PURCHASE PARKWAY FROM SOUTHWEST OF THE US-51 INTERCHANGE TO CARDINAL ROAD NEAR MAYFIELD INCLUDING THE KY-339 INTERCHANGE IN WINGO, KY. (I-69 CORRIDOR IMPROVEMENT) (2012BOP) (2020CCR)	U	NH	2021	500,000	400,000	100,000				Y
Fulton	1-8853.00	KY	1099	0.04	2.25	2.29	SAFETY / SAFETY(P)	SAFETY(P)	SAFETY IMPROVEMENT AT INTERSECTION OF KY-1099 AND KY-125. (14CCN)(18CCN)	R	STP	2021	610,000	488,000	122,000				N
Fulton	1-8853.00	KY	1099	0.04	2.25	2.29	SAFETY / SAFETY(P)	SAFETY(P)	SAFETY IMPROVEMENT AT INTERSECTION OF KY-1099 AND KY-125. (14CCN)(18CCN)	U	STP	2021	880,000	704,000	176,000				N
Fulton	1-8853.00	KY	1099	0.04	2.25	2.29	SAFETY / SAFETY(P)	SAFETY(P)	SAFETY IMPROVEMENT AT INTERSECTION OF KY-1099 AND KY-125. (14CCN)(18CCN)	C	STP	2023	1,710,000	1,368,000	342,000				N
Gallatin	6-20021.00		I 71	3.33	53.43	56.76	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 53.433 TO MILEPOINT 56.763	D	NH	2021	500,000	400,000	100,000				Y
Gallatin	6-20021.00		I 71	3.33	53.43	56.76	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 53.433 TO MILEPOINT 56.763	C	NH	2022	5,000,000	4,000,000	1,000,000				Y
Gallatin	6-20022.00		I 71	10.22	59.67	69.89	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 59.673 TO MILEPOINT 69.89 (2020CCR)	D	NH	2021	1,025,000	820,000	205,000				Y
Gallatin	6-20022.00		I 71	10.22	59.67	69.89	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 59.673 TO MILEPOINT 69.89 (2020CCR)	C	NH	2023	5,250,000	4,200,000	1,050,000				Y
Gallatin	6-20022.00		I 71	10.22	59.67	69.89	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 59.673 TO MILEPOINT 69.89 (2020CCR)	C	NH	2022	5,000,000	4,000,000	1,000,000				Y
Garrard	7-196.20	US	27	4.18	1.02	5.20	RELIABILITY / RELOCATION(O)	RELOCATION(O)	CONSTRUCT WEST LANCASTER BYPASS. (2020CCN)	D	NH	2021	1,500,000	1,200,000	300,000				Y
Garrard	7-196.20	US	27	4.18	1.02	5.20	RELIABILITY / RELOCATION(O)	RELOCATION(O)	CONSTRUCT WEST LANCASTER BYPASS. (2020CCN)	R	NH	2022	4,750,000	3,800,000	950,000				Y
Garrard	7-196.20	US	27	4.18	1.02	5.20	RELIABILITY / RELOCATION(O)	RELOCATION(O)	CONSTRUCT WEST LANCASTER BYPASS. (2020CCN)	U	NH	2023	3,800,000	3,040,000	760,000				Y
Garrard	7-196.20	US	27	4.18	1.02	5.20	RELIABILITY / RELOCATION(O)	RELOCATION(O)	CONSTRUCT WEST LANCASTER BYPASS. (2020CCN)	C	NH	2024	20,300,000	16,240,000	4,060,000		YES		Y
Grant	6-10001.00	KY	22	0.05	6.59	6.64	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	D	STP	2021	50,000	40,000	10,000				N
Grant	6-10001.00	KY	22	0.05	6.59	6.64	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	C	STP	2021	150,000	120,000	30,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Grant	6-20024.00	I	75	8.05	144.06	152.10	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 145.5 TO MILEPOINT 152.122 (2020CCR)	D	NH	2023	975,000	780,000	195,000				Y
Grant	6-20024.00	I	75	8.05	144.06	152.10	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 145.5 TO MILEPOINT 152.122 (2020CCR)	C	NH	2024	4,750,000	3,800,000	950,000				Y
Grant	6-20028.00	I	75	1.86	164.40	166.26	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 164.4 TO MILEPOINT 166.263	D	NH	2022	125,000	100,000	25,000				Y
Grant	6-20028.00	I	75	1.86	164.40	166.26	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 164.4 TO MILEPOINT 166.263	C	NH	2023	1,250,000	1,000,000	250,000				Y
Grant	6-4314.00	KY	36	0.10	21.60	21.70	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-36 IN GRANT COUNTY	C	STP	2021	22,000	17,600	4,400				N
Grant	6-4315.00	KY	467	0.08	12.20	12.28	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-467 IN GRANT COUNTY	C	STP	2021	17,000	13,600	3,400				N
Grant	6-8716.00	PF	9999	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	BRIDGE REHAB(P)	ADDRESS DEFICIENCIES OF BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. 041C00016N (12CCN) (2020CCR)	C	STP	2023	14,040,000	11,232,000	2,808,000				N
Graves	1-10002.00	CR	1214	0.01	0.56	0.56	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MARTIN ROAD BRIDGE OVER BRANCH-OBION CREEK. (042C00250N)	D	STP	2021	25,000	20,000	5,000				N
Graves	1-10002.00	CR	1214	0.01	0.56	0.56	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MARTIN ROAD BRIDGE OVER BRANCH-OBION CREEK. (042C00250N)	C	STP	2022	50,000	40,000	10,000				N
Graves	1-26.00	JC	9003	11.95	8.35	20.30	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE PURCHASE PARKWAY FROM SOUTHWEST OF THE US-51 INTERCHANGE TO CARDINAL ROAD NEAR MAYFIELD INCLUDING THE KY-339 INTERCHANGE IN WINGO, KY. (I-69 CORRIDOR IMPROVEMENT) (2012BOP) (2020CCR)	C	NH	2023	17,550,000	14,040,000	3,510,000				Y
Grayson	4-20000.00	WK	9001	3.25	108.00	111.25	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 108.00 TO MILEPOINT 111.25 (110.50 NON-CARDINAL)	D	NH	2021	230,000	184,000	46,000				Y
Grayson	4-20000.00	WK	9001	3.25	108.00	111.25	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 108.00 TO MILEPOINT 111.25 (110.50 NON-CARDINAL)	C	NH	2021	2,300,000	1,840,000	460,000				Y
Grayson	4-20001.00	WK	9001	1.15	111.25	112.40	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 111.25 TO MILEPOINT 112.48	D	NH	2021	100,000	80,000	20,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Grayson	4-20001.00	WK	9001	1.15	111.25	112.40	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 111.25 TO MILEPOINT 112.48	C	NH	2021	1,000,000	800,000	200,000				Y
Grayson	4-20002.00	WK	9001	2.40	112.40	114.80	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 112.4 TO MILEPOINT 114.8	D	NH	2021	190,000	152,000	38,000				Y
Grayson	4-20002.00	WK	9001	2.40	112.40	114.80	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 112.4 TO MILEPOINT 114.8	C	NH	2021	1,900,000	1,520,000	380,000				Y
Grayson	4-20003.00	WK	9001	2.15	114.80	116.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 114.8 TO MILEPOINT 116.95	D	NH	2023	100,000	80,000	20,000				Y
Grayson	4-20003.00	WK	9001	2.15	114.80	116.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 114.8 TO MILEPOINT 116.95	C	NH	2023	1,000,000	800,000	200,000				Y
Grayson	4-4308.00	US	62	0.09	9.76	9.85	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN GRAYSON COUNTY	C	STP	2022	18,000	14,400	3,600				N
Grayson	4-4310.00	KY	1214	0.02	13.06	13.08	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1214 IN GRAYSON COUNTY	C	STP	2023	6,000	4,800	1,200				N
Grayson	4-4313.00	KY	259	0.08	17.97	18.05	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-259 IN GRAYSON COUNTY	C	STP	2021	15,000	12,000	3,000				N
Grayson	4-4321.00	KY	79	0.37	1.89	2.26	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-79 IN GRAYSON COUNTY	C	STP	2021	78,000	62,400	15,600				N
Grayson	4-8502.10	US	62	1.30	23.00	24.30	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE US 62 FROM LEITCHFIELD BYPASS (KY3155) TO JUST EAST OF BEEHIVE CURVE. CONSTRUCTION SEGMENT 1.	C	STP	2021	4,000,000	3,200,000	800,000				N
Grayson	4-8502.20	US	62	1.30	24.20	25.50	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE US 62 FROM JUST EAST OF BEEHIVE CURVE TO KY224. CONSTRUCTION SEGMENT 2.	U	STP	2021	2,000,000	1,600,000	400,000				N
Grayson	4-8502.20	US	62	1.30	24.20	25.50	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE US 62 FROM JUST EAST OF BEEHIVE CURVE TO KY224. CONSTRUCTION SEGMENT 2.	C	STP	2023	5,630,000	4,504,000	1,126,000				N
Green	4-397.11	US	68	3.56	6.43	9.99	RELIABILITY / RECONSTRUCTION(O)	AIR QUALITY(P)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM THE METCALFE COUNTY LINE (MP 0.000) TO 1600 FEET WEST OF SOUTH THURLOW ROAD (MP 9.682) (2020CCN)	D	STP	2023	250,000	200,000	50,000				N
Green	4-397.11	US	68	3.56	6.43	9.99	RELIABILITY / RECONSTRUCTION(O)	AIR QUALITY(P)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM THE METCALFE COUNTY LINE (MP 0.000) TO 1600 FEET WEST OF SOUTH THURLOW ROAD (MP 9.682) (2020CCN)	R	STP	2024	150,000	120,000	30,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Green	4-397.11	US	68	3.56	6.43	9.99	RELIABILITY / RECONSTRUCTION(O)	AIR QUALITY(P)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM THE METCALFE COUNTY LINE (MP 0.000) TO 1600 FEET WEST OF SOUTH THURLOW ROAD (MP 9.682) (2020CCN)	U	STP	2024	300,000	240,000	60,000				N
Green	4-397.12	US	68	1.15	9.60	10.75	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN) (2020CCR)	R	STP	2021	500,000	400,000	100,000				N
Green	4-397.12	US	68	1.15	9.60	10.75	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN) (2020CCR)	U	STP	2021	750,000	600,000	150,000				N
Green	4-397.12	US	68	1.15	9.60	10.75	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN) (2020CCR)	C	STP	2022	4,100,000	3,280,000	820,000				N
Greenup	9-132.00	KY	2	4.00	13.20	17.20	RELIABILITY / PE & ENVIRONMENTAL(O)	PE & ENVIRONMENTAL(O)	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2)(08CCN)(14CCR)(16CCR)(18CCN)	R	STP	2024	5,780,000	4,624,000	1,156,000				N
Greenup	9-132.00	KY	2	4.00	13.20	17.20	RELIABILITY / PE & ENVIRONMENTAL(O)	PE & ENVIRONMENTAL(O)	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2)(08CCN)(14CCR)(16CCR)(18CCN)	U	STP	2024	3,380,000	2,704,000	676,000				N
Greenup	9-208.06	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SAH	2023	1,782,000	1,425,600	0	356,400		YES	
Greenup	9-208.06	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SAH	2022	1,782,000	1,425,600	0	356,400		YES	
Greenup	9-208.06	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SAH	2021	1,782,000	1,425,600	0	356,400		YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Greenup	9-208.06	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SAH	2024	1,782,000	1,425,600	0	356,400		YES	
Greenup	9-4314.00	KY	827	0.09	4.41	4.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-827 IN GREENUP COUNTY	C	STP	2023	19,000	15,200	3,800				N
Greenup	9-4316.00	KY	7	0.24	7.86	8.10	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-7 IN GREENUP COUNTY	C	STP	2024	53,000	42,400	10,600				N
Greenup	9-4317.00	KY	7	0.14	12.50	12.64	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-7 IN GREENUP COUNTY	C	STP	2024	32,000	25,600	6,400				N
Greenup	9-4332.00	KY	1	0.05	13.93	13.98	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1 IN GREENUP COUNTY	C	STP	2021	12,000	9,600	2,400				N
Hancock	2-20022.00	US	60	7.47	1.93	9.40	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	STP	2023	525,000	420,000	105,000				N
Hancock	2-20022.00	US	60	7.47	1.93	9.40	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	STP	2024	5,250,000	4,200,000	1,050,000				N
Hancock	2-226.00	US	60	6.27	1.93	8.20	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE THE WESTBOUND LANES OF US-60 FROM KY-1957 TO 0.2 MILE WEST OF KY-6106. (12CCR)(14CCR)(18CCR) (2020CCR)	R	STP	2021	90,000	72,000	18,000				N
Hancock	2-226.00	US	60	6.27	1.93	8.20	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE THE WESTBOUND LANES OF US-60 FROM KY-1957 TO 0.2 MILE WEST OF KY-6106. (12CCR)(14CCR)(18CCR) (2020CCR)	U	STP	2021	960,000	768,000	192,000				N
Hancock	2-226.00	US	60	6.27	1.93	8.20	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE THE WESTBOUND LANES OF US-60 FROM KY-1957 TO 0.2 MILE WEST OF KY-6106. (12CCR)(14CCR)(18CCR) (2020CCR)	C	STP	2023	3,880,000	3,104,000	776,000				N
Hancock	2-226.00	US	60	6.27	1.93	8.20	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE THE WESTBOUND LANES OF US-60 FROM KY-1957 TO 0.2 MILE WEST OF KY-6106. (12CCR)(14CCR)(18CCR) (2020CCR)	C	STP	2022	4,000,000	3,200,000	800,000				N
Hancock	2-4305.00	KY	261	0.11	0.16	0.27	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-261 IN HANCOCK COUNTY	C	STP	2023	24,000	19,200	4,800				N
Hancock	2-4309.00	KY	69	0.15	3.16	3.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-69 IN HANCOCK COUNTY	C	STP	2021	33,000	26,400	6,600				N
Hancock	2-4318.00	KY	69	0.08	10.06	10.14	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-69 IN HANCOCK COUNTY	C	STP	2021	17,000	13,600	3,400				N
Hardin	4-20.01	I	65	0.75	85.31	86.06	RELIABILITY / I-CHANGE RECONST(O)	I-CHANGE RECONST(O)	IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)(10CCR)(14CCR) (2020CCR)	C	NH	2023	18,000,000	14,400,000	3,600,000			YES	Y
Hardin	4-20.01	I	65	0.75	85.31	86.06	RELIABILITY / I-CHANGE RECONST(O)	I-CHANGE RECONST(O)	IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)(10CCR)(14CCR) (2020CCR)	C	NH	2022	15,000,000	12,000,000	3,000,000			YES	Y
Hardin	4-20011.00	US	31	2.76	17.68	20.43	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION (2020CCR)	D	NH	2021	550,000	440,000	110,000			YES	Y
Hardin	4-20011.00	US	31	2.76	17.68	20.43	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION (2020CCR)	C	NH	2022	2,000,000	1,600,000	400,000			YES	Y
Hardin	4-20011.10	US	31	0.00	0.00	0.00	NOT AVAILABLE	AIR QUALITY(P)	ADDRESS PAVEMENT CONDITION (2020CCN)	C	NH	2023	3,500,000	2,800,000	700,000			YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Hardin	4-20015.00	WK	9001	1.00	119.65	120.65	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 119.649 TO MILEPOINT 120.649	D	NH	2023	100,000	80,000	20,000			YES	Y
Hardin	4-20015.00	WK	9001	1.00	119.65	120.65	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 119.649 TO MILEPOINT 120.649	C	NH	2023	1,000,000	800,000	200,000			YES	Y
Hardin	4-20016.00	WK	9001	11.47	120.93	132.40	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 120.93 (120.65 NON-CARDINAL) TO MILEPOINT 132.4 (130.95 NON-CARDINAL) (2020CCR)	D	NH	2022	920,000	736,000	184,000			YES	Y
Hardin	4-20016.00	WK	9001	11.47	120.93	132.40	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 120.93 (120.65 NON-CARDINAL) TO MILEPOINT 132.4 (130.95 NON-CARDINAL) (2020CCR)	C	NH	2024	4,000,000	3,200,000	800,000			YES	Y
Hardin	4-20016.00	WK	9001	11.47	120.93	132.40	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 120.93 (120.65 NON-CARDINAL) TO MILEPOINT 132.4 (130.95 NON-CARDINAL) (2020CCR)	C	NH	2023	5,200,000	4,160,000	1,040,000			YES	Y
Hardin	4-20028.00	US	62	4.20	9.57	13.77	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-62 FROM MILEPOINT 9.57 TO MILEPOINT 13.77	C	STP	2024	689,000	551,200	137,800			YES	N
Hardin	4-4311.00	KY	210	0.09	0.04	0.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-210 IN HARDIN COUNTY	C	STP	2023	18,000	14,400	3,600			YES	N
Hardin	4-442.00	US	62	3.25	20.10	23.35	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY AND GEOMETRICS ON US-62 FROM I-65 TO UPPER COLESBURG ROAD (CR-1038)	D	STP	2023	1,500,000	1,200,000	300,000			YES	N
Hardin	4-8801.00	KY	1357	1.68	14.61	16.29	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY, GEOMETRICS, DRAINAGE AND MAINTENANCE ISSUES ALONG KY-1357 (ST. JOHNS RD) FROM US-31W BYPASS TO KY-3005 (RING ROAD). (14CCN)	U	STP	2021	3,500,000	2,800,000	700,000			YES	N
Hardin	4-8801.00	KY	1357	1.68	14.61	16.29	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY, GEOMETRICS, DRAINAGE AND MAINTENANCE ISSUES ALONG KY-1357 (ST. JOHNS RD) FROM US-31W BYPASS TO KY-3005 (RING ROAD). (14CCN)	C	STP	2023	8,000,000	6,400,000	1,600,000			YES	N
Harlan	11-10013.00	KY	179	0.01	0.08	0.09	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	D	STP	2021	160,000	128,000	32,000				N
Harlan	11-10013.00	KY	179	0.01	0.08	0.09	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	R	STP	2021	10,000	8,000	2,000				N
Harlan	11-10013.00	KY	179	0.01	0.08	0.09	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	U	STP	2021	10,000	8,000	2,000				N
Harlan	11-10013.00	KY	179	0.01	0.08	0.09	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	C	STP	2021	470,000	376,000	94,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Harlan	11-10015.00	KY	2007	0.01	3.20	3.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	D	STP	2021	50,000	40,000	10,000				N
Harlan	11-10015.00	KY	2007	0.01	3.20	3.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	R	STP	2021	10,000	8,000	2,000				N
Harlan	11-10015.00	KY	2007	0.01	3.20	3.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	U	STP	2021	10,000	8,000	2,000				N
Harlan	11-10015.00	KY	2007	0.01	3.20	3.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	C	STP	2021	250,000	200,000	50,000				N
Harlan	11-10018.00	CS	1041	0.06	0.13	0.18	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KENTUCKY AV BRIDGE OVER MARTINS FK CUMBERLAND RV. (048C00067N)	D	STP	2021	90,000	72,000	18,000				N
Harlan	11-10018.00	CS	1041	0.06	0.13	0.18	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KENTUCKY AV BRIDGE OVER MARTINS FK CUMBERLAND RV. (048C00067N)	C	STP	2021	1,360,000	1,088,000	272,000				N
Harlan	11-10019.00	CR	1082	0.02	0.00	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PRICE LN BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048C00094N) (2020CCR)	D	STP	2021	60,000	48,000	12,000				N
Harlan	11-10019.00	CR	1082	0.02	0.00	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PRICE LN BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048C00094N) (2020CCR)	C	STP	2021	480,000	384,000	96,000				N
Harlan	11-1101.00	US	119	0.12	34.79	34.91	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N (2020CCR)	D	NH	2021	800,000	640,000	160,000				Y
Harlan	11-1101.00	US	119	0.12	34.79	34.91	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N (2020CCR)	R	NH	2021	200,000	160,000	40,000				Y
Harlan	11-1101.00	US	119	0.12	34.79	34.91	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N (2020CCR)	U	NH	2021	100,000	80,000	20,000				Y
Harlan	11-1101.00	US	119	0.12	34.79	34.91	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N (2020CCR)	C	NH	2022	4,000,000	3,200,000	800,000				Y
Harlan	11-1101.00	US	119	0.12	34.79	34.91	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N (2020CCR)	C	NH	2021	3,500,000	2,800,000	700,000				Y
Harlan	11-269.11	US	421	3.65	0.00	3.65	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	HARLAN-VIRGINIA STATE LINE; RECONSTRUCT US 421 FROM END OF THE EXISTING 4-LANE SECTION TO THE VIRGINIA STATE LINE. (2020CCR)	C	STP	2022	15,000,000	12,000,000	3,000,000				N
Harlan	11-4323.00	KY	3449	1.50	0.41	1.91	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3449 IN HARLAN COUNTY	C	STP	2022	318,000	254,400	63,600				N
Harlan	11-4331.00	KY	1601	0.08	1.36	1.44	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1601 IN HARLAN COUNTY	C	STP	2023	19,000	15,200	3,800				N
Harlan	11-4332.00	KY	1601	0.32	1.52	1.84	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1601 IN HARLAN COUNTY	C	STP	2023	69,000	55,200	13,800				N
Harlan	11-4343.00	KY	522	3.00	6.00	9.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-522 IN HARLAN COUNTY	C	STP	2023	634,000	507,200	126,800				N



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Harlan	11-4344.00	KY	522	3.00	9.00	12.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-522 IN HARLAN COUNTY	C	STP	2023	634,000	507,200	126,800				N
Harlan	11-4353.00	KY	2007	1.13	0.81	1.94	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2007 IN HARLAN COUNTY	C	STP	2024	239,000	191,200	47,800				N
Harlan	11-4354.00	KY	840	0.17	4.92	5.09	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-840 IN HARLAN COUNTY	C	STP	2024	37,000	29,600	7,400				N
Harrison	6-4307.00	KY	32	0.20	4.36	4.56	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-32 IN HARRISON COUNTY	C	STP	2023	43,000	34,400	8,600				N
Harrison	6-4309.00	US	27	0.05	10.47	10.52	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-27 IN HARRISON COUNTY	C	STP	2023	11,000	8,800	2,200				N
Harrison	6-4310.00	US	27	0.05	10.52	10.57	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-27 IN HARRISON COUNTY	C	STP	2023	11,000	8,800	2,200				N
Harrison	6-4311.00	US	27	0.05	13.30	13.35	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-27 IN HARRISON COUNTY	C	STP	2023	11,000	8,800	2,200				N
Harrison	6-4312.00	US	27	0.05	13.35	13.40	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-27 IN HARRISON COUNTY	C	STP	2023	11,000	8,800	2,200				N
Hart	4-4307.00	KY	357	0.40	7.80	8.20	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-357 IN HART COUNTY	C	STP	2022	85,000	68,000	17,000				N
Hart	4-4312.00	KY	1140	0.20	4.50	4.70	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1140 IN HART COUNTY	C	STP	2024	43,000	34,400	8,600				N
Hart	4-441.00	KY	335	1.35	1.20	2.55	ECONOMIC DEVELOPMENT / ECONOMIC DEVEL(O)	ECONOMIC DEVEL(O)	IMPROVE MOBILITY, CONNECTIVITY AND SAFETY BY ADDRESSING COMMERCIAL AND INDUSTRIAL TRAFFIC MOVEMENT FROM US-31W SOUTH OF KY-218 TO I-65. (16CCR)(18CCR)	R	STP	2021	2,100,000	1,680,000	420,000				N
Hart	4-441.00	KY	335	1.35	1.20	2.55	ECONOMIC DEVELOPMENT / ECONOMIC DEVEL(O)	ECONOMIC DEVEL(O)	IMPROVE MOBILITY, CONNECTIVITY AND SAFETY BY ADDRESSING COMMERCIAL AND INDUSTRIAL TRAFFIC MOVEMENT FROM US-31W SOUTH OF KY-218 TO I-65. (16CCR)(18CCR)	U	STP	2021	1,500,000	1,200,000	300,000				N
Hart	4-441.00	KY	335	1.35	1.20	2.55	ECONOMIC DEVELOPMENT / ECONOMIC DEVEL(O)	ECONOMIC DEVEL(O)	IMPROVE MOBILITY, CONNECTIVITY AND SAFETY BY ADDRESSING COMMERCIAL AND INDUSTRIAL TRAFFIC MOVEMENT FROM US-31W SOUTH OF KY-218 TO I-65. (16CCR)(18CCR)	C	STP	2023	7,400,000	5,920,000	1,480,000				N
Henderson	2-1088.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	D	NH	2021	15,000,000	12,000,000	3,000,000			YES	
Henderson	2-1088.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	R	NH	2021	7,000,000	5,600,000	1,400,000			YES	
Henderson	2-1088.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	U	NH	2021	10,000,000	8,000,000	2,000,000			YES	
Henderson	2-1088.20	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	C	STP	2022	5,000,000	4,000,000	1,000,000			YES	
Henderson	2-1088.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	C	NH	2024	70,000,000	56,000,000	14,000,000			YES	
Henderson	2-1088.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT THE PORTION OF THE I-69 ORX PROJECT FROM THE HENDERSON BYPASS (KY 425) TO US 60. (100% KY SHARE) (2020CCR)	C	NH	2023	70,000,000	56,000,000	14,000,000			YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Henderson	2-1088.50	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	WORK WITH INDOT TO DEVELOP A \$1.1B BI-STATE PACKAGE FOR THE DELIVERY OF THE PORTION OF THE PROJECT FROM US 60 NORTH TO I-69 IN EVANSVILLE. (COSTS SHARED BY KY AND IN)	D	IF	2023	50,000,000	40,000,000	10,000,000			YES	
Henderson	2-20023.00	I	69	5.94	142.15	148.09	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 142.146 TO MILEPOINT 148.09 (150.142 NON-CARDINAL)	D	NH	2023	640,000	512,000	128,000			YES	Y
Henderson	2-20023.00	I	69	5.94	142.15	148.09	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 142.146 TO MILEPOINT 148.09 (150.142 NON-CARDINAL)	C	NH	2024	6,400,000	5,120,000	1,280,000			YES	Y
Henderson	2-383.00	CS	1372	1.09	0.31	1.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON CS-1372 (WATSON LANE). (18CCR)	R	STP	2021	1,630,000	1,304,000	326,000			YES	N
Henderson	2-383.00	CS	1372	1.09	0.31	1.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON CS-1372 (WATSON LANE). (18CCR)	U	STP	2021	1,580,000	1,264,000	316,000			YES	N
Henderson	2-383.00	CS	1372	1.09	0.31	1.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON CS-1372 (WATSON LANE). (18CCR)	C	STP	2023	6,340,000	5,072,000	1,268,000			YES	N
Henderson	2-4306.00	KY	2183	0.29	1.90	2.19	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2183 IN HENDERSON COUNTY	C	STP	2023	63,000	50,400	12,600			YES	N
Henderson	2-700.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SHN	2024	900,000	720,000	0	180,000		YES	
Henderson	2-700.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SHN	2021	900,000	720,000	0	180,000		YES	
Henderson	2-700.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SHN	2022	900,000	720,000	0	180,000		YES	
Henderson	2-700.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SHN	2023	900,000	720,000	0	180,000		YES	
Hickman	1-26.00	JC	9003	4.92	3.43	8.35	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE PURCHASE PARKWAY FROM SOUTHWEST OF THE US-51 INTERCHANGE TO CARDINAL ROAD NEAR MAYFIELD INCLUDING THE KY-339 INTERCHANGE IN WINGO, KY. (I-69 CORRIDOR IMPROVEMENT) (2012BOP) (2020CCR)	R	NH	2021	830,000	664,000	166,000				Y
Hopkins	2-137.10	US	41	2.03	1.25	3.28	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-41A FROM INDUSTRIAL DRIVE TO YORKWOOD PLACE. (SECTION 1) (2012BOP)(16CCR) (2020CCR)	C	STP	2021	10,000,000	8,000,000	2,000,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Hopkins	2-20025.00	EB	9004	1.43	32.83	34.26	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 32.825 TO MILEPOINT 34.256	D	NH	2023	170,000	136,000	34,000				Y
Hopkins	2-20025.00	EB	9004	1.43	32.83	34.26	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 32.825 TO MILEPOINT 34.256	C	NH	2024	1,700,000	1,360,000	340,000				Y
Hopkins	2-20029.00	I	69	3.68	114.25	117.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 114.254 TO MILEPOINT 117.936	D	NH	2024	290,000	232,000	58,000				Y
Hopkins	2-20031.00	I	69	8.73	124.95	133.68	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 124.946 TO MILEPOINT 133.677	D	NH	2023	875,000	700,000	175,000				Y
Hopkins	2-20031.00	I	69	8.73	124.95	133.68	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 124.946 TO MILEPOINT 133.677	C	NH	2023	8,750,000	7,000,000	1,750,000				Y
Hopkins	2-20033.00	I	69	1.88	93.72	95.60	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 93.724 TO MILEPOINT 95.604	D	NH	2022	150,000	120,000	30,000				Y
Hopkins	2-20033.00	I	69	1.88	93.72	95.60	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 93.724 TO MILEPOINT 95.604	C	NH	2022	1,500,000	1,200,000	300,000				Y
Hopkins	2-20034.00	I	69	9.44	95.60	105.05	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 95.604 TO MILEPOINT 105.046 (2020CCR)	D	NH	2022	760,000	608,000	152,000				Y
Hopkins	2-20034.00	I	69	9.44	95.60	105.05	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 95.604 TO MILEPOINT 105.046 (2020CCR)	C	NH	2023	4,000,000	3,200,000	800,000				Y
Hopkins	2-20034.00	I	69	9.44	95.60	105.05	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 95.604 TO MILEPOINT 105.046 (2020CCR)	C	NH	2024	3,600,000	2,880,000	720,000				Y
Hopkins	2-20035.00	WK	9001	0.62	42.81	43.42	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.807 TO MILEPOINT 43.424	D	NH	2022	50,000	40,000	10,000				Y
Hopkins	2-20035.00	WK	9001	0.62	42.81	43.42	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.807 TO MILEPOINT 43.424	C	NH	2022	500,000	400,000	100,000				Y
Hopkins	2-384.00	KY	281	0.76	1.00	1.76	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-281 FROM ISLAND PARK DRIVE TO CARRIAGE LANE (KY-2281).	D	STP	2023	570,000	456,000	114,000				N
Hopkins	2-384.00	KY	281	0.76	1.00	1.76	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-281 FROM ISLAND PARK DRIVE TO CARRIAGE LANE (KY-2281).	R	STP	2024	1,220,000	976,000	244,000				N
Hopkins	2-384.00	KY	281	0.76	1.00	1.76	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE KY-281 FROM ISLAND PARK DRIVE TO CARRIAGE LANE (KY-2281).	U	STP	2024	1,170,000	936,000	234,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Hopkins	2-4310.00	KY	109	0.08	6.00	6.08	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-109 IN HOPKINS COUNTY	C	STP	2021	17,000	13,600	3,400				N
Hopkins	2-4311.00	KY	85	0.30	6.50	6.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-85 IN HOPKINS COUNTY (2020CCR)	C	STP	2022	64,000	51,200	12,800				N
Hopkins	2-4316.00	US	41	0.30	4.60	4.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-0041 IN HOPKINS COUNTY (2020CCR)	C	STP	2022	64,000	51,200	12,800				N
Hopkins	2-4320.00	US	62	0.21	7.99	8.20	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN HOPKINS COUNTY	C	STP	2021	44,000	35,200	8,800				N
Hopkins	2-4322.00	KY	109	0.20	5.40	5.60	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-109 IN HOPKINS COUNTY	C	STP	2021	43,000	34,400	8,600				N
Hopkins	2-4323.00	KY	70	0.09	14.21	14.30	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-70 IN HOPKINS COUNTY	C	STP	2021	19,000	15,200	3,800				N
Hopkins	2-804.00	PF	9999	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT CENTER ST CONNECTOR RD BEGIN AT CENTER ST/PROCEED TO CSX RR, SECT.1, 5,173 LI. FT.PROCEED THRU PORTION OF SECT. 2,END AT I-SECTION OF CONNECTOR RD BEING CONSTRUCTED WITH ISLAND FD DR.ALL DEEDED TO CITY-MADISONVILLE, ALL 100FT WIDE.(14CCR)(18CCN) (2020CCR)	R	STP	2022	3,000,000	2,400,000	600,000				
Hopkins	2-804.00	PF	9999	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT CENTER ST CONNECTOR RD BEGIN AT CENTER ST/PROCEED TO CSX RR, SECT.1, 5,173 LI. FT.PROCEED THRU PORTION OF SECT. 2,END AT I-SECTION OF CONNECTOR RD BEING CONSTRUCTED WITH ISLAND FD DR.ALL DEEDED TO CITY-MADISONVILLE, ALL 100FT WIDE.(14CCR)(18CCN) (2020CCR)	U	STP	2023	2,600,000	2,080,000	520,000				
Hopkins	2-8305.00	US	41	0.56	16.99	17.55	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	D	STP	2021	840,000	672,000	168,000				N
Hopkins	2-8305.00	US	41	0.56	16.99	17.55	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	R	STP	2022	970,000	776,000	194,000				N
Hopkins	2-8305.00	US	41	0.56	16.99	17.55	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	U	STP	2022	1,280,000	1,024,000	256,000				N
Hopkins	2-8305.00	US	41	0.56	16.99	17.55	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	C	STP	2024	8,190,000	6,552,000	1,638,000				N
Jackson	KY FLAP 14	CR	1931; 1049; 1048; 1282;	2.50			ASSET MANAGEMENT / RESURFACING(P)	RESURFACING(P)	Resurfacing of Tree Tower Road (CR -1931); Calvary Church Road (CR-1049); Wild Dog Trail Road (CR-1048); and Low Gap Road (CR-1282)	C	FLAP	2022	205,000	164,000		41,000			N
Jackson	11-10041.00	KY	89	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 89 BRIDGE OVER HORSE LICK CREEK. (055B00028N) (2020CCR)	D	STP	2021	90,000	72,000	18,000				N
Jackson	11-4304.00	KY	290	0.07	1.55	1.62	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	16,000	12,800	3,200				N
Jackson	11-4305.00	KY	290	0.14	1.65	1.79	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	31,000	24,800	6,200				N
Jackson	11-4306.00	KY	290	0.08	3.95	4.03	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	17,000	13,600	3,400				N
Jackson	11-4307.00	KY	290	0.10	4.12	4.22	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	22,000	17,600	4,400				N
Jackson	11-4308.00	KY	290	0.30	4.35	4.65	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	63,000	50,400	12,600				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jackson	11-4324.00	US	421	0.15	3.86	4.01	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-421 IN JACKSON COUNTY	C	STP	2022	31,000	24,800	6,200				N
Jackson	11-4425.00	KY	290	0.11	1.32	1.43	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-290 IN JACKSON COUNTY	C	STP	2021	24,000	19,200	4,800				N
Jackson	11-8953.00	CR	1340	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE (063C00044N) ON MT ZION CHURCH ROAD (CR 1414). (16CCN) (2020CCR)	C	STP	2022	1,300,000	1,040,000	260,000				N
Jefferson	5-10007.00	CR	1004	0.01	0.49	0.50	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLARK STATION RD BRIDGE OVER S LONG RUN. (056C00091N) (2020CCR)	C	STP	2021	500,000	400,000	100,000			YES	N
Jefferson	5-10008.00	CS	1079	0.01	0.03	0.04	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD WESTPORT RD BRIDGE OVER GOOSE CREEK. (056C00113N) (2020CCR)	C	STP	2021	750,000	600,000	150,000			YES	N
Jefferson	5-10011.00	CS	1096	0.01	0.01	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STONEBRIDGE RD BRIDGE OVER TRIB MUDDY FK BEARGRASS. (056C00240N) (2020CCR)	D	STP	2021	160,000	128,000	32,000			YES	N
Jefferson	5-10011.00	CS	1096	0.01	0.01	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STONEBRIDGE RD BRIDGE OVER TRIB MUDDY FK BEARGRASS. (056C00240N) (2020CCR)	C	STP	2021	550,000	440,000	110,000			YES	N
Jefferson	5-10016.00	CO	0	0.00			ASSET MANAGEMENT / AM-BRG PAINTING(P)	AM-BRG PAINTING(P)	BRIDGE PAINTING OF I-64 RIVERSIDE EXPRESSWAY BRIDGES.(056B00298N,056B00299N,056B00300N,056B00301N,056B00302N,056B00285N,056B00292N,056B00293N,056B00142N) (2020CCR)	C	NH	2024	5,000,000	4,000,000	1,000,000			YES	
Jefferson	5-10018.00	US	31	0.01	16.35	16.36	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 31E BRIDGE OVER S FK BEARGRASS CREEK. (056B00137N) (2020CCR)	C	NH	2021	690,000	552,000	138,000			YES	Y
Jefferson	5-10019.00	CS	1003	0.01	1.80	1.81	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SCENIC LOOP BRIDGE OVER MID FK BEARGRASS CREEK. (056C00027N) (2020CCR)	D	STP	2021	60,000	48,000	12,000			YES	N
Jefferson	5-10019.00	CS	1003	0.01	1.80	1.81	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SCENIC LOOP BRIDGE OVER MID FK BEARGRASS CREEK. (056C00027N) (2020CCR)	C	STP	2021	440,000	352,000	88,000			YES	N
Jefferson	5-10022.00	CS	1004	0.01	0.01	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD CLARK STATION BRIDGE OVER BRUSH RUN. (056C00167N) (2020CCR)	C	STP	2021	357,000	285,600	71,400			YES	N
Jefferson	5-1070.00	CS	1017	0.04	1.29	1.33	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON E KENTUCKY ST (CS 1017G) OVER SOUTH FORK BEARGRASS CREEK 0.01 MILE E OF SCHILLER AVE (CS 1138G) 056C00083N (2020CCR)	C	STP	2021	990,000	792,000	198,000			YES	N
Jefferson	5-1079.00	CR	1001	0.07	3.80	3.87	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER GOOSE CREEK ON RIVER ROAD (CR 1001B) 0.2 MI N OF LIME KILN ROAD (CR 1002B) (056C00130N) (2020CCR)	C	STP	2021	2,820,000	2,256,000	564,000			YES	N
Jefferson	5-136.00	PF	9999	0.00			ASSET MANAGEMENT / AM-BRG PAINTING(P)	AM-BRG PAINTING(P)	CLEAN AND PAINT ALL STEEL BRIDGES AND STEEL BEARINGS ON THE GENE SNYDER FREEWAY(10CCR)(SD)	C	NH	2021	6,000,000	4,800,000	1,200,000			YES	

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jefferson	5-20009.00	I	64	5.57	6.00	11.57	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 6 TO MILEPOINT 11.57 (2020CCR)	D	NH	2022	575,000	460,000	115,000			YES	Y
Jefferson	5-20009.00	I	64	5.57	6.00	11.57	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 6 TO MILEPOINT 11.57 (2020CCR)	C	NH	2023	2,500,000	2,000,000	500,000			YES	Y
Jefferson	5-20009.00	I	64	5.57	6.00	11.57	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 6 TO MILEPOINT 11.57 (2020CCR)	C	NH	2024	3,250,000	2,600,000	650,000			YES	Y
Jefferson	5-20014.00	I	71	1.57	3.63	5.20	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.32	D	NH	2023	475,000	380,000	95,000			YES	Y
Jefferson	5-20014.00	I	71	1.57	3.63	5.20	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.32	C	NH	2024	2,400,000	1,920,000	480,000			YES	Y
Jefferson	5-20016.00	I	264	5.71	12.70	18.41	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-264 BOTH DIRECTION(S) FROM MILEPOINT 12.7 TO MILEPOINT 18.41 (2020CCR)	D	NH	2022	1,150,000	920,000	230,000			YES	Y
Jefferson	5-20016.00	I	264	5.71	12.70	18.41	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-264 BOTH DIRECTION(S) FROM MILEPOINT 12.7 TO MILEPOINT 18.41 (2020CCR)	C	NH	2024	6,500,000	5,200,000	1,300,000			YES	Y
Jefferson	5-20016.00	I	264	5.71	12.70	18.41	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-264 BOTH DIRECTION(S) FROM MILEPOINT 12.7 TO MILEPOINT 18.41 (2020CCR)	C	NH	2023	5,000,000	4,000,000	1,000,000			YES	Y
Jefferson	5-20017.00	I	264	2.23	20.70	22.93	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-264 BOTH DIRECTION(S) FROM MILEPOINT 20.7 TO MILEPOINT 22.927	D	NH	2023	450,000	360,000	90,000			YES	Y
Jefferson	5-20017.00	I	264	2.23	20.70	22.93	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-264 BOTH DIRECTION(S) FROM MILEPOINT 20.7 TO MILEPOINT 22.927	C	NH	2024	4,500,000	3,600,000	900,000			YES	Y
Jefferson	5-20019.00	I	265	3.14	15.66	18.80	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 15.66 TO MILEPOINT 18.8	D	NH	2021	325,000	260,000	65,000			YES	Y
Jefferson	5-20019.00	I	265	3.14	15.66	18.80	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 15.66 TO MILEPOINT 18.8	C	NH	2022	3,250,000	2,600,000	650,000			YES	Y
Jefferson	5-20020.00	I	265	4.56	18.80	23.36	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 18.8 TO MILEPOINT 23.364	D	NH	2021	460,000	368,000	92,000			YES	Y
Jefferson	5-20020.00	I	265	4.56	18.80	23.36	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 18.8 TO MILEPOINT 23.364	C	NH	2021	4,600,000	3,680,000	920,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jefferson	5-20021.00	I	265	3.24	23.36	26.60	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-265 BOTH DIRECTION(S) FROM MILEPOINT 23.364 TO MILEPOINT 26.6	D	NH	2022	350,000	280,000	70,000			YES	Y
Jefferson	5-20021.00	I	265	3.24	23.36	26.60	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-265 BOTH DIRECTION(S) FROM MILEPOINT 23.364 TO MILEPOINT 26.6	C	NH	2022	3,500,000	2,800,000	700,000			YES	Y
Jefferson	5-20024.00	KY	913	0.69	2.38	3.07	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	NH	2022	50,000	40,000	10,000			YES	Y
Jefferson	5-20024.00	KY	913	0.69	2.38	3.07	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	NH	2022	500,000	400,000	100,000			YES	Y
Jefferson	5-20029.00	KY	1934	5.30	4.44	9.74	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	NH	2022	375,000	300,000	75,000			YES	Y
Jefferson	5-20029.00	KY	1934	5.30	4.44	9.74	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	NH	2022	3,750,000	3,000,000	750,000			YES	Y
Jefferson	5-20031.00	KY	2052	4.21	0.00	4.21	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	STP	2022	300,000	240,000	60,000			YES	N
Jefferson	5-20031.00	KY	2052	4.21	0.00	4.21	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	STP	2022	3,000,000	2,400,000	600,000			YES	N
Jefferson	5-247.10	KY	1450	1.67	1.87	3.54	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR) (2020CCR)	C	STP	2022	5,000,000	4,000,000	1,000,000			YES	N
Jefferson	5-247.11	KY	1450	1.67	1.87	3.54	RELIABILITY / PREFINANCD CONVRNSN(O)	MAJOR WIDENING(O)	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR) (2020CCN)	C	STP	2023	5,500,000	4,400,000	1,100,000			YES	N
Jefferson	5-323.01	KY	1931	2.61	0.54	3.15	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR) (2020CCR)	C	STP	2022	7,340,000	5,872,000	1,468,000			YES	N
Jefferson	5-323.01	KY	1931	2.61	0.54	3.15	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR) (2020CCR)	C	STP	2023	7,340,000	5,872,000	1,468,000			YES	N
Jefferson	5-367.20	CO	0	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN) (2020CCR)	C	STP	2021	12,000,000	9,600,000	2,400,000			YES	
Jefferson	5-371.10	KY	22	0.36	1.43	1.79	SAFETY / SAFETY(P)	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)(EMERGENCY CULVERT REPLACEMENT AWARDED UNDER 5-371.12) (2020CCR)	C	STP	2023	2,020,000	1,616,000	404,000			YES	N
Jefferson	5-558.00	I	265	5.80	17.30	23.10	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E (BARDSTOWN RD) TO KY-155 (TAYLORSVILLE RD).	D	NH	2023	7,500,000	6,000,000	1,500,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jefferson	5-64.00	I	64	0.30	0.02	0.32	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP) (2020CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			YES	Y
Jefferson	5-64.00	I	64	0.30	0.02	0.32	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP) (2020CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			YES	Y
Jefferson	5-64.00	I	64	0.30	0.02	0.32	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP) (2020CCR)	C	NH	2022	10,000,000	8,000,000	2,000,000			YES	Y
Jefferson	5-80001.00	US	60	0.59	11.09	11.68	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN) (2020CCR)	D	NH	2021	1,260,000	1,008,000	252,000			YES	Y
Jefferson	5-80001.00	US	60	0.59	11.09	11.68	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN) (2020CCR)	R	NH	2022	550,000	440,000	110,000			YES	Y
Jefferson	5-80001.00	US	60	0.59	11.09	11.68	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN) (2020CCR)	U	NH	2023	720,000	576,000	144,000			YES	Y
Jefferson	5-80001.00	US	60	0.59	11.09	11.68	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN) (2020CCR)	C	NH	2024	15,000,000	12,000,000	3,000,000		YES	YES	Y
Jefferson	5-80053.00	CS	1596	0.06	0.00	0.06	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT EAST MARKET (US-31E) FROM FIRST ST TO JOHNSON ST TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE ECONOMIC DEVELOPMENT.(18CCN) (2020CCR)	C	NH	2023	8,500,000	6,800,000	1,700,000			YES	Y
Jefferson	5-804.00	I	264	1.70	20.90	22.60	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) (2020CCR)	R	NH	2021	5,280,000	4,224,000	1,056,000			YES	Y
Jefferson	5-804.00	I	264	1.70	20.90	22.60	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) (2020CCR)	U	NH	2021	1,270,000	1,016,000	254,000			YES	Y
Jefferson	5-804.00	I	264	1.70	20.90	22.60	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) (2020CCR)	C	NH	2024	20,000,000	16,000,000	4,000,000		YES	YES	Y



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jefferson	5-804.00		I 264	1.70	20.90	22.60	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) (2020CCR)	C	NH	2023	15,000,000	12,000,000	3,000,000		YES	YES	Y
Jefferson	5-808.00	KY	155	0.50	4.60	5.10	SAFETY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP) (2020CCR)	R	STP	2021	180,000	144,000	36,000			YES	N
Jefferson	5-808.00	KY	155	0.50	4.60	5.10	SAFETY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP) (2020CCR)	U	STP	2021	150,000	120,000	30,000			YES	N
Jefferson	5-808.00	KY	155	0.50	4.60	5.10	SAFETY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP) (2020CCR)	C	STP	2023	5,000,000	4,000,000	1,000,000			YES	N
Jefferson	5-8810.00	KY	1931	0.92	4.59	5.50	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN) (2020CCR)	R	STP	2022	2,770,000	2,216,000	554,000			YES	N
Jefferson	5-8810.00	KY	1931	0.92	4.59	5.50	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN) (2020CCR)	U	STP	2023	4,330,000	3,464,000	866,000			YES	N
Jefferson	5-8908.00	KY	155	1.35	4.40	5.75	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	P	STP	2021	920,000	736,000	184,000			YES	N
Jefferson	5-8908.00	KY	155	1.35	4.40	5.75	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	D	STP	2022	1,500,000	1,200,000	300,000			YES	N
Jefferson	5-8908.00	KY	155	1.35	4.40	5.75	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	R	STP	2023	1,000,000	800,000	200,000			YES	N
Jefferson	5-8908.00	KY	155	1.35	4.40	5.75	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	U	STP	2024	500,000	400,000	100,000			YES	N
Jefferson	5-8952.00	US	60	0.40	14.72	15.11	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US 60 INCLUDING REALIGNMENT OF GILLILAND ROAD AND EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR) (2020CCR)	D	STP	2021	330,000	264,000	66,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jefferson	5-8952.00	US	60	0.40	14.72	15.11	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US 60 INCLUDING REALIGNMENT OF GILLILAND ROAD AND EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR) (2020CCR)	R	STP	2023	410,000	328,000	82,000			YES	N
Jefferson	5-8952.00	US	60	0.40	14.72	15.11	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US 60 INCLUDING REALIGNMENT OF GILLILAND ROAD AND EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR) (2020CCR)	U	STP	2024	460,000	368,000	92,000			YES	N
Jefferson	5-8954.00	KY	155	4.00	0.00	4.00	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	CONSTRUCT A 2+1 ROAD ON KY 55/155 (TAYLORSVILLE ROAD) IN SPENCER COUNTY AND KY 155 (TAYLORSVILLE LAKE ROAD) IN JEFFERSON COUNTY BY ADDING A CONTINUOUS THIRD LANE THAT SERVES AS AN ALTERNATING PASSING LANE.(16CCN)(18CCN) (2020CCR)	D	STP	2021	1,000,000	800,000	200,000			YES	N
Jefferson	5-965.19	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLO	2023	26,209,000	20,967,200	0	5,241,800		YES	
Jefferson	5-965.19	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLO	2024	26,209,000	20,967,200	0	5,241,800		YES	
Jefferson	5-965.19	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLO	2021	26,209,000	20,967,200	0	5,241,800		YES	
Jefferson	5-965.19	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLO	2022	26,209,000	20,967,200	0	5,241,800		YES	
Jessamine	7-1144.00	CR	1238	0.02	0.87	0.89	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1238 (0.88) OVER NS SYSTEM. 057R00605N	C	STP	2021	2,100,000	1,680,000	420,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Jessamine	7-227.09	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2020. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (2020CCR)	C	SLX	2021	756,000	604,800	0	151,200		YES	
Jessamine	7-4308.00	KY	1268	0.08	5.94	6.02	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1268 IN JESSAMINE COUNTY	C	STP	2022	18,000	14,400	3,600			YES	N
Jessamine	7-87.20	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION IA: IMPROVE CONNECTIVITY AND MOBILITY EAST AROUND NICHOLASVILLE FROM SOUTH OF KY-39 TO NORTH OF KY-169. (2020CCR)	C	STP	2023	9,900,000	7,920,000	1,980,000			YES	
Jessamine	7-8851.00	KY	169	0.05	10.81	10.85	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RAILROAD BRIDGE ON KY 169 (NORTH 3RD STREET) BETWEEN MEADOWLARK LANE & ILHARDT AVENUE. (057R00603N)(14CCN)(16CCR)(SD)	C	STP	2021	1,500,000	1,200,000	300,000			YES	N
Jessamine	7-915.00	US	68	0.70	4.10	4.80	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE INTERSECTION OF KY-29 NORTH OF WILMORE.(16CCR)(18CCR) (2020CCR)	C	STP	2023	1,200,000	960,000	240,000			YES	N
Johnson	12-4307.00	KY	172	0.50	8.00	8.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-172 IN JOHNSON COUNTY	C	STP	2022	106,000	84,800	21,200				N
Johnson	12-4308.00	KY	1750	0.50	0.00	0.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1750 IN JOHNSON COUNTY	C	STP	2022	106,000	84,800	21,200				N
Johnson	12-4309.00	KY	1750	0.50	2.00	2.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1750 IN JOHNSON COUNTY	C	STP	2022	106,000	84,800	21,200				N
Johnson	12-4315.00	KY	172	0.50	3.00	3.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-172 IN JOHNSON COUNTY	C	STP	2021	106,000	84,800	21,200				N
Johnson	12-4316.00	KY	172	0.50	0.00	0.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-172 IN JOHNSON COUNTY	C	STP	2022	106,000	84,800	21,200				N
Johnson	12-4317.00	KY	825	0.25	8.75	9.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-825 IN JOHNSON COUNTY	C	STP	2022	53,000	42,400	10,600				N
Johnson	12-4321.00	KY	825	0.12	9.13	9.25	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-825 IN JOHNSON COUNTY	C	STP	2022	25,000	20,000	5,000				N
Johnson	12-4322.00	KY	825	0.32	9.25	9.57	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-825 IN JOHNSON COUNTY	C	STP	2022	69,000	55,200	13,800				N
Johnson	12-4338.00	KY	172	0.50	0.50	1.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-172 IN JOHNSON COUNTY	C	STP	2023	106,000	84,800	21,200				N
Johnson	12-4339.00	KY	2039	0.50	2.00	2.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2039 IN JOHNSON COUNTY	C	STP	2023	106,000	84,800	21,200				N
Johnson	12-4340.00	KY	3224	0.33	1.00	1.33	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3224 IN JOHNSON COUNTY	C	STP	2023	71,000	56,800	14,200				N
Johnson	12-4341.00	KY	3224	0.33	1.33	1.66	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3224 IN JOHNSON COUNTY	C	STP	2023	71,000	56,800	14,200				N
Johnson	12-4401.00	KY	1107	0.35	1.30	1.65	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1107 IN JOHNSON COUNTY	C	STP	2021	74,000	59,200	14,800				N
Johnson	12-4465.00	KY	1750	0.50	1.00	1.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1750 IN JOHNSON COUNTY	C	STP	2021	106,000	84,800	21,200				N
Johnson	12-4476.00	KY	1107	0.35	1.65	2.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1107 IN JOHNSON COUNTY	C	STP	2021	74,000	59,200	14,800				N
Johnson	12-4477.00	KY	3224	0.33	3.00	3.33	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3224 IN JOHNSON COUNTY	C	STP	2021	71,000	56,800	14,200				N
Johnson	12-4478.00	KY	580	0.24	1.77	2.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-580 IN JOHNSON COUNTY	C	STP	2021	50,000	40,000	10,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Kenton	6-10005.00	KY	17	0.37	23.95	24.32	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON JOHN A. ROEBLING BRIDGE OVER OHIO RIVER. (059B00048N)(BSBP)	C	STP	2021	9,000,000	7,200,000	1,800,000			YES	N
Kenton	6-10006.00	US	25	0.39	13.59	13.98	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	JOINT REPLACEMENT AND PREVENTIVE MAINTENANCE ON CLAY WADE BAILEY BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (059B00049N)	C	STP	2021	1,000,000	800,000	200,000			YES	N
Kenton	6-1070.00	CS	2097	0.08	0.14	0.22	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	R	STP	2021	100,000	80,000	20,000			YES	N
Kenton	6-1070.00	CS	2097	0.08	0.14	0.22	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	U	STP	2021	150,000	120,000	30,000			YES	N
Kenton	6-1070.00	CS	2097	0.08	0.14	0.22	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	C	STP	2021	2,000,000	1,600,000	400,000			YES	N
Kenton	6-1086.00	KY	8	0.06	7.60	7.66	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19 (2020CCR)	R	NH	2023	2,690,000	2,152,000	538,000			YES	Y
Kenton	6-1086.00	KY	8	0.06	7.60	7.66	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19 (2020CCR)	U	NH	2024	1,270,000	1,016,000	254,000			YES	Y
Kenton	6-162.10	KY	1303	1.10	0.00	1.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-1303 FROM KY-536 TO BEECHGROVE ELEMENTARY (PRIORITY SECTION 4). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(16CCR)(18CCR)	R	STP	2022	3,660,000	2,928,000	732,000			YES	N
Kenton	6-162.10	KY	1303	1.10	0.00	1.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-1303 FROM KY-536 TO BEECHGROVE ELEMENTARY (PRIORITY SECTION 4). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(16CCR)(18CCR)	U	STP	2023	4,110,000	3,288,000	822,000			YES	N
Kenton	6-162.10	KY	1303	1.10	0.00	1.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-1303 FROM KY-536 TO BEECHGROVE ELEMENTARY (PRIORITY SECTION 4). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(16CCR)(18CCR)	C	STP	2024	11,560,000	9,248,000	2,312,000		YES	YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Kenton	6-162.30	KY	536	1.48	1.06	2.54	RELIABILITY / AIR QUALITY(P)	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN) (2020CCR)	R	STP	2021	3,500,000	2,800,000	700,000			YES	N
Kenton	6-162.30	KY	536	1.48	1.06	2.54	RELIABILITY / AIR QUALITY(P)	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN) (2020CCR)	U	STP	2021	1,950,000	1,560,000	390,000			YES	N
Kenton	6-162.30	KY	536	1.48	1.06	2.54	RELIABILITY / AIR QUALITY(P)	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN) (2020CCR)	C	STP	2023	16,230,000	12,984,000	3,246,000			YES	N
Kenton	6-162.40	KY	536	1.93	2.54	4.48	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM WILLIAMSWOOD ROAD/CALVARY DRIVE TO KY-17 (PRIORITY SECTION 3). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCR) (2020CCR)	R	STP	2022	13,980,000	11,184,000	2,796,000			YES	N
Kenton	6-162.40	KY	536	1.93	2.54	4.48	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM WILLIAMSWOOD ROAD/CALVARY DRIVE TO KY-17 (PRIORITY SECTION 3). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCR) (2020CCR)	U	STP	2023	1,760,000	1,408,000	352,000			YES	N
Kenton	6-162.40	KY	536	1.93	2.54	4.48	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM WILLIAMSWOOD ROAD/CALVARY DRIVE TO KY-17 (PRIORITY SECTION 3). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCR) (2020CCR)	C	STP	2024	23,790,000	19,032,000	4,758,000		YES	YES	N
Kenton	6-17.05	I	75	0.50	191.28	191.78	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	KY 143 HPP EARMARK "ADDRESS DEFICIENCIES OF BRENT SPENCE BRIDGE, KENTON COUNTY, KENTUCKY". (2005HPP-KY143)(SEE 6-17.04 FOR ADDITIONAL 2005HPP FUNDING)(SD)	C	HPP	2023	1,439,840	1,151,872	287,968			YES	Y
Kenton	6-20031.00	I	75	3.18	166.26	169.44	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 166.263 TO MILEPOINT 169.439	D	NH	2022	390,000	312,000	78,000			YES	Y
Kenton	6-20031.00	I	75	3.18	166.26	169.44	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 166.263 TO MILEPOINT 169.439	C	NH	2024	2,000,000	1,600,000	400,000			YES	Y
Kenton	6-20031.00	I	75	3.18	166.26	169.44	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 166.263 TO MILEPOINT 169.439	C	NH	2023	1,900,000	1,520,000	380,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Kenton	6-20037.00	I	275	4.72	77.76	82.48	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 77.759 TO MILEPOINT 79.796 (2020CCR)	D	NH	2023	725,000	580,000	145,000			YES	Y
Kenton	6-20037.00	I	275	4.72	77.76	82.48	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 77.759 TO MILEPOINT 79.796 (2020CCR)	C	NH	2024	3,250,000	2,600,000	650,000			YES	Y
Kenton	6-20040.00	KY	16	1.00	13.90	14.90	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	NH	2024	400,000	320,000	80,000			YES	Y
Kenton	6-20046.00	US	25	2.20	8.65	10.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	STP	2024	125,000	100,000	25,000			YES	N
Kenton	6-20046.00	US	25	2.20	8.65	10.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	STP	2024	1,250,000	1,000,000	250,000			YES	N
Kenton	6-20051.00	KY	177	6.82	9.17	15.99	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-177 FROM MILEPOINT 9.17 TO MILEPOINT 15.99 (2020CCR)	C	STP	2022	893,000	714,400	178,600			YES	N
Kenton	6-400.15	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2021	414,000	331,200	0	82,800		YES	
Kenton	6-450	KY	1303	1.24	5.01	6.25		CONGESTION-MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR) (2020CCR)	D	STP	2021	3,500,000	2,800,000	700,000			YES	N
Kenton	6-450	KY	1303	1.24	5.01	6.25		CONGESTION-MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR) (2020CCR)	R	STP	2022	3,680,000	2,944,000	736,000			YES	N
Kenton	6-450	KY	1303	1.24	5.01	6.25		CONGESTION-MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR) (2020CCR)	U	STP	2023	2,600,000	2,080,000	520,000			YES	N
Kenton	6-4306.00	KY	17	0.06	5.73	5.79	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-17 IN KENTON COUNTY	C	STP	2021	12,000	9,600	2,400			YES	N
Kenton	6-4313.00	KY	3716	0.05	2.25	2.30	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3716 IN KENTON COUNTY	C	STP	2024	11,000	8,800	2,200			YES	N
Kenton	6-4319.00	KY	177	0.02	15.97	15.99	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-177 IN KENTON COUNTY	C	STP	2021	5,000	4,000	1,000			YES	N
Kenton	6-8951.00	US	25	0.08	8.58	8.67	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE EXISTING ALIGNMENT WITH BUTTERMILK PIKE, ORPHANAGE ROAD, AND US 25. FT. MITCHELL WILL PAY \$50,000 TOWARD DESIGN. (16CCN)(18CCN) (2020CCR)	D	STP	2021	570,000	456,000	114,000			YES	N
Kenton	6-8951.00	US	25	0.08	8.58	8.67	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE EXISTING ALIGNMENT WITH BUTTERMILK PIKE, ORPHANAGE ROAD, AND US 25. FT. MITCHELL WILL PAY \$50,000 TOWARD DESIGN. (16CCN)(18CCN) (2020CCR)	R	STP	2022	5,000,000	4,000,000	1,000,000			YES	N
Kenton	6-8951.00	US	25	0.08	8.58	8.67	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE EXISTING ALIGNMENT WITH BUTTERMILK PIKE, ORPHANAGE ROAD, AND US 25. FT. MITCHELL WILL PAY \$50,000 TOWARD DESIGN. (16CCN)(18CCN) (2020CCR)	U	STP	2024	2,340,000	1,872,000	468,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Kenton	6-966.08	CO	0	0.00			RELIABILITY / MATCHED FED FUNDS(O)	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2020CCR)	C	SNK	2021	9,486,000	7,588,800	0	1,897,200		YES	
Knott	12-4310.00	KY	1231	0.25	7.42	7.67	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1231 IN KNOTT COUNTY	C	STP	2022	53,000	42,400	10,600				N
Knott	12-4323.00	KY	1088	0.35	0.75	1.10	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1088 IN KNOTT COUNTY	C	STP	2022	73,000	58,400	14,600				N
Knott	12-4324.00	KY	1088	0.26	2.18	2.44	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1088 IN KNOTT COUNTY	C	STP	2022	55,000	44,000	11,000				N
Knott	12-4325.00	KY	1231	0.29	6.14	6.43	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1231 IN KNOTT COUNTY	C	STP	2022	63,000	50,400	12,600				N
Knott	12-4334.00	KY	582	0.21	5.39	5.60	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-582 IN KNOTT COUNTY	C	STP	2021	44,000	35,200	8,800				N
Knott	12-4342.00	KY	1088	0.23	1.95	2.18	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1088 IN KNOTT COUNTY	C	STP	2023	50,000	40,000	10,000				N
Knott	12-4357.00	KY	160	0.02	9.86	9.88	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-160 IN KNOTT COUNTY	C	STP	2024	5,000	4,000	1,000				N
Knott	12-4375.00	KY	1088	0.30	7.51	7.81	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1088 IN KNOTT COUNTY	C	STP	2024	63,000	50,400	12,600				N
Knott	12-4376.00	KY	3391	0.39	4.27	4.66	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3391 IN KNOTT COUNTY	C	STP	2024	82,000	65,600	16,400				N
Knott	12-4377.00	KY	550	0.15	19.00	19.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-550 IN KNOTT COUNTY	C	STP	2024	32,000	25,600	6,400				N
Knott	12-4378.00	KY	582	0.39	7.08	7.47	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-582 IN KNOTT COUNTY	C	STP	2024	82,000	65,600	16,400				N
Knott	12-4479.00	KY	582	0.21	2.04	2.25	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-582 IN KNOTT COUNTY	C	STP	2021	44,000	35,200	8,800				N
Knott	12-8904.00	KY	3209	0.02	0.31	0.33	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BALLS FORK ON KY 3209. (16CCN) 060B00053N	C	STP	2021	870,000	696,000	174,000				N
Knox	11-20008.00	US	25	2.12	9.44	11.55	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT (2020CCR)	D	NH	2021	125,000	100,000	25,000				Y
Knox	11-20008.00	US	25	2.12	9.44	11.55	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT (2020CCR)	C	NH	2021	1,250,000	1,000,000	250,000				Y
Knox	11-4309.00	KY	229	0.28	5.37	5.65	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-229 IN KNOX COUNTY	C	STP	2022	58,000	46,400	11,600				N
Knox	11-4310.00	KY	3441	0.26	0.80	1.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3441 IN KNOX COUNTY	C	STP	2022	55,000	44,000	11,000				N
Knox	11-4333.00	KY	11	0.18	21.97	22.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	C	STP	2023	39,000	31,200	7,800				N
Knox	11-4345.00	KY	2418	0.10	0.05	0.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2418 IN KNOX COUNTY	C	STP	2024	22,000	17,600	4,400				N
Knox	11-4355.00	KY	11	0.08	9.27	9.35	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	C	STP	2024	17,000	13,600	3,400				N
Knox	11-4356.00	KY	11	0.16	19.85	20.01	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	C	STP	2024	33,000	26,400	6,600				N
Knox	11-4357.00	KY	3438	0.06	2.25	2.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3438 IN KNOX COUNTY	C	STP	2024	13,000	10,400	2,600				N
Knox	11-4360.00	KY	11	0.01	9.36	9.37	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	C	STP	2021	3,000	2,400	600				N
Larue	4-4314.00	US	31	0.05	10.34	10.39	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-31 IN LARUE COUNTY	C	STP	2024	10,000	8,000	2,000				N
Larue	4-4322.00	KY	84	0.10	3.90	4.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-84 IN LARUE COUNTY	C	STP	2021	22,000	17,600	4,400				N
Laurel	11-10024.00	KY	1223	0.00	1.24	1.25	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	D	STP	2021	60,000	48,000	12,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Laurel	11-10024.00	KY	1223	0.00	1.24	1.25	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	R	STP	2021	10,000	8,000	2,000				N
Laurel	11-10024.00	KY	1223	0.00	1.24	1.25	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	U	STP	2021	30,000	24,000	6,000				N
Laurel	11-10024.00	KY	1223	0.00	1.24	1.25	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	C	STP	2021	460,000	368,000	92,000				N
Laurel	11-10042.00	KY	490	0.01	11.50	11.51	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 490 BRIDGE OVER ROCKCASTLE RIVER. (063B00004N)	D	STP	2021	90,000	72,000	18,000				N
Laurel	11-14.80	I	75	0.91	27.94	28.85	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR) (2020CCR)	C	NH	2022	15,000,000	12,000,000	3,000,000				Y
Laurel	11-14.81	I	75	0.91	27.94	28.85	RELIABILITY / PREFINANCD CONVRSN(O)	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR) (2020CCN)	C	NH	2023	15,000,000	12,000,000	3,000,000				Y
Laurel	11-365.00	HR	9006	2.79	1.09	3.88	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	D	NH	2021	1,870,000	1,496,000	374,000				Y
Laurel	11-365.00	HR	9006	2.79	1.09	3.88	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	R	NH	2022	2,080,000	1,664,000	416,000				Y
Laurel	11-365.00	HR	9006	2.79	1.09	3.88	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	U	NH	2023	1,250,000	1,000,000	250,000				Y
Laurel	11-365.00	HR	9006	2.79	1.09	3.88	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	C	NH	2024	5,080,000	4,064,000	1,016,000				Y
Laurel	11-4319.00	KY	472	0.40	1.09	1.49	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-472 IN LAUREL COUNTY	C	STP	2022	86,000	68,800	17,200				N
Laurel	11-4325.00	KY	192	0.08	17.52	17.60	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-192 IN LAUREL COUNTY	C	STP	2022	18,000	14,400	3,600				N
Laurel	11-4326.00	KY	472	0.13	8.67	8.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-472 IN LAUREL COUNTY	C	STP	2022	27,000	21,600	5,400				N
Laurel	11-4334.00	KY	312	0.09	4.30	4.39	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-312 IN LAUREL COUNTY	C	STP	2023	20,000	16,000	4,000				N
Laurel	11-4418.00	KY	3007	0.23	0.79	1.02	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3007 IN LAUREL COUNTY	C	STP	2021	49,000	39,200	9,800				N
Laurel	11-8811.00	CR	1221	0.08	1.00	1.08	RELIABILITY / BRIDGE REPLACEMENT(P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE LOCATED ON LILY ROAD (CR 1221) (MP 1.045) (AREA ADJACENT TO FARISTON INDUSTRIAL PARK WITH NEW ROADWAY ALIGNMENT). (14CCN)(18CCN)	C	STP	2021	1,520,000	1,216,000	304,000				N
Laurel	11-8909.00	HR	9006	2.72	7.88	10.59	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR)	D	NH	2023	1,040,000	832,000	208,000				Y



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

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Laurel	11-8909.00	HR	9006	2.72	7.88	10.59	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (16CCN)(18CCR)	R	NH	2024	2,550,000	2,040,000	510,000				Y
Laurel	11-8953.00	CR	1414	0.02	0.40	0.42	ASSET MANAGEMENT / AM-BRIDGE (P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE (063C00044N) ON MT ZION CHURCH ROAD (CR 1414). (16CCN) (2020CCR)	D	STP	2021	300,000	240,000	60,000				N
Laurel	11-8953.00	CR	1414	0.02	0.40	0.42	ASSET MANAGEMENT / AM-BRIDGE (P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE (063C00044N) ON MT ZION CHURCH ROAD (CR 1414). (16CCN) (2020CCR)	R	STP	2022	100,000	80,000	20,000				N
Laurel	11-8953.00	CR	1414	0.02	0.40	0.42	ASSET MANAGEMENT / AM-BRIDGE (P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE (063C00044N) ON MT ZION CHURCH ROAD (CR 1414). (16CCN) (2020CCR)	U	STP	2022	100,000	80,000	20,000				N
Lawrence	12-10016.00	KY	644	0.09	1.47	1.56	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 644 BRIDGE OVER LEVISA FORK OF BIG SANDY. (064B00038N)	D	STP	2021	90,000	72,000	18,000				N
Lawrence	12-10016.00	KY	644	0.09	1.47	1.56	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 644 BRIDGE OVER LEVISA FORK OF BIG SANDY. (064B00038N)	C	STP	2021	1,980,000	1,584,000	396,000				N
Lawrence	12-3.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	CONSTRUCT A NEW ROADWAY TO CONNECT BETWEEN KY 3215 TO KY 1185 AT YATESVILLE LAKE. (12CCR)(14CCR) (2020CCR)	U	STP	2023	730,000	584,000	146,000				
Lawrence	12-4343.00	KY	201	0.30	0.69	0.99	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-201 IN LAWRENCE COUNTY	C	STP	2023	64,000	51,200	12,800				N
Lawrence	12-4379.00	KY	201	0.35	3.65	4.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-201 IN LAWRENCE COUNTY	C	STP	2024	74,000	59,200	14,800				N
Lawrence	12-80104.00	KY	32	2.00	21.00	23.00	NOT AVAILABLE	PAVEMENT REHAB-INT(P)	REPAVE KY 32 FROM MP 21.0 TO 23.0 (2020CCN)	C	STP	2023	300,000	240,000	60,000				N
Lee	10-10013.00	CR	1124	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GOOSE CREEK RD BRIDGE OVER CSX RAILROAD. (065R00604N)	D	STP	2021	90,000	72,000	18,000				N
Lee	10-10013.00	CR	1124	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GOOSE CREEK RD BRIDGE OVER CSX RAILROAD. (065R00604N)	C	STP	2021	990,000	792,000	198,000				N
Leslie	11-4320.00	US	421	0.17	25.86	26.03	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-421 IN LESLIE COUNTY	C	STP	2022	36,000	28,800	7,200				N
Leslie	11-4419.00	KY	406	0.36	3.77	4.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-406 IN LESLIE COUNTY	C	STP	2021	77,000	61,600	15,400				N
Leslie	11-80108.00	KY	1482	0.42	1.58	2.00	NOT AVAILABLE	GUARDRAIL REPLCMNT(P)	GUARD RAIL INSTALLATION ON BULL SKIN RD MP 1.582 TO MP 2 (2020CCN)	C	STP	2021	50,000	40,000	10,000				N
Leslie	11-80109.00	KY	1807	3.48	0.09	3.57	NOT AVAILABLE	GUARDRAIL REPLCMNT(P)	GUARD RAIL INSTALLATION ON WOOTEN RD FROM MP 0.089 TO MP 3.567 AS NEEDED (2020CCN)	C	STP	2021	150,000	120,000	30,000				N
Leslie	11-8912.00	HR	9006	8.26	35.93	44.19	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LESLIE LINE TO HYDEN SPUR, MP 35.929 TO MP 44.188 (SEGMENT 9). (16CCN)(18CCR)	D	NH	2023	1,000,000	800,000	200,000				Y
Leslie	11-8913.00	HR	9006	6.84	44.19	51.03	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM HYDEN SPUR TO LESLIE/PERRY LINE (SEGMENT 10). (16CCN)(18CCR)	D	NH	2023	1,000,000	800,000	200,000				Y
Letcher	12-10017.00	KY	7	0.08	2.60	2.68	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 7 BRIDGE OVER CSX RR & N FK KY RIVER. (067B00038N)	D	STP	2021	60,000	48,000	12,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Letcher	12-10017.00	KY	7	0.08	2.60	2.68	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 7 BRIDGE OVER CSX RR & N FK KY RIVER. (067B00038N)	C	STP	2021	3,200,000	2,560,000	640,000				N
Letcher	12-1125.00	CR	1226	0.01	0.01	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. 067C00021N	R	STP	2021	160,000	128,000	32,000				N
Letcher	12-1125.00	CR	1226	0.01	0.01	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. 067C00021N	U	STP	2021	110,000	88,000	22,000				N
Letcher	12-1125.00	CR	1226	0.01	0.01	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. 067C00021N	C	STP	2021	320,000	256,000	64,000				N
Letcher	12-199.10	US	119	1.81	15.93	17.74	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-119 FROM NORTH OF KY-15 TO BRASS DRIVE (SOUTH).(16CCN)(18CCR)(2020CCR)	C	NH	2024	10,060,000	8,048,000	2,012,000				Y
Letcher	12-199.15	US	119	1.01	16.73	17.74	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-119 FROM KY 2034/COUGAR DRIVE TO BRASS DRIVE (SOUTH).(16CCN)(SEE 12-199.10 FOR D, R, U)(18CCR)	C	NH	2022	6,275,000	5,020,000	1,255,000				Y
Letcher	12-199.15	US	119	1.01	16.73	17.74	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-119 FROM KY 2034/COUGAR DRIVE TO BRASS DRIVE (SOUTH).(16CCN)(SEE 12-199.10 FOR D, R, U)(18CCR)	C	NH	2023	6,275,000	5,020,000	1,255,000				Y
Letcher	12-4306.00	KY	931	0.23	5.28	5.51	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	50,000	40,000	10,000				N
Letcher	12-4311.00	KY	463	0.33	0.30	0.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-463 IN LETCHER COUNTY	C	STP	2022	72,000	57,600	14,400				N
Letcher	12-4318.00	KY	588	0.48	0.28	0.76	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-588 IN LETCHER COUNTY	C	STP	2022	102,000	81,600	20,400				N
Letcher	12-4320.00	KY	931	0.38	3.24	3.62	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	80,000	64,000	16,000				N
Letcher	12-4326.00	KY	317	0.28	3.57	3.85	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-317 IN LETCHER COUNTY	C	STP	2022	58,000	46,400	11,600				N
Letcher	12-4327.00	KY	931	0.35	17.45	17.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2022	75,000	60,000	15,000				N
Letcher	12-4344.00	KY	588	0.43	3.11	3.54	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-588 IN LETCHER COUNTY	C	STP	2023	92,000	73,600	18,400				N
Letcher	12-4345.00	KY	7	0.21	27.35	27.56	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-7 IN LETCHER COUNTY	C	STP	2023	44,000	35,200	8,800				N
Letcher	12-4346.00	KY	931	0.06	16.43	16.49	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2023	13,000	10,400	2,600				N
Letcher	12-4358.00	KY	1103	0.48	12.05	12.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1103 IN LETCHER COUNTY	C	STP	2024	102,000	81,600	20,400				N
Letcher	12-4359.00	KY	1103	0.48	12.53	13.01	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1103 IN LETCHER COUNTY	C	STP	2024	102,000	81,600	20,400				N
Letcher	12-4360.00	KY	7	0.71	5.28	5.99	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-7 IN LETCHER COUNTY	C	STP	2024	152,000	121,600	30,400				N
Letcher	12-4361.00	KY	931	0.26	17.80	18.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2024	55,000	44,000	11,000				N
Letcher	12-4362.00	KY	931	0.05	18.20	18.25	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2024	11,000	8,800	2,200				N
Letcher	12-4380.00	KY	588	0.40	1.26	1.66	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-588 IN LETCHER COUNTY	C	STP	2024	86,000	68,800	17,200				N
Letcher	12-4409.00	KY	113	0.13	1.54	1.67	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-113 IN LETCHER COUNTY	C	STP	2021	28,000	22,400	5,600				N
Letcher	12-4420.00	KY	7	0.50	3.26	3.76	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-7 IN LETCHER COUNTY	C	STP	2021	105,000	84,000	21,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Letcher	12-4422.00	KY	805	0.08	2.33	2.41	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-805 IN LETCHER COUNTY	C	STP	2021	18,000	14,400	3,600				N
Letcher	12-4428.00	KY	931	0.46	0.67	1.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	96,000	76,800	19,200				N
Letcher	12-4464.00	KY	931	0.39	1.45	1.84	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	83,000	66,400	16,600				N
Letcher	12-4469.00	KY	931	0.41	2.10	2.51	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	85,000	68,000	17,000				N
Letcher	12-4471.00	KY	931	0.35	2.51	2.86	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	76,000	60,800	15,200				N
Letcher	12-4475.00	KY	931	0.37	2.87	3.24	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	79,000	63,200	15,800				N
Letcher	12-4482.00	KY	931	0.34	4.25	4.59	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-931 IN LETCHER COUNTY	C	STP	2021	73,000	58,400	14,600				N
Letcher	12-80113.00	KY	3404	0.01	0.78	0.79	NOT AVAILABLE	BRIDGE REHAB(P)	RECONSTRUCT THE BRIDGE OVER COLLIER'S CREEK BRIDGE TO CORRECT A DIP (2020CCN)	D	STP	2021	100,000	80,000	20,000				N
Letcher	12-80113.00	KY	3404	0.01	0.78	0.79	NOT AVAILABLE	BRIDGE REHAB(P)	RECONSTRUCT THE BRIDGE OVER COLLIER'S CREEK BRIDGE TO CORRECT A DIP (2020CCN)	R	STP	2022	50,000	40,000	10,000				N
Letcher	12-80113.00	KY	3404	0.01	0.78	0.79	NOT AVAILABLE	BRIDGE REHAB(P)	RECONSTRUCT THE BRIDGE OVER COLLIER'S CREEK BRIDGE TO CORRECT A DIP (2020CCN)	U	STP	2022	50,000	40,000	10,000				N
Letcher	12-80113.00	KY	3404	0.01	0.78	0.79	NOT AVAILABLE	BRIDGE REHAB(P)	RECONSTRUCT THE BRIDGE OVER COLLIER'S CREEK BRIDGE TO CORRECT A DIP (2020CCN)	C	STP	2022	175,000	140,000	35,000				N
Lewis	9-20010.00	KY	9	4.51	21.03	25.53	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	NH	2024	210,000	168,000	42,000				Y
Lincoln	8-196.00	US	27	0.71	18.16	18.87	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-27 FROM KY-590 TO BELL STREET IN STANFORD. (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)(18CCR)	C	NH	2021	6,500,000	5,200,000	1,300,000				Y
Lincoln	8-4315.00	KY	1781	0.20	2.93	3.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1781 IN LINCOLN COUNTY (2020CCR)	C	STP	2021	43,000	34,400	8,600				N
Lincoln	8-4317.00	KY	1194	0.05	3.15	3.20	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1194 IN LINCOLN COUNTY (2020CCR)	C	STP	2022	11,000	8,800	2,200				N
Lincoln	8-4318.00	KY	1194	0.17	5.00	5.17	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1194 IN LINCOLN COUNTY (2020CCR)	C	STP	2021	36,000	28,800	7,200				N
Lincoln	8-4319.00	KY	1194	0.11	5.99	6.10	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1194 IN LINCOLN COUNTY (2020CCR)	C	STP	2022	24,000	19,200	4,800				N
Lincoln	8-4320.00	KY	39	0.13	6.00	6.13	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-39 IN LINCOLN COUNTY (2020CCR)	C	STP	2022	28,000	22,400	5,600				N
Lincoln	8-80009.00	US	27	2.28	18.52	20.80	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE GARRARD COUNTY LINE(18CCN) (2020CCR)	D	NH	2021	2,100,000	1,680,000	420,000				Y
Lincoln	8-80009.00	US	27	2.28	18.52	20.80	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE GARRARD COUNTY LINE(18CCN) (2020CCR)	R	NH	2022	7,500,000	6,000,000	1,500,000				Y
Lincoln	8-80009.00	US	27	2.28	18.52	20.80	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE GARRARD COUNTY LINE(18CCN) (2020CCR)	U	NH	2023	6,500,000	5,200,000	1,300,000				Y
Lincoln	8-80009.00	US	27	2.28	18.52	20.80	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE GARRARD COUNTY LINE(18CCN) (2020CCR)	C	NH	2024	36,000,000	28,800,000	7,200,000		YES		Y
Lincoln	8-80110.00	CR	1043	0.10	2.80	2.90	NOT AVAILABLE	GUARDRAIL REPLCMNT(P)	INSTALL GUARD RAIL ON GOSHEN RD AT DIX RIVER BRIDGE (2020CCN)	C	STP	2021	25,000	20,000	5,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Livingston	1-20007.00	I	24	4.34	29.54	33.88	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 BOTH DIRECTION(S) FROM MILEPOINT 29.543 TO MILEPOINT 33.88	D	NH	2023	350,000	280,000	70,000				Y
Livingston	1-20007.00	I	24	4.34	29.54	33.88	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 BOTH DIRECTION(S) FROM MILEPOINT 29.543 TO MILEPOINT 33.88	C	NH	2023	3,500,000	2,800,000	700,000				Y
Logan	3-80050.00	US	79	10.71	0.00	10.71	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US-79 TO 4 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN) (2020CCR)	D	NH	2023	6,000,000	4,800,000	1,200,000				Y
Logan	3-80050.00	US	79	10.71	0.00	10.71	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US-79 TO 4 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN) (2020CCR)	D	NH	2022	1,500,000	1,200,000	300,000				Y
Logan	3-80050.00	US	79	10.71	0.00	10.71	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US-79 TO 4 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN) (2020CCR)	R	NH	2024	12,740,000	10,192,000	2,548,000				Y
Logan	3-80050.00	US	79	10.71	0.00	10.71	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US-79 TO 4 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN) (2020CCR)	U	NH	2024	20,810,000	16,648,000	4,162,000		YES		Y
Lyon	1-187.50	US	641	4.55	0.00	4.55	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE. (2020CCR)	R	STP	2023	4,200,000	3,360,000	840,000				N
Lyon	1-187.50	US	641	4.55	0.00	4.55	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE. (2020CCR)	U	STP	2024	1,090,000	872,000	218,000				N
Lyon	1-187.60	US	641	1.17	4.55	5.72	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES. (2020CCN)	D	STP	2022	1,800,000	1,440,000	360,000				N
Lyon	1-187.60	US	641	1.17	4.55	5.72	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES. (2020CCN)	R	STP	2024	4,000,000	3,200,000	800,000				N
Lyon	1-20008.00	I	24	11.15	33.99	45.13	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 BOTH DIRECTION(S) FROM MILEPOINT 33.988 TO MILEPOINT 45.133 (2020CCR)	D	NH	2024	900,000	720,000	180,000				Y
Lyon	1-20010.00	I	24	5.83	45.17	51.00	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-024 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 45.171 TO MILEPOINT 51	D	NH	2024	300,000	240,000	60,000				Y
Lyon	1-7.00	I	24	0.10	35.80	35.90	RELIABILITY / WEIGH STA REHAB(P)	WEIGH STA REHAB(P)	ADD RESTROOM FACILITY TO I-24 EASTBOUND & WESTBOUND WEIGH STATIONS IN LYON COUNTY (DESIGN FUNDS AUTHORIZED UNDER ITEM NO. 99-44.00)	C	NH	2024	1,900,000	1,520,000	380,000				Y
Madison	7-10001.00	KY	1984	0.01	2.03	2.04	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1984 BRIDGE OVER TATES CREEK. (076B00071N)	D	STP	2021	90,000	72,000	18,000				N
Madison	7-10001.00	KY	1984	0.01	2.03	2.04	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1984 BRIDGE OVER TATES CREEK. (076B00071N)	C	STP	2021	980,000	784,000	196,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Madison	7-20017.00	I	75	9.99	73.41	83.40	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 73.408 TO MILEPOINT 83.4	D	NH	2022	1,200,000	960,000	240,000				Y
Madison	7-20017.00	I	75	9.99	73.41	83.40	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 73.408 TO MILEPOINT 83.4	C	NH	2024	6,000,000	4,800,000	1,200,000				Y
Madison	7-20017.00	I	75	9.99	73.41	83.40	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 73.408 TO MILEPOINT 83.4	C	NH	2023	6,000,000	4,800,000	1,200,000				Y
Madison	7-251.40	US	25	2.98	11.90	14.88	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PRIORITY SECTION II & III: WIDEN US-25 FROM US-421 TO PUMPKIN RUN.(SEE 7-251.10 FOR SEC III UTIL & CONST) (2006BOPC)(08CCR)(10CCR)(12CCR)(14CCR)	C	STP	2022	3,750,000	3,000,000	750,000				N
Magoffin	10-213.00	KY	40	0.52	0.15	0.66	RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	ROADWAY IMPROVEMENTS AND SIDEWALK CONSTRUCTION ALONG KY 40 (MP 0.145-0.660) TO BETTER FACILITATE ALTERNATIVE TRANSPORTATION METHODS (2018BOP). (2020CCR)	R	STP	2022	2,315,000	1,852,000	463,000				N
Magoffin	10-213.00	KY	40	0.52	0.15	0.66	RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	ROADWAY IMPROVEMENTS AND SIDEWALK CONSTRUCTION ALONG KY 40 (MP 0.145-0.660) TO BETTER FACILITATE ALTERNATIVE TRANSPORTATION METHODS (2018BOP). (2020CCR)	U	STP	2023	1,170,000	936,000	234,000				N
Magoffin	10-4307.00	KY	40	0.30	2.23	2.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-40 IN MAGOFFIN COUNTY	C	STP	2021	63,000	50,400	12,600				N
Magoffin	10-4310.00	KY	867	0.29	9.15	9.44	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-867 IN MAGOFFIN COUNTY	C	STP	2024	60,000	48,000	12,000				N
Magoffin	10-8901.00	US	460	0.70	10.00	10.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-460 IN MAGOFFIN COUNTY AT IVY POINT HILL WEST OF SALYERSVILLE. (16CCN) (2020CCR)	R	STP	2021	830,000	664,000	166,000				N
Magoffin	10-8901.00	US	460	0.70	10.00	10.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-460 IN MAGOFFIN COUNTY AT IVY POINT HILL WEST OF SALYERSVILLE. (16CCN) (2020CCR)	U	STP	2022	440,000	352,000	88,000				N
Magoffin	10-8901.00	US	460	0.70	10.00	10.70	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE US-460 IN MAGOFFIN COUNTY AT IVY POINT HILL WEST OF SALYERSVILLE. (16CCN) (2020CCR)	C	STP	2023	8,280,000	6,624,000	1,656,000				N
Marion	4-10003.00	CR	1127	0.01	0.15	0.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE OAK CRK RD BRIDGE OVER WHITE OAK CREEK. (078C00035N)	D	STP	2021	60,000	48,000	12,000				N
Marion	4-10003.00	CR	1127	0.01	0.15	0.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE OAK CRK RD BRIDGE OVER WHITE OAK CREEK. (078C00035N)	C	STP	2021	410,000	328,000	82,000				N
Marion	4-80152.00	US	68	0.60	12.20	12.80	NOT AVAILABLE	CONGESTION MITIGTN(O)	REDUCE CONGESTION AT MAJOR INTERSECTION IN FRONT OF NEW SCHOOL MP 12.2 TO 12.8 (2020CCN)	D	STP	2022	500,000	400,000	100,000				N
Marion	4-80152.00	US	68	0.60	12.20	12.80	NOT AVAILABLE	CONGESTION MITIGTN(O)	REDUCE CONGESTION AT MAJOR INTERSECTION IN FRONT OF NEW SCHOOL MP 12.2 TO 12.8 (2020CCN)	R	STP	2023	1,200,000	960,000	240,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Marion	4-80152.00	US	68	0.60	12.20	12.80	NOT AVAILABLE	CONGESTION MITIGTN(O)	REDUCE CONGESTION AT MAJOR INTERSECTION IN FRONT OF NEW SCHOOL MP 12.2 TO 12.8 (2020CCN)	U	STP	2024	1,800,000	1,440,000	360,000				N
Marion	4-80153.00	KY	2154	0.00	0.00	0.00	NOT AVAILABLE	NEW ROUTE(O)	NEW BYPASS FROM KY 2154 TO BRADSFORDVILLE HWY (2020CCN)	D	STP	2022	1,800,000	1,440,000	360,000				
Marion	4-80153.00	KY	2154	0.00	0.00	0.00	NOT AVAILABLE	NEW ROUTE(O)	NEW BYPASS FROM KY 2154 TO BRADSFORDVILLE HWY (2020CCN)	R	STP	2024	8,000,000	6,400,000	1,600,000				
Marion	4-8802.00	KY	49	0.93	20.90	21.83	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON KY-49 (MP 20.900 TO MP 21.830) AS PER THE KY-49 PLANNING STUDY. (14CCN)(18CCN) (2020CCR)	R	STP	2021	160,000	128,000	32,000				N
Marion	4-8802.00	KY	49	0.93	20.90	21.83	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON KY-49 (MP 20.900 TO MP 21.830) AS PER THE KY-49 PLANNING STUDY. (14CCN)(18CCN) (2020CCR)	U	STP	2022	730,000	584,000	146,000				N
Marion	4-8802.00	KY	49	0.93	20.90	21.83	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON KY-49 (MP 20.900 TO MP 21.830) AS PER THE KY-49 PLANNING STUDY. (14CCN)(18CCN) (2020CCR)	C	STP	2024	4,040,000	3,232,000	808,000				N
Marshall	1-20013.00	I	24	11.82	17.32	29.14	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 BOTH DIRECTION(S) FROM MILEPOINT 17.32 TO MILEPOINT 29.14	D	NH	2024	950,000	760,000	190,000				Y
Marshall	1-398.00	US	62	1.30	7.20	8.50	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE ACCESS AND REDUCE CONGESTION ON US-62 FROM KY-95 TO THE EXISTING FOUR-LANE HIGHWAY AT LONE VALLEY RD NEAR I-24 INTERCHANGE AND FUTURE I-69 CONNECTION. (2020CCR)	D	STP	2021	750,000	600,000	150,000				N
Marshall	1-398.00	US	62	1.30	7.20	8.50	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE ACCESS AND REDUCE CONGESTION ON US-62 FROM KY-95 TO THE EXISTING FOUR-LANE HIGHWAY AT LONE VALLEY RD NEAR I-24 INTERCHANGE AND FUTURE I-69 CONNECTION. (2020CCR)	R	STP	2022	250,000	200,000	50,000				N
Marshall	1-398.00	US	62	1.30	7.20	8.50	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE ACCESS AND REDUCE CONGESTION ON US-62 FROM KY-95 TO THE EXISTING FOUR-LANE HIGHWAY AT LONE VALLEY RD NEAR I-24 INTERCHANGE AND FUTURE I-69 CONNECTION. (2020CCR)	U	STP	2022	500,000	400,000	100,000				N
Marshall	1-398.00	US	62	1.30	7.20	8.50	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE ACCESS AND REDUCE CONGESTION ON US-62 FROM KY-95 TO THE EXISTING FOUR-LANE HIGHWAY AT LONE VALLEY RD NEAR I-24 INTERCHANGE AND FUTURE I-69 CONNECTION. (2020CCR)	C	STP	2023	3,940,000	3,152,000	788,000				N
Martin	12-4312.00	KY	1224	0.13	4.50	4.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1224 IN MARTIN COUNTY	C	STP	2022	28,000	22,400	5,600				N
Martin	12-4313.00	KY	3	0.23	12.00	12.23	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3 IN MARTIN COUNTY	C	STP	2022	50,000	40,000	10,000				N
Martin	12-4328.00	KY	2032	0.35	3.69	4.04	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-2032 IN MARTIN COUNTY	C	STP	2022	74,000	59,200	14,800				N
Martin	12-4329.00	KY	292	0.30	16.70	17.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2022	64,000	51,200	12,800				N
Martin	12-4330.00	KY	292	0.11	17.14	17.25	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2022	24,000	19,200	4,800				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Martin	12-4331.00	KY	292	0.09	17.25	17.34	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2022	21,000	16,800	4,200				N
Martin	12-4332.00	KY	292	0.99	17.42	18.41	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2022	210,000	168,000	42,000				N
Martin	12-4333.00	KY	3	0.17	8.00	8.17	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3 IN MARTIN COUNTY	C	STP	2023	38,000	30,400	7,600				N
Martin	12-4335.00	KY	3	0.39	8.17	8.56	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3 IN MARTIN COUNTY	C	STP	2023	83,000	66,400	16,600				N
Martin	12-4347.00	KY	292	0.17	18.41	18.58	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2023	37,000	29,600	7,400				N
Martin	12-4348.00	KY	292	0.09	18.69	18.78	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2023	20,000	16,000	4,000				N
Martin	12-4349.00	KY	292	0.03	18.97	19.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2023	7,000	5,600	1,400				N
Martin	12-4381.00	KY	292	0.21	9.00	9.21	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-292 IN MARTIN COUNTY	C	STP	2024	47,000	37,600	9,400				N
Martin	12-4480.00	KY	908	0.41	5.90	6.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-908 IN MARTIN COUNTY	C	STP	2021	89,000	71,200	17,800				N
Mason	9-10013.00	US	68	0.41	18.05	18.46	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON WILLIAM HARSHA BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (081B00069N)(BSBP)(SD)	C	NH	2021	2,900,000	2,320,000	580,000				Y
Mason	9-10013.00	US	68	0.41	18.05	18.46	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON WILLIAM HARSHA BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (081B00069N)(BSBP)(SD)	C	NH	2023	10,000,000	8,000,000	2,000,000				Y
Mason	9-147.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM US 68 NEAR WASHINGTON EAST TO KY 11 INCLUDING A NEW I-CHNG AT KY 11. (PRIORITY SECTION)(2004BOPC)(06CCR)(18CCN)	D	STP	2023	1,560,000	1,248,000	312,000				
Mason	9-147.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM US 68 NEAR WASHINGTON EAST TO KY 11 INCLUDING A NEW I-CHNG AT KY 11. (PRIORITY SECTION)(2004BOPC)(06CCR)(18CCN)	R	STP	2024	1,740,000	1,392,000	348,000				
Mason	9-147.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM US 68 NEAR WASHINGTON EAST TO KY 11 INCLUDING A NEW I-CHNG AT KY 11. (PRIORITY SECTION)(2004BOPC)(06CCR)(18CCN)	U	STP	2024	1,970,000	1,576,000	394,000				
Mason	9-147.60	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	D	STP	2023	1,560,000	1,248,000	312,000				
Mason	9-147.60	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	R	STP	2024	1,660,000	1,328,000	332,000				

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 PROJECT LISTING BY COUNTY  
 FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Mason	9-147.60	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	U	STP	2024	1,900,000	1,520,000	380,000				
Mason	9-20011.00	US	68	6.00	0.00	6.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT (2020CCR)	D	NH	2022	825,000	660,000	165,000				Y
Mason	9-20011.00	US	68	6.00	0.00	6.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT (2020CCR)	C	NH	2024	4,000,000	3,200,000	800,000				Y
Mason	9-20011.00	US	68	6.00	0.00	6.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT (2020CCR)	C	NH	2023	4,250,000	3,400,000	850,000				Y
Mason	9-4304.00	KY	10	0.30	0.30	0.60	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-10 IN MASON COUNTY	C	STP	2021	64,000	51,200	12,800				N
Mason	9-4308.00	US	62	0.45	0.85	1.30	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN MASON COUNTY	C	STP	2022	96,000	76,800	19,200				N
Mason	9-4309.00	US	62	0.50	2.40	2.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN MASON COUNTY	C	STP	2022	106,000	84,800	21,200				N
Mason	9-4318.00	KY	1448	0.42	5.00	5.42	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1448 IN MASON COUNTY	C	STP	2024	90,000	72,000	18,000				N
Mason	9-4330.00	KY	10	0.44	9.90	10.34	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-10 IN MASON COUNTY	C	STP	2021	93,000	74,400	18,600				N
Mason	9-4333.00	KY	10	0.40	12.00	12.40	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-10 IN MASON COUNTY	C	STP	2021	85,000	68,000	17,000				N
Mason	9-4336.00	US	62	0.52	3.00	3.52	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN MASON COUNTY	C	STP	2021	112,000	89,600	22,400				N
Mason	9-8906.00	KY	3056	0.01	3.53	3.53	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)(081B00020N)	C	STP	2021	630,000	504,000	126,000				N
Mason	9-8911.00	CR	1019	0.01	0.19	0.20	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)(081C00009N)	C	STP	2021	520,000	416,000	104,000				N
McCracken	1-10006.00	I	24	1.00	0.00	1.00	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-24 BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH ILLINOIS. (073B00100N)(BSBP)(SD)	C	NH	2021	2,000,000	1,600,000	400,000				Y
McCracken	1-10007.00	I	24	1.00	0.00	1.00	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH BRIDGE LIGHTING ON I-24 BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH ILLINOIS. (073B000100N)(BSBP)(SD)	C	NH	2021	375,000	300,000	75,000				Y
McCracken	1-115.00	US	60	0.39	0.00	0.39	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR). (2020CCR)	R	NH	2022	3,800,000	3,040,000	760,000				Y
McCracken	1-115.00	US	60	0.39	0.00	0.39	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR). (2020CCR)	R	NH	2021	2,000,000	1,600,000	400,000				Y
McCracken	1-115.00	US	60	0.39	0.00	0.39	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR). (2020CCR)	U	NH	2021	1,200,000	960,000	240,000				Y



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
McCracken	1-115.00	US	60	0.39	0.00	0.39	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR). (2020CCR)	U	NH	2022	3,600,000	2,880,000	720,000				Y
McCracken	1-115.00	US	60	0.39	0.00	0.39	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR). (2020CCR)	U	NH	2022	2,400,000	1,920,000	480,000				Y
McCracken	1-115.10	US	60	1.57	0.40	1.97	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR) (2020CCR)	R	NH	2021	2,790,000	2,232,000	558,000				Y
McCracken	1-115.10	US	60	1.57	0.40	1.97	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR) (2020CCR)	U	NH	2021	2,600,000	2,080,000	520,000				Y
McCracken	1-115.10	US	60	1.57	0.40	1.97	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR) (2020CCR)	C	NH	2023	8,400,000	6,720,000	1,680,000				Y
McCracken	1-1154.00	KY	994	0.04	2.27	2.31	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF BOTTOM DITCH ON KY 994 0.8 MI NW OF KY 348 (073B00015N)(EBRP)	D	STP	2021	160,000	128,000	32,000				N
McCracken	1-1154.00	KY	994	0.04	2.27	2.31	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF BOTTOM DITCH ON KY 994 0.8 MI NW OF KY 348 (073B00015N)(EBRP)	C	STP	2021	791,000	632,800	158,200				N
McCracken	1-153.00	KY	1286	2.80	3.60	6.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-1286 (FRIENDSHIP ROAD) FROM MP 3.6 TO MP 6.4 IN PADUCAH. (PRELIMINARY ENGINEERING) (12CCR)(14CCR)(16CCN)(18CCR) (2020CCR)	R	STP	2021	2,480,000	1,984,000	496,000				N
McCracken	1-153.00	KY	1286	2.80	3.60	6.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-1286 (FRIENDSHIP ROAD) FROM MP 3.6 TO MP 6.4 IN PADUCAH. (PRELIMINARY ENGINEERING) (12CCR)(14CCR)(16CCN)(18CCR) (2020CCR)	U	STP	2022	2,310,000	1,848,000	462,000				N
McCracken	1-153.00	KY	1286	2.80	3.60	6.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-1286 (FRIENDSHIP ROAD) FROM MP 3.6 TO MP 6.4 IN PADUCAH. (PRELIMINARY ENGINEERING) (12CCR)(14CCR)(16CCN)(18CCR) (2020CCR)	C	STP	2023	4,000,000	3,200,000	800,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
McCracken	1-153.00	KY	1286	2.80	3.60	6.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-1286 (FRIENDSHIP ROAD) FROM MP 3.6 TO MP 6.4 IN PADUCAH. (PRELIMINARY ENGINEERING) (12CCR)(14CCR)(16CCN)(18CCR) (2020CCR)	C	STP	2024	14,000,000	11,200,000	2,800,000		YES		N
McCracken	1-2.00	I	24	1.07	0.00	1.07	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	I-24 BRIDGE OVER THE OHIO RIVER @ PADUCAH (B100); JOINT PROJECT WITH ILLINOIS TO MITIGATE SCOUR (073B00100N)(BSBP)(SD)	C	NH	2021	260,000	208,000	52,000				Y
McCracken	1-20017.00	I	24	1.15	16.17	17.32	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 BOTH DIRECTION(S) FROM MILEPOINT 16.172 TO MILEPOINT 17.32	D	NH	2024	100,000	80,000	20,000				Y
McCreary	8-1065.00	CR	1236	0.02	1.27	1.29	RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	D	STP	2021	160,000	128,000	32,000				N
McCreary	8-1065.00	CR	1236	0.02	1.27	1.29	RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	C	STP	2021	460,000	368,000	92,000				N
McCreary	8-151.00	KY	92	4.50	20.33	24.83	NOT AVAILABLE	Pavement (P)	KY 92 SURFACING (MCCREARY AND WHITLEY COUNTIES).	C	STP	2022	9,568,000	7,654,400	1,913,600				N
McLean	2-10024.00	KY	138	0.03	0.00	0.03	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 138 BRIDGE OVER POND RIVER. (054B00009N)	C	STP	2021	1,500,000	1,200,000	300,000				N
McLean	2-1090.00	KY	2385	0.01	3.54	3.55	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF POND DRAIN CREEK ON KY 2385 0.9 MI SW OF KY 81 (075B00066N)	D	STP	2021	440,000	352,000	88,000				N
McLean	2-1090.00	KY	2385	0.01	3.54	3.55	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF POND DRAIN CREEK ON KY 2385 0.9 MI SW OF KY 81 (075B00066N)	C	STP	2021	784,000	627,200	156,800				N
McLean	2-4304.00	US	431	0.08	1.30	1.38	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-431 IN MCLEAN COUNTY	C	STP	2022	19,000	15,200	3,800				N
McLean	2-4312.00	US	431	0.20	1.04	1.24	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-431 IN MCLEAN COUNTY	C	STP	2024	41,000	32,800	8,200				N
McLean	2-4313.00	US	431	0.06	1.57	1.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-431 IN MCLEAN COUNTY	C	STP	2024	13,000	10,400	2,600				N
McLean	2-8812.00	KY	136	22.62	0.00	22.62	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	REPLACE, IMPROVE ALIGNMENTS AND APPROACHES, AND ADDRESS SAFETY ISSUES WITH BRIDGES ON KY-136 FROM KY-56 IN MCLEAN COUNTY TO US-231 IN OHIO COUNTY. (14CCN) (2020CCR)	R	STP	2021	490,000	392,000	98,000				N
McLean	2-8812.00	KY	136	22.62	0.00	22.62	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	REPLACE, IMPROVE ALIGNMENTS AND APPROACHES, AND ADDRESS SAFETY ISSUES WITH BRIDGES ON KY-136 FROM KY-56 IN MCLEAN COUNTY TO US-231 IN OHIO COUNTY. (14CCN) (2020CCR)	U	STP	2022	1,350,000	1,080,000	270,000				N
Menifee	10-4308.00	US	460	0.09	6.22	6.31	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-460 IN MENIFEE COUNTY	C	STP	2022	19,000	15,200	3,800				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Menifee	10-8802.00	US	460	2.30	6.20	8.50	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND GEOMETRICS ON US-460 FROM THE END OF ROTHWELL HILL IMPROVEMENTS TO THE BRIDGE OVER BEAVER CREEK. (14CCN)(16CCR)(18CCR) (2020CCR)	C	STP	2023	10,500,000	8,400,000	2,100,000		YES		N
Menifee	10-8802.00	US	460	2.30	6.20	8.50	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND GEOMETRICS ON US-460 FROM THE END OF ROTHWELL HILL IMPROVEMENTS TO THE BRIDGE OVER BEAVER CREEK. (14CCN)(16CCR)(18CCR) (2020CCR)	C	STP	2022	2,000,000	1,600,000	400,000				N
Metcalfe	3-10006.00	CR	1108	0.03	0.18	0.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOSBY RIDGE RD BRIDGE OVER E FORK LITTLE BARREN RVR. (085C00005N)	D	STP	2021	90,000	72,000	18,000				N
Metcalfe	3-10006.00	CR	1108	0.03	0.18	0.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOSBY RIDGE RD BRIDGE OVER E FORK LITTLE BARREN RVR. (085C00005N)	C	STP	2021	520,000	416,000	104,000				N
Metcalfe	3-20013.00	LN	9008	13.80	22.36	36.16	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.357 TO MILEPOINT 36.16	D	NH	2022	1,100,000	880,000	220,000				Y
Metcalfe	3-20013.00	LN	9008	13.80	22.36	36.16	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.357 TO MILEPOINT 36.16	C	NH	2023	6,000,000	4,800,000	1,200,000				Y
Metcalfe	3-20013.00	LN	9008	13.80	22.36	36.16	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.357 TO MILEPOINT 36.16	C	NH	2024	5,000,000	4,000,000	1,000,000				Y
Metcalfe	3-4308.00	KY	70	0.25	7.17	7.42	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-70 IN METCALFE COUNTY	C	STP	2023	52,000	41,600	10,400				N
Metcalfe	3-8706.00	US	68	2.38	17.64	20.02	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)(18CCN)	R	STP	2021	900,000	720,000	180,000				N
Metcalfe	3-8706.00	US	68	2.38	17.64	20.02	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)(18CCN)	U	STP	2021	1,100,000	880,000	220,000				N
Metcalfe	3-8706.00	US	68	2.38	17.64	20.02	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)(18CCN)	C	STP	2024	10,130,000	8,104,000	2,026,000				N
Metcalfe	3-8955.00	KY	163	6.87	2.91	9.78	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	IMPROVE HIGHWAY SAFETY AND SYSTEMS MOBILITY IN THE KY 163 CORRIDOR BETWEEN KY 90 (MP 2.907) AND THE PROPOSED WEST EDMONTON BYPASS (MP 9.777). (16CCN)(18CCN)	D	STP	2023	2,710,000	2,168,000	542,000				N
Monroe	3-80003.00	KY	100	0.20	14.70	14.90	ASSET MANAGEMENT / BRIDGE REPLACEMENT(P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-100 BETWEEN MP 14.7 AND 14.9. (18CCN)	D	STP	2021	280,000	224,000	56,000				N
Monroe	3-80003.00	KY	100	0.20	14.70	14.90	ASSET MANAGEMENT / BRIDGE REPLACEMENT(P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-100 BETWEEN MP 14.7 AND 14.9. (18CCN)	R	STP	2021	180,000	144,000	36,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Monroe	3-80003.00	KY	100	0.20	14.70	14.90	ASSET MANAGEMENT / BRIDGE REPLACEMENT(P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-100 BETWEEN MP 14.7 AND 14.9. (18CCN)	U	STP	2021	570,000	456,000	114,000				N
Monroe	3-80003.00	KY	100	0.20	14.70	14.90	ASSET MANAGEMENT / BRIDGE REPLACEMENT(P)	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-100 BETWEEN MP 14.7 AND 14.9. (18CCN)	C	STP	2022	790,000	632,000	158,000				N
Montgomery	7-20018.00	I	64	7.84	104.26	112.10	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 104.26 TO MILEPOINT 112.1	D	NH	2023	650,000	520,000	130,000				Y
Montgomery	7-20018.00	I	64	7.84	104.26	112.10	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 104.26 TO MILEPOINT 112.1	C	NH	2024	3,000,000	2,400,000	600,000				Y
Montgomery	7-240.00	KY	1991	1.77	0.00	1.77	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY-1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY. (SEE 7-8501.00 FOR "SPB" FUNDS) (2005HPP-KY129)	R	STP	2021	1,000,000	800,000	200,000				N
Montgomery	7-240.00	KY	1991	1.77	0.00	1.77	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY-1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY. (SEE 7-8501.00 FOR "SPB" FUNDS) (2005HPP-KY129)	U	STP	2021	1,820,000	1,456,000	364,000				N
Montgomery	7-240.00	KY	1991	1.77	0.00	1.77	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY-1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY. (SEE 7-8501.00 FOR "SPB" FUNDS) (2005HPP-KY129)	C	STP	2023	3,230,000	2,584,000	646,000				N
Montgomery	7-240.01	KY	1991	1.77	0.00	1.77	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY (SEE 7-8501.00 FOR "SPB" FUNDS)(2005HPP-KY129)	R	HPP	2021	559,899	447,919	111,980				N
Montgomery	7-8810.00	US	60	2.30	2.01	4.31	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN EXISTING PAVEMENT & IMPROVE VERTICAL & HORIZONTAL CURVES FROM EXISTING MT STERLING BYPASS (KY 686) TO 500' W OF BENTBROOK SUBDIVISION. ADD FULL WIDTH SHOULDERS & A CENTER TURNING LANE IN CONGESTION AREAS FROM MP 2.2 TO 4.311.(14CCN)(16CCR)(18CCN) (2020CCR)	R	STP	2022	2,300,000	1,840,000	460,000				N
Montgomery	7-8810.00	US	60	2.30	2.01	4.31	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN EXISTING PAVEMENT & IMPROVE VERTICAL & HORIZONTAL CURVES FROM EXISTING MT STERLING BYPASS (KY 686) TO 500' W OF BENTBROOK SUBDIVISION. ADD FULL WIDTH SHOULDERS & A CENTER TURNING LANE IN CONGESTION AREAS FROM MP 2.2 TO 4.311.(14CCN)(16CCR)(18CCN) (2020CCR)	R	STP	2024	2,300,000	1,840,000	460,000				N
Morgan	10-157.00	CO	0	0.00			NOT AVAILABLE	INDUSTRIAL ACCESS	PROVIDE ACCESS ROAD TO TRAINING FACILITY IN WEST LIBERTY. (2020CCR)	C	STP	2021	1,500,000	1,200,000	300,000				

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Morgan	10-8902.00	KY	191	0.04	7.81	7.85	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 191 OVER CANEY CREEK .5 MILES WEST OF KY 1162. (16CCN)(SD)	D	STP	2021	260,000	208,000	52,000				N
Morgan	10-8902.00	KY	191	0.04	7.81	7.85	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 191 OVER CANEY CREEK .5 MILES WEST OF KY 1162. (16CCN)(SD)	C	STP	2021	850,000	680,000	170,000				N
Muhlenberg	2-20036.00	WK	9001	2.53	43.42	45.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 43.424 TO MILEPOINT 45.95	D	NH	2023	200,000	160,000	40,000				Y
Muhlenberg	2-20036.00	WK	9001	2.53	43.42	45.95	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 43.424 TO MILEPOINT 45.95	C	NH	2024	2,000,000	1,600,000	400,000				Y
Muhlenberg	2-4307.00	KY	171	0.12	5.29	5.41	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-171 IN MUHLENBERG COUNTY	C	STP	2023	27,000	21,600	5,400				N
Muhlenberg	2-4308.00	US	62	0.17	17.76	17.93	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN MUHLENBERG COUNTY	C	STP	2023	35,000	28,000	7,000				N
Muhlenberg	2-4319.00	KY	181	0.04	13.38	13.42	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-181 IN MUHLENBERG COUNTY	C	STP	2021	8,000	6,400	1,600				N
Muhlenberg	2-8802.00	KY	181	2.47	12.77	15.23	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN KY-181 BY FOUR FEET ON EACH SIDE FROM INTERSECTION 601 TO WENDELL FORD CENTER. (14CCN)(18CCN)	R	STP	2021	790,000	632,000	158,000				N
Muhlenberg	2-8802.00	KY	181	2.47	12.77	15.23	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN KY-181 BY FOUR FEET ON EACH SIDE FROM INTERSECTION 601 TO WENDELL FORD CENTER. (14CCN)(18CCN)	U	STP	2021	1,900,000	1,520,000	380,000				N
Muhlenberg	2-8802.00	KY	181	2.47	12.77	15.23	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN KY-181 BY FOUR FEET ON EACH SIDE FROM INTERSECTION 601 TO WENDELL FORD CENTER. (14CCN)(18CCN)	C	STP	2022	3,490,000	2,792,000	698,000				N
Nelson	4-396.10	US	150	5.70	1.95	7.65	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ON US-150 FROM THE BLUEGRASS PARKWAY TO THE NELSON/WASHINGTON COUNTY LINE. (2016BOP)(18CCR)	D	STP	2021	1,200,000	960,000	240,000				N
Nelson	4-396.10	US	150	5.70	1.95	7.65	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ON US-150 FROM THE BLUEGRASS PARKWAY TO THE NELSON/WASHINGTON COUNTY LINE. (2016BOP)(18CCR)	R	STP	2023	4,600,000	3,680,000	920,000				N
Nelson	4-396.10	US	150	5.70	1.95	7.65	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ON US-150 FROM THE BLUEGRASS PARKWAY TO THE NELSON/WASHINGTON COUNTY LINE. (2016BOP)(18CCR)	U	STP	2023	2,000,000	1,600,000	400,000				N
Nelson	4-80050.00	US	31	0.03	13.97	14.00	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	CONSTRUCT A ROUNDABOUT AT THE INTERSECTION OF US-31E AND US-62. (LOCALS WILL EXECUTE AN MOA)(18CCN) (2020CCR)	C	STP	2022	1,500,000	1,200,000	300,000				N
Nelson	4-8809.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW ROUTE BETWEEN US 62 AND KY 245 WEST OF BARDSTOWN (2020CCN)	R	STP	2021	1,077,000	861,600	215,400				
Nelson	4-8809.00	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW ROUTE BETWEEN US 62 AND KY 245 WEST OF BARDSTOWN (2020CCN)	U	STP	2022	1,500,000	1,200,000	300,000				

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Nelson	4-8809.00	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	NEW ROUTE BETWEEN US 62 AND KY 245 WEST OF BARDSTOWN (2020CCN)	C	STP	2023	9,230,000	7,384,000	1,846,000				
Nicholas	9-205.00	KY	36	0.18	3.10	3.28	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE THE KY-36/KY-32 INTERSECTION NEAR THE NICHOLAS COUNTY SCHOOL PROPERTY. (12CCR)(16CCR) (2020CCR)	U	STP	2023	890,000	712,000	178,000				N
Ohio	2-10016.00	CR	1510	0.01	0.26	0.27	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF QUARTERHORSE LN BRIDGE OVER N FK PANTHER CREEK. (092C00133N)	D	STP	2021	90,000	72,000	18,000				N
Ohio	2-10016.00	CR	1510	0.01	0.26	0.27	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF QUARTERHORSE LN BRIDGE OVER N FK PANTHER CREEK. (092C00133N)	C	STP	2021	440,000	352,000	88,000				N
Ohio	2-20039.00	WK	9001	21.86	65.68	87.54	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 65.68 TO MILEPOINT 83.3	C	NH	2021	20,878,000	16,702,400	4,175,600				Y
Ohio	2-20049.00	KY	136	9.60	0.00	9.60	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-136 FROM MILEPOINT 0.00 TO MILEPOINT 9.60 (2020CCR)	C	STP	2022	1,250,000	1,000,000	250,000				N
Ohio	2-2092.20	I	165	0.79	47.35	48.14	RELIABILITY / I-CHANGE RECONST(O)	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR; RECONSTRUCT THE EXISTING NATCHER PARKWAY/KY-69 INTERCHANGE (EXIT 50) IN OHIO COUNTY. (2016BOP)	C	NH	2021	9,000,000	7,200,000	1,800,000				Y
Ohio	2-4302.00	KY	69	0.15	28.51	28.66	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-69 IN OHIO COUNTY	C	STP	2022	32,000	25,600	6,400				N
Ohio	2-4303.00	KY	69	0.20	15.70	15.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-69 IN OHIO COUNTY	C	STP	2022	43,000	34,400	8,600				N
Ohio	2-4315.00	US	62	0.04	18.36	18.40	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-62 IN OHIO COUNTY	C	STP	2024	8,000	6,400	1,600				N
Ohio	2-8812.00	KY	136	9.60	0.00	9.60	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	REPLACE, IMPROVE ALIGNMENTS AND APPROACHES, AND ADDRESS SAFETY ISSUES WITH BRIDGES ON KY-136 FROM KY-56 IN MCLEAN COUNTY TO US-231 IN OHIO COUNTY. (14CCN) (2020CCR)	C	STP	2023	14,730,000	11,784,000	2,946,000		YES		N
Oldham	5-234.00	KY	393	0.74	5.13	5.87	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	KY-393 RECONSTRUCT FROM 140FEET SOUTH OF RAILROAD CROSSING (CSX) EXTENDING NORTHWEST TOWARDS KY 146 ENDING AT STATION 12+00 (DESIGN UNDER 5-230.00). (CONSTRUCTION SEQ.#2) (2020CCN)	C	STP	2021	12,470,000	9,976,000	2,494,000			YES	N
Oldham	5-367.20	PF	9999	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN) (2020CCR)	C	STP	2023	6,000,000	4,800,000	1,200,000			YES	
Oldham	5-4306.00	KY	1793	0.14	0.92	1.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1793 IN OLDHAM COUNTY	C	STP	2021	30,000	24,000	6,000			YES	N
Oldham	5-4308.00	KY	362	0.23	2.30	2.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-362 IN OLDHAM COUNTY	C	STP	2024	49,000	39,200	9,800			YES	N
Oldham	5-483.20	I	71	4.40	18.00	22.40	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-393 (MP 18.0) TO KY-53 (MP 22.4). (16CCN)	D	NH	2023	5,500,000	4,400,000	1,100,000			YES	Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Oldham	5-483.30	I	71	1.00	20.00	21.00	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE. (2020CCR)	C	NH	2022	12,000,000	9,600,000	2,400,000			YES	Y
Oldham	5-552.00	I	71	2.69	22.03	24.73	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM KY-53 TO KY-153.	D	NH	2023	5,600,000	4,480,000	1,120,000			YES	Y
Oldham	5-80005.00	KY	329	0.20	6.80	7.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN) (2020CCR)	D	STP	2021	370,000	296,000	74,000			YES	N
Oldham	5-80005.00	KY	329	0.20	6.80	7.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN) (2020CCR)	R	STP	2021	150,000	120,000	30,000			YES	N
Oldham	5-80005.00	KY	329	0.20	6.80	7.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN) (2020CCR)	U	STP	2022	340,000	272,000	68,000			YES	N
Oldham	5-80005.00	KY	329	0.20	6.80	7.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN) (2020CCR)	C	STP	2023	3,400,000	2,720,000	680,000			YES	N
Oldham	5-8852.00	KY	53	2.62	3.07	5.69	RELIABILITY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN)(18CCN)	D	STP	2023	2,000,000	1,600,000	400,000			YES	N
Owen	6-1088.00	CR	1214	0.04	0.22	0.26	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER CEDAR CREEK ON SAWDRIDGE CREEK W ROAD (CR 1214) 0.2 MI N OF US 127 (094C00011N)	C	STP	2021	750,000	600,000	150,000				N
Owen	6-20052.00	KY	22	7.23	11.33	18.56	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-22 FROM MILEPOINT 11.33 TO MILEPOINT 18.56	C	STP	2023	800,000	640,000	160,000				N
Perry	10-10006.00	CR	1083	0.02	0.03	0.04	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HALL OLD HOME PLACE BRIDGE OVER BIG CREEK. (097C00084N)	D	STP	2021	60,000	48,000	12,000				N
Perry	10-10006.00	CR	1083	0.02	0.03	0.04	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HALL OLD HOME PLACE BRIDGE OVER BIG CREEK. (097C00084N)	C	STP	2021	580,000	464,000	116,000				N
Perry	10-1113.00	CR	1114	0.05	0.07	0.12	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTH FORK KENTUCKY RIVER ON KENMONT ROAD (CR 1114) 380 FT SE OF KY 7 (097C00005N)	D	STP	2021	90,000	72,000	18,000				N
Perry	10-1113.00	CR	1114	0.05	0.07	0.12	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTH FORK KENTUCKY RIVER ON KENMONT ROAD (CR 1114) 380 FT SE OF KY 7 (097C00005N)	C	STP	2021	1,770,000	1,416,000	354,000				N
Perry	10-20002.00	HR	9006	1.20	55.97	57.17	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 55.966 TO MILEPOINT 57.166	D	NH	2022	50,000	40,000	10,000				Y
Perry	10-20002.00	HR	9006	1.20	55.97	57.17	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 55.966 TO MILEPOINT 57.166	C	NH	2022	500,000	400,000	100,000				Y
Perry	10-209.00	KY	476	0.90	0.00	0.90	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-476 FROM KY-15X IN WALKERTOWN TO NORTH OF WALKER CORNETT ROAD IN WABACO.	R	STP	2023	200,000	160,000	40,000				N
Perry	10-8903.00	HR	9006	0.20	54.90	55.10	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	R	NH	2021	1,200,000	960,000	240,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Perry	10-8903.00	HR	9006	0.20	54.90	55.10	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	U	NH	2021	330,000	264,000	66,000				Y
Perry	10-8903.00	HR	9006	0.20	54.90	55.10	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	C	NH	2021	11,250,000	9,000,000	2,250,000				Y
Pike	12-10008.00	KY	199	0.01	8.88	8.88	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER PINSONS CREEK. (098B00032N)	D	STP	2021	160,000	128,000	32,000				N
Pike	12-10008.00	KY	199	0.01	8.88	8.88	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER PINSONS CREEK. (098B00032N)	C	STP	2021	670,000	536,000	134,000				N
Pike	12-10012.00	CR	1545	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MULLEN FRK BRIDGE OVER POND CREEK. (098C00021N)	D	STP	2021	60,000	48,000	12,000				N
Pike	12-10012.00	CR	1545	0.01	0.00	0.01	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MULLEN FRK BRIDGE OVER POND CREEK. (098C00021N)	C	STP	2021	780,000	624,000	156,000				N
Pike	12-147.00	KY	1426	2.11	7.52	9.63	NOT AVAILABLE	RECONSTRUCTION	MITIGATE OR ELIMINATE ROCKFALL HAZARDS AND IMPROVE ROADWAY FOR BETTER FLOW AND EFFICIENCY IN ORDER TO HANDLE THE EXPECTED CONGESTION ARISING FROM EVENTS AT THE EXPO CENTER. IDENTIFIED IN THE 1999 PIKEVILLE URBAN STUDY, FROM BILL KING RD. TO US 119. (2020CCR)	D	STP	2024	1,731,000	1,384,800	346,200				N
Pike	12-198.00	KY	194	3.05	17.95	21.00	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY 194 FROM US 119 RAMP NEAR SMITH FARMS BOTTOM (CR 1458) TO NEAR DESKINS BRANCH CULVERT. (18CCR) (2020CCR)	R	STP	2022	2,100,000	1,680,000	420,000				N
Pike	12-198.00	KY	194	3.05	17.95	21.00	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY 194 FROM US 119 RAMP NEAR SMITH FARMS BOTTOM (CR 1458) TO NEAR DESKINS BRANCH CULVERT. (18CCR) (2020CCR)	U	STP	2023	1,560,000	1,248,000	312,000				N
Pike	12-198.00	CO	0	0.00			RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY 194 FROM US 119 RAMP NEAR SMITH FARMS BOTTOM (CR 1458) TO NEAR DESKINS BRANCH CULVERT. (18CCR) (2020CCR)	C	STP	2024	5,460,000	4,368,000	1,092,000				N
Pike	12-20003.00	US	119	2.00	10.40	12.40	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	NH	2021	175,000	140,000	35,000				Y
Pike	12-20003.00	US	119	2.00	10.40	12.40	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	NH	2021	1,750,000	1,400,000	350,000				Y
Pike	12-263.67	PF	9999	0.00			RELIABILITY / RELOCATION(O)	RELOCATION(O)	PIKEVILLE TO VA. STATE LINE: IMPROVE US 460/KY 80 FROM DUNLEARY HOLLOW TO KY 80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY.(14CCN)(16CCR) (2020CCR)	C	APD	2021	10,000,000	8,000,000	2,000,000				
Pike	12-263.67	CO	0	0.00			RELIABILITY / RELOCATION(O)	RELOCATION(O)	PIKEVILLE TO VA. STATE LINE: IMPROVE US 460/KY 80 FROM DUNLEARY HOLLOW TO KY 80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY.(14CCN)(16CCR) (2020CCR)	C	APD	2022	10,000,000	8,000,000	2,000,000				
Pike	12-346.00	US	460	0.20	2.57	2.77	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION. (2020CCR)	D	NH	2023	240,000	192,000	48,000				Y



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Pike	12-346.00	US	460	0.20	2.57	2.77	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION. (2020CCR)	R	NH	2023	400,000	320,000	80,000				Y
Pike	12-346.00	US	460	0.20	2.57	2.77	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION. (2020CCR)	U	NH	2023	160,000	128,000	32,000				Y
Pike	12-346.00	US	460	0.20	2.57	2.77	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION. (2020CCR)	C	NH	2024	1,470,000	1,176,000	294,000				Y
Pike	12-4314.00	KY	194	0.11	9.29	9.40	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2022	23,000	18,400	4,600				N
Pike	12-4319.00	KY	194	0.35	71.65	72.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2022	74,000	59,200	14,800				N
Pike	12-4350.00	KY	194	0.19	51.00	51.19	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2023	41,000	32,800	8,200				N
Pike	12-4351.00	KY	194	0.39	56.51	56.90	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2023	83,000	66,400	16,600				N
Pike	12-4352.00	KY	194	0.20	69.00	69.20	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2023	44,000	35,200	8,800				N
Pike	12-4353.00	KY	194	0.34	69.66	70.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2023	72,000	57,600	14,400				N
Pike	12-4363.00	KY	122	0.15	8.00	8.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-122 IN PIKE COUNTY	C	STP	2024	34,000	27,200	6,800				N
Pike	12-4364.00	KY	194	0.22	62.43	62.65	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2024	45,000	36,000	9,000				N
Pike	12-4365.00	KY	194	0.20	70.80	71.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2024	43,000	34,400	8,600				N
Pike	12-4366.00	KY	194	0.17	72.00	72.17	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2024	36,000	28,800	7,200				N
Pike	12-4367.00	KY	194	0.33	72.17	72.50	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2024	70,000	56,000	14,000				N
Pike	12-4368.00	KY	194	0.31	72.50	72.81	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2024	68,000	54,400	13,600				N
Pike	12-4369.00	KY	611	0.57	2.62	3.19	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-611 IN PIKE COUNTY	C	STP	2024	121,000	96,800	24,200				N
Pike	12-4370.00	KY	611	0.43	3.20	3.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-611 IN PIKE COUNTY	C	STP	2024	90,000	72,000	18,000				N
Pike	12-4382.00	KY	1426	0.24	15.39	15.63	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1426 IN PIKE COUNTY	C	STP	2021	51,000	40,800	10,200				N
Pike	12-4383.00	KY	122	0.11	10.48	10.59	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-122 IN PIKE COUNTY	C	STP	2024	24,000	19,200	4,800				N
Pike	12-4384.00	KY	1441	0.62	10.60	11.22	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1441 IN PIKE COUNTY	C	STP	2024	131,000	104,800	26,200				N
Pike	12-4466.00	KY	194	0.35	45.00	45.35	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2021	74,000	59,200	14,800				N
Pike	12-4467.00	KY	194	0.35	45.35	45.70	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-194 IN PIKE COUNTY	C	STP	2021	74,000	59,200	14,800				N
Pike	12-4468.00	KY	197	0.81	6.00	6.81	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-197 IN PIKE COUNTY	C	STP	2021	172,000	137,600	34,400				N
Pike	12-4470.00	KY	197	0.46	13.43	13.89	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-197 IN PIKE COUNTY	C	STP	2021	98,000	78,400	19,600				N
Pike	12-4481.00	KY	1469	0.08	5.53	5.61	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1469 IN PIKE COUNTY	C	STP	2021	17,000	13,600	3,400				N
Powell	10-10008.00	KY	2026	0.03	0.38	0.41	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2026 BRIDGE OVER RED RIVER. (099B00090N)	D	STP	2021	210,000	168,000	42,000				N
Powell	10-10008.00	KY	2026	0.03	0.38	0.41	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2026 BRIDGE OVER RED RIVER. (099B00090N)	C	STP	2021	1,120,000	896,000	224,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Powell	10-150.00	CR	1316	0.50	0.07	0.57	NOT AVAILABLE	RECONSTRUCTION	RECONSTRUCT ROADWAY OUT OF FLOODWAY/FLOODWAY IN ORDER TO ELIMINATE MOUNTAIN PARKWAY ACCESS. (2020CCR)	D	STP	2021	541,000	432,800	108,200				N
Powell	10-150.00	CR	1316	0.50	0.07	0.57	NOT AVAILABLE	RECONSTRUCTION	RECONSTRUCT ROADWAY OUT OF FLOODWAY/FLOODWAY IN ORDER TO ELIMINATE MOUNTAIN PARKWAY ACCESS. (2020CCR)	R	STP	2021	110,000	88,000	22,000				N
Powell	10-150.00	CR	1316	0.50	0.07	0.57	NOT AVAILABLE	RECONSTRUCTION	RECONSTRUCT ROADWAY OUT OF FLOODWAY/FLOODWAY IN ORDER TO ELIMINATE MOUNTAIN PARKWAY ACCESS. (2020CCR)	U	STP	2021	108,000	86,400	21,600				N
Powell	10-150.00	CR	1316	0.50	0.07	0.57	NOT AVAILABLE	RECONSTRUCTION	RECONSTRUCT ROADWAY OUT OF FLOODWAY/FLOODWAY IN ORDER TO ELIMINATE MOUNTAIN PARKWAY ACCESS. (2020CCR)	C	STP	2022	3,150,000	2,520,000	630,000				N
Powell	10-163.10	KY	213	1.41	7.60	9.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 213 FROM KY 11 TO KY 615, INCLUDES BRIDGE OVER RED RIVER. (PRIORITY SECTION 1)(R & U FUNDING SEE 10-163.00)(2018BOP) (2020CCR)	C	STP	2023	5,790,000	4,632,000	1,158,000				N
Powell	10-163.10	KY	213	1.41	7.60	9.00	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 213 FROM KY 11 TO KY 615, INCLUDES BRIDGE OVER RED RIVER. (PRIORITY SECTION 1)(R & U FUNDING SEE 10-163.00)(2018BOP) (2020CCR)	C	STP	2022	10,130,000	8,104,000	2,026,000				N
Powell	10-20004.00	KY	9000	7.24	11.91	19.15	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 11.91 TO MILEPOINT 19.15	D	NH	2024	580,000	464,000	116,000				Y
Powell	10-20005.00	KY	9000	3.16	19.15	22.31	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 19.15 TO MILEPOINT 22.307	D	NH	2024	250,000	200,000	50,000				Y
Pulaski	8-4310.00	KY	196	0.17	2.92	3.09	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-196 IN PULASKI COUNTY	C	STP	2022	35,000	28,000	7,000				N
Pulaski	8-4312.00	KY	804	0.25	2.55	2.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-804 IN PULASKI COUNTY	C	STP	2023	53,000	42,400	10,600				N
Pulaski	8-4313.00	KY	769	0.07	8.73	8.80	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-769 IN PULASKI COUNTY	C	STP	2024	14,000	11,200	2,800				N
Pulaski	8-4324.00	KY	761	0.32	4.89	5.21	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-761 IN PULASKI COUNTY	C	STP	2021	69,000	55,200	13,800				N
Pulaski	8-9010.00	KY	635	1.29	6.90	8.19	SAFETY / SAFETY-RR SEPARATN(P)	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP) (2020CCR)	R	STP	2021	1,800,000	1,440,000	360,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Pulaski	8-9010.00	KY	635	1.29	6.90	8.19	SAFETY / SAFETY-RR SEPARATN(P)	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP) (2020CCR)	U	STP	2021	1,300,000	1,040,000	260,000				N
Pulaski	8-9010.00	KY	635	1.29	6.90	8.19	SAFETY / SAFETY-RR SEPARATN(P)	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP) (2020CCR)	C	STP	2022	6,500,000	5,200,000	1,300,000				N
Robertson	6-20053.00	US	62	5.97	5.03	11.00	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-62 FROM MILEPOINT 0.00 TO MILEPOINT 11.00	C	STP	2023	500,000	400,000	100,000				N
Robertson	6-80151.00	US	62	0.01	4.90	4.91	NOT AVAILABLE	TRANSP ENHANCEMENT(P)	WIDEN THE BRIDGE ON US 62 OVER N. BRANCH CEDAR CREEK NEAR KENTONTOWN TO IMPROVE SAFETY AND MOBILITY. (2020CCN)	D	STP	2021	170,000	136,000	34,000				N
Robertson	6-80151.00	US	62	0.01	4.90	4.91	NOT AVAILABLE	TRANSP ENHANCEMENT(P)	WIDEN THE BRIDGE ON US 62 OVER N. BRANCH CEDAR CREEK NEAR KENTONTOWN TO IMPROVE SAFETY AND MOBILITY. (2020CCN)	R	STP	2023	115,000	92,000	23,000				N
Rockcastle	11-10041.00	KY	89	0.03	3.19	3.22	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 89 BRIDGE OVER HORSE LICK CREEK. (055B00028N) (2020CCR)	C	STP	2021	2,000,000	1,600,000	400,000				N
Rockcastle	11-10042.00	KY	490	0.03	0.00	0.03	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 490 BRIDGE OVER ROCKCASTLE RIVER. (063B00004N)	C	STP	2021	850,000	680,000	170,000				N
Rockcastle	8-20005.00	US	25	6.65	20.40	27.05	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	STP	2021	325,000	260,000	65,000				N
Rockcastle	8-20005.00	US	25	6.65	20.40	27.05	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	STP	2021	3,250,000	2,600,000	650,000				N
Rockcastle	8-4314.00	KY	1229	0.48	1.58	2.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1229 IN ROCKCASTLE COUNTY	C	STP	2024	102,000	81,600	20,400				N
Rockcastle	8-8952.00	KY	461	2.40	7.00	9.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR) (2020CCR)	U	NH	2022	3,350,000	2,680,000	670,000				Y
Rockcastle	8-8952.00	KY	461	2.40	7.00	9.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR) (2020CCR)	C	NH	2024	10,000,000	8,000,000	2,000,000				Y
Rowan	KY FLAP 11	KY	1274	4.90	3.95	8.85	ASSET MANAGEMENT / RESURFACING(P)	RESURFACING(P)	Pavement Rehabilitation of 4.9 miles of KY 1274 (Pretty Ridge Road) in southern Rowan County.	C	FLAP	2021	1,000,000	800,000	200,000				N
Rowan	9-20012.00	I	64	5.79	128.96	134.75	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 128.96 TO MILEPOINT 134.75	D	NH	2023	475,000	380,000	95,000				Y
Rowan	9-20012.00	I	64	5.79	128.96	134.75	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 128.96 TO MILEPOINT 134.75	C	NH	2024	4,750,000	3,800,000	950,000				Y
Rowan	9-4311.00	US	60	0.08	11.30	11.38	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2021	17,000	13,600	3,400				N
Rowan	9-4312.00	US	60	0.01	10.10	10.11	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2023	3,000	2,400	600				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Rowan	9-4315.00	US	60	0.36	12.03	12.39	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2024	76,000	60,800	15,200				N
Rowan	9-4319.00	KY	3319	0.24	1.31	1.55	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3319 IN ROWAN COUNTY	C	STP	2024	50,000	40,000	10,000				N
Rowan	9-4320.00	US	60	0.01	10.07	10.08	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2024	3,000	2,400	600				N
Rowan	9-4321.00	US	60	0.15	11.47	11.62	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2024	32,000	25,600	6,400				N
Rowan	9-4334.00	US	60	0.37	10.31	10.68	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2021	78,000	62,400	15,600				N
Rowan	9-4337.00	US	60	0.01	13.71	13.72	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON US-60 IN ROWAN COUNTY	C	STP	2021	4,000	3,200	800				N
Rowan	9-80100.00	CR	1317	0.02	0.10	0.12	NOT AVAILABLE	RECONSTRUCTION(O)	ADDRESS DEFICIENCIES ON CIMMARON RD BRIDGE (2020CCN)	D	STP	2021	350,000	280,000	70,000				N
Rowan	9-80100.00	CR	1317	0.02	0.10	0.12	NOT AVAILABLE	RECONSTRUCTION(O)	ADDRESS DEFICIENCIES ON CIMMARON RD BRIDGE (2020CCN)	R	STP	2022	50,000	40,000	10,000				N
Rowan	9-80100.00	CR	1317	0.02	0.10	0.12	NOT AVAILABLE	RECONSTRUCTION(O)	ADDRESS DEFICIENCIES ON CIMMARON RD BRIDGE (2020CCN)	U	STP	2022	50,000	40,000	10,000				N
Rowan	9-80100.00	CR	1317	0.02	0.10	0.12	NOT AVAILABLE	RECONSTRUCTION(O)	ADDRESS DEFICIENCIES ON CIMMARON RD BRIDGE (2020CCN)	C	STP	2022	400,000	320,000	80,000				N
Rowan	9-8406.00	KY	377	8.30	0.00	8.30	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO NORTH OF KY-799. (08CCN)(10CCR)(16CCR)(18CCR) (2020CCR)	R	STP	2021	2,600,000	2,080,000	520,000				N
Rowan	9-8406.00	KY	377	8.30	0.00	8.30	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO NORTH OF KY-799. (08CCN)(10CCR)(16CCR)(18CCR) (2020CCR)	C	STP	2023	9,100,000	7,280,000	1,820,000				N
Rowan	9-8914.00	CR	1025	0.01	0.08	0.09	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	C	STP	2021	700,000	560,000	140,000				N
Rowan	9-8915.00	KY	801	1.40	15.61	17.01	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)(18CCN) (2020CCR)	D	STP	2021	1,560,000	1,248,000	312,000				N
Rowan	9-8915.00	KY	801	1.40	15.61	17.01	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)(18CCN) (2020CCR)	R	STP	2023	2,320,000	1,856,000	464,000				N
Rowan	9-8915.00	KY	801	1.40	15.61	17.01	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)(18CCN) (2020CCR)	U	STP	2024	1,130,000	904,000	226,000				N
Russell	8-20007.00	LN	9008	9.54	62.54	72.09	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 62.544 TO MILEPOINT 72.087 (2020CCR)	D	NH	2021	775,000	620,000	155,000				Y
Russell	8-20007.00	LN	9008	9.54	62.54	72.09	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 62.544 TO MILEPOINT 72.087 (2020CCR)	C	NH	2023	3,500,000	2,800,000	700,000				Y
Russell	8-20007.00	LN	9008	9.54	62.54	72.09	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 62.544 TO MILEPOINT 72.087 (2020CCR)	C	NH	2022	3,250,000	2,600,000	650,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Russell	8-20009.00	US	127	7.18	19.03	26.21	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-127 FROM MILEPOINT 19.03 TO MILEPOINT 26.21	C	NH	2024	1,549,000	1,239,200	309,800				Y
Russell	8-8601.21	US	127	2.50	0.00	2.50	RELIABILITY / RELOCATION(O)	RELOCATION(O)	RELOCATE US-127 FROM EAST OF THE KY-1730 AND MANNTOWN RD INTERSECTION, AND EXTENDING NORTHERLY TO NORTH BANK OF CUMBERLAND RIVER (SEE 8-108&8-115 FOR PE/PH.2)(12CCR)(14CCR)	C	NH	2021	25,880,000	20,704,000	5,176,000		YES		Y
Scott	7-10006.00	CS	1010	0.02	0.03	0.05	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LEMONS MILL RD BRIDGE OVER NS (CNO&AMP;TP) SYSTEM. (105C00112N)	D	STP	2021	60,000	48,000	12,000				N
Scott	7-10006.00	CS	1010	0.02	0.03	0.05	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LEMONS MILL RD BRIDGE OVER NS (CNO&AMP;TP) SYSTEM. (105C00112N)	C	STP	2021	3,090,000	2,472,000	618,000				N
Scott	7-10013.00	CR	1020	0.02	0.00	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HINTON RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105R00605N)	D	STP	2021	90,000	72,000	18,000				N
Scott	7-10013.00	CR	1020	0.02	0.00	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HINTON RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105R00605N)	C	STP	2021	890,000	712,000	178,000				N
Scott	7-1139.00	CR	1022	0.02	1.19	1.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N) (EBRP)	D	STP	2021	160,000	128,000	32,000				N
Scott	7-1139.00	CR	1022	0.02	1.19	1.21	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N) (EBRP)	C	STP	2021	1,000,000	800,000	200,000				N
Scott	7-119.00	KY	32	0.60	23.00	23.60	RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136). RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136).	RECONSTRUCTION	RECONSTRUCT KY 32/I-75 INTERCHANGE EXIT 136 (LOVE'S TRUCK STOP), REALIGNING PORTER RD WITH SADIEVILLE RD AT US25. (2020CCR)	P	STP	2022	250,000	200,000	50,000				N
Scott	7-119.00	KY	32	0.54	22.47	23.00	RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136). RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136).	RECONSTRUCTION	RECONSTRUCT KY 32/I-75 INTERCHANGE EXIT 136 (LOVE'S TRUCK STOP), REALIGNING PORTER RD WITH SADIEVILLE RD AT US25. (2020CCR)	D	STP	2023	1,622,000	1,297,600	324,400				N
Scott	7-119.00	KY	32	0.60	23.00	23.60	RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136). RECONSTRUCT INTERCHANGE AT KY 32 AND I-75 (EXIT 136).	RECONSTRUCTION	RECONSTRUCT KY 32/I-75 INTERCHANGE EXIT 136 (LOVE'S TRUCK STOP), REALIGNING PORTER RD WITH SADIEVILLE RD AT US25. (2020CCR)	R	STP	2024	1,216,000	972,800	243,200				N
Scott	7-20019.00	I	75	0.33	120.79	121.12	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 120.792 TO MILEPOINT 121.117	D	NH	2021	40,000	32,000	8,000				Y
Scott	7-20019.00	I	75	0.33	120.79	121.12	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 120.792 TO MILEPOINT 121.117	C	NH	2021	400,000	320,000	80,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Scott	7-20021.00	I	75	4.82	138.42	143.24	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 138.424 TO MILEPOINT 143.24	D	NH	2024	575,000	460,000	115,000				Y
Scott	7-4307.00	KY	32	0.70	25.30	26.00	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-32 IN SCOTT COUNTY	C	STP	2022	148,000	118,400	29,600				N
Shelby	5-10024.00	CR	1007	0.00	1.39	1.40	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOODY PIKE BRIDGE OVER FOX RUN CREEK. (106C00004N)	D	STP	2021	60,000	48,000	12,000				N
Shelby	5-10024.00	CR	1007	0.00	1.39	1.40	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOODY PIKE BRIDGE OVER FOX RUN CREEK. (106C00004N)	C	STP	2021	310,000	248,000	62,000				N
Shelby	5-10025.00	CR	1009	0.01	2.74	2.75	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLORE JACKSON RD BRIDGE OVER FOX RUN CREEK. (106C00007N)	D	STP	2021	160,000	128,000	32,000				N
Shelby	5-10025.00	CR	1009	0.01	2.74	2.75	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLORE JACKSON RD BRIDGE OVER FOX RUN CREEK. (106C00007N)	C	STP	2021	590,000	472,000	118,000				N
Shelby	5-20033.00	I	64	5.15	38.18	43.33	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 38.18 (38 NON-CARDINAL) TO MILEPOINT 43.33 (43.892 NON-CARDINAL) (2020CCR)	D	NH	2021	775,000	620,000	155,000				Y
Shelby	5-20033.00	I	64	5.15	38.18	43.33	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 38.18 (38 NON-CARDINAL) TO MILEPOINT 43.33 (43.892 NON-CARDINAL) (2020CCR)	C	NH	2022	3,250,000	2,600,000	650,000				Y
Shelby	5-20033.00	I	64	5.15	38.18	43.33	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 38.18 (38 NON-CARDINAL) TO MILEPOINT 43.33 (43.892 NON-CARDINAL) (2020CCR)	C	NH	2023	3,500,000	2,800,000	700,000				Y
Shelby	5-20040.00	KY	53	5.78	8.01	13.79	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-53 FROM MILEPOINT 8.01 TO MILEPOINT 13.79	C	STP	2023	900,000	720,000	180,000				N
Shelby	5-65.40	I	64	3.60	32.30	35.90	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN I-64 TO 6-LANES FROM 0.458 MILE EAST OF THE KY-55 INTERCHANGE TO THE KY-1790 UNDERPASS. (2006BOPC)	U	NH	2022	2,000,000	1,600,000	400,000				Y
Shelby	5-65.40	I	64	3.60	32.30	35.90	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN I-64 TO 6-LANES FROM 0.458 MILE EAST OF THE KY-55 INTERCHANGE TO THE KY-1790 UNDERPASS. (2006BOPC)	C	NH	2024	78,000,000	62,400,000	15,600,000		YES		Y
Shelby	5-80102.00	CS	1266	0.03	0.01	0.04	NOT AVAILABLE	BRIDGE REHAB(P)	BRIDGE RESTORATION ON BURKS BRANCH ROAD OVER CLEAR CREEK (2020CCN)	C	STP	2021	135,000	108,000	27,000				N
Shelby	5-80104.00	KY	12	0.01	5.81	5.82	NOT AVAILABLE	BRIDGE REHAB(P)	COMPLETE REPAIRS OF THE BRIDGE OVER THE CSX RAILROAD (2020CCN)	D	STP	2021	50,000	40,000	10,000				N
Shelby	5-80104.00	KY	12	0.01	5.81	5.82	NOT AVAILABLE	BRIDGE REHAB(P)	COMPLETE REPAIRS OF THE BRIDGE OVER THE CSX RAILROAD (2020CCN)	C	STP	2022	473,200	378,560	94,640				N
Simpson	3-20014.00	I	65	13.71	0.00	13.71	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 13.71 (2020CCR)	D	NH	2022	1,650,000	1,320,000	330,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Simpson	3-20014.00		I 65	13.71	0.00	13.71	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 13.71 (2020CCR)	C	NH	2023	8,250,000	6,600,000	1,650,000				Y
Simpson	3-20014.00		I 65	13.71	0.00	13.71	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 13.71 (2020CCR)	C	NH	2024	8,250,000	6,600,000	1,650,000				Y
Simpson	3-8856.00	US	31	2.32	8.48	10.80	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-31W FROM KY-1008 TO KY-621. (14CCN)(16CCR) (2020CCR)	D	STP	2022	1,560,000	1,248,000	312,000				N
Simpson	3-8856.00	US	31	2.32	8.48	10.80	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-31W FROM KY-1008 TO KY-621. (14CCN)(16CCR) (2020CCR)	R	STP	2024	1,740,000	1,392,000	348,000				N
Spencer	5-10014.00	CR	1128	0.01	0.03	0.03	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WASHBURN LANE BRIDGE OVER ELK CREEK. (108B00017N)(SD)	D	STP	2021	160,000	128,000	32,000				N
Spencer	5-10014.00	CR	1128	0.01	0.03	0.03	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WASHBURN LANE BRIDGE OVER ELK CREEK. (108B00017N)(SD)	C	STP	2021	850,000	680,000	170,000				N
Spencer	5-80150.00	KY	1319	0.02	1.96	1.98	NOT AVAILABLE	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1319 AT MP 1.970 (2020CCN)	D	STP	2023	100,000	80,000	20,000				N
Spencer	5-80150.00	KY	1319	0.02	1.96	1.98	NOT AVAILABLE	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1319 AT MP 1.970 (2020CCN)	R	STP	2023	10,000	8,000	2,000				N
Spencer	5-80150.00	KY	1319	0.02	1.96	1.98	NOT AVAILABLE	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1319 AT MP 1.970 (2020CCN)	U	STP	2023	30,000	24,000	6,000				N
Spencer	5-80150.00	KY	1319	0.02	1.96	1.98	NOT AVAILABLE	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1319 AT MP 1.970 (2020CCN)	C	STP	2024	1,107,000	885,600	221,400				N
Spencer	5-8955.00	KY	44	0.16	0.28	0.44	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY-44 NEAR DUTCHMAN CREEK ROAD. (16CCN) (2020CCR)	D	STP	2021	270,000	216,000	54,000				N
Spencer	5-8955.00	KY	44	0.16	0.28	0.44	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY-44 NEAR DUTCHMAN CREEK ROAD. (16CCN) (2020CCR)	R	STP	2022	230,000	184,000	46,000				N
Spencer	5-8955.00	KY	44	0.16	0.28	0.44	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY-44 NEAR DUTCHMAN CREEK ROAD. (16CCN) (2020CCR)	U	STP	2022	210,000	168,000	42,000				N
Spencer	5-8955.00	KY	44	0.16	0.28	0.44	SAFETY / SAFETY(P)	SAFETY(P)	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY-44 NEAR DUTCHMAN CREEK ROAD. (16CCN) (2020CCR)	C	STP	2023	1,270,000	1,016,000	254,000				N
Taylor	4-142.30	CO	0	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY AND CONNECTIVITY VIA NEW CAMPBELLSVILLE BYPASS FROM KY-70 TO US-68 EAST OF CAMPBELLSVILLE. SECTION 2. (2010BOP)(16CCR) (2020CCR)	C	STP	2021	12,100,000	9,680,000	2,420,000				
Taylor	4-4309.00	KY	3098	0.25	2.36	2.61	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-3098 IN TAYLOR COUNTY	C	STP	2022	55,000	44,000	11,000				N
Taylor	4-4320.00	KY	1061	0.10	1.95	2.05	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1061 IN TAYLOR COUNTY	C	STP	2021	22,000	17,600	4,400				N
Taylor	4-443.00	KY	70	1.37	0.00	1.37	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, ACCESS, GEOMETRICS AND DRAINAGE ON KY-70 IN CAMPBELLSVILLE FROM US-68 TO COUNTRY VIEW COURT (CS-1305)	D	STP	2024	1,000,000	800,000	200,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Taylor	4-80154.00	KY	210	14.15	0.00	14.15	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY BY IMPROVING EXISTING ALIGNMENT IN SPOTS AND ADD PASSING LANES ALONG KY 210 FROM CAMPBELLSVILLE TO HODGENVILLE. MILEPOINTS 0-14.148 AND 6.994-16.613 AND 0-0.750 IN TAYLOR, LARUE, AND GREEN. (2020CCN)	R	STP	2023	500,000	400,000	100,000				N
Taylor	4-80154.00	KY	210	14.15	0.00	14.15	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY BY IMPROVING EXISTING ALIGNMENT IN SPOTS AND ADD PASSING LANES ALONG KY 210 FROM CAMPBELLSVILLE TO HODGENVILLE. MILEPOINTS 0-14.148 AND 6.994-16.613 AND 0-0.750 IN TAYLOR, LARUE, AND GREEN. (2020CCN)	U	STP	2023	2,500,000	2,000,000	500,000				N
Todd	3-8811.00	KY	181	0.40	0.00	0.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY-181 (ELKTON ROAD) FROM US-79 (MP 0.000) TO NORTH OF INTERSECTION WITH US-41 (MP 0.214) TO INCLUDE A NEW INTERSECTION WITH KY-294. (MP 0.000-0.400) (14CCN)(18CCN)	R	STP	2021	280,000	224,000	56,000				N
Todd	3-8811.00	KY	181	0.40	0.00	0.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY-181 (ELKTON ROAD) FROM US-79 (MP 0.000) TO NORTH OF INTERSECTION WITH US-41 (MP 0.214) TO INCLUDE A NEW INTERSECTION WITH KY-294. (MP 0.000-0.400) (14CCN)(18CCN)	U	STP	2021	730,000	584,000	146,000				N
Todd	3-8811.00	KY	181	0.40	0.00	0.40	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY-181 (ELKTON ROAD) FROM US-79 (MP 0.000) TO NORTH OF INTERSECTION WITH US-41 (MP 0.214) TO INCLUDE A NEW INTERSECTION WITH KY-294. (MP 0.000-0.400) (14CCN)(18CCN)	C	STP	2023	2,820,000	2,256,000	564,000				N
Trigg	1-1160.00	CR	1380	0.01	0.01	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1380 (0.014) OVER DYERS CREEK 111C00027N	D	STP	2021	160,000	128,000	32,000				N
Trigg	1-1160.00	CR	1380	0.01	0.01	0.02	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1380 (0.014) OVER DYERS CREEK 111C00027N	C	STP	2021	490,000	392,000	98,000				N
Trigg	1-8951.00	KY	139	0.15	17.83	17.98	RELIABILITY / SIGNING(P)	SAFETY(P)	REALIGN KY 124 APPROACH TO KY 139 TO IMPROVE INTERSECTION ANGLE AND SIGHT DISTANCE. (16CCN)(18CCN) (2020CCR)	D	STP	2021	200,000	160,000	40,000				N
Trigg	1-8951.00	KY	139	0.15	17.83	17.98	RELIABILITY / SIGNING(P)	SAFETY(P)	REALIGN KY 124 APPROACH TO KY 139 TO IMPROVE INTERSECTION ANGLE AND SIGHT DISTANCE. (16CCN)(18CCN) (2020CCR)	R	STP	2021	160,000	128,000	32,000				N
Trigg	1-8951.00	KY	139	0.15	17.83	17.98	RELIABILITY / SIGNING(P)	SAFETY(P)	REALIGN KY 124 APPROACH TO KY 139 TO IMPROVE INTERSECTION ANGLE AND SIGHT DISTANCE. (16CCN)(18CCN) (2020CCR)	U	STP	2021	160,000	128,000	32,000				N
Trigg	1-8951.00	KY	139	0.15	17.83	17.98	RELIABILITY / SIGNING(P)	SAFETY(P)	REALIGN KY 124 APPROACH TO KY 139 TO IMPROVE INTERSECTION ANGLE AND SIGHT DISTANCE. (16CCN)(18CCN) (2020CCR)	C	STP	2022	630,000	504,000	126,000				N
Trimble	5-905.00	US	421	0.40	11.28	11.68	SAFETY / SAFETY(P)	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR) (2020CCR)	R	STP	2023	690,000	552,000	138,000				N



2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Trimble	5-905.00	US	421	0.40	11.28	11.68	SAFETY / SAFETY(P)	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR) (2020CCR)	U	STP	2023	550,000	440,000	110,000				N
Trimble	5-905.00	US	421	0.40	11.28	11.68	SAFETY / SAFETY(P)	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR) (2020CCR)	C	STP	2024	1,070,000	856,000	214,000				N
Union	2-4321.00	KY	360	0.16	6.69	6.85	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-360 IN UNION COUNTY	C	STP	2021	35,000	28,000	7,000				N
Warren	3-10015.00	KY	1435	0.04	9.45	9.48	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1435 BRIDGE OVER GASPER RIVER. (114B00074N)	C	STP	2021	1,250,000	1,000,000	250,000			YES	N
Warren	3-110.40	KY	185	1.00	10.02	11.02	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY 185 FROM 0.22 MILES NORTH OF THE AUSTIN RAYMER ROAD TO 0.08 MILES SOUTH OF THE BRIDGE OVER IVY CREEK. (2018BOP)	U	STP	2021	300,000	240,000	60,000			YES	N
Warren	3-110.40	KY	185	1.00	10.02	11.02	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE KY 185 FROM 0.22 MILES NORTH OF THE AUSTIN RAYMER ROAD TO 0.08 MILES SOUTH OF THE BRIDGE OVER IVY CREEK. (2018BOP)	C	STP	2021	4,665,000	3,732,000	933,000			YES	N
Warren	3-199.00	US	31	2.60	4.10	6.70	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-31W FROM SOUTH OF KY-242 TO DILLARD ROAD.(12CCR) (2020CCR)	C	STP	2021	11,690,000	9,352,000	2,338,000			YES	N
Warren	3-20016.00	I	65	11.29	13.71	25.00	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 13.711 TO MILEPOINT 25 (2020CCR)	D	NH	2021	1,350,000	1,080,000	270,000			YES	Y
Warren	3-20016.00	I	65	11.29	13.71	25.00	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 13.711 TO MILEPOINT 25 (2020CCR)	C	NH	2023	6,500,000	5,200,000	1,300,000			YES	Y
Warren	3-20016.00	I	65	11.29	13.71	25.00	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 13.711 TO MILEPOINT 25 (2020CCR)	C	NH	2022	7,000,000	5,600,000	1,400,000			YES	Y
Warren	3-20018.00	KY	9007	2.08	0.00	2.08	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 2.473 (2020CCR)	D	NH	2021	200,000	160,000	40,000			YES	Y
Warren	3-20018.00	KY	9007	2.08	0.00	2.08	ASSET MANAGEMENT / AM-PAVEMENT (PKY)(P)	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 2.473 (2020CCR)	C	NH	2021	2,000,000	1,600,000	400,000			YES	Y
Warren	3-2042.20	I	165	0.75	7.10	7.85	RELIABILITY / I-CHANGE RECONST(O)	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR: IMPROVE THE NATCHER PARKWAY/US-231 INTERCHANGE (EXIT 9) ON THE WEST SIDE OF BOWLING GREEN. (SEE ITEM NO. 3-202 FOR DESIGN) (2016BOP)	C	NH	2021	4,200,000	3,360,000	840,000			YES	Y
Warren	3-2042.20	I	165	0.75	7.10	7.85	RELIABILITY / I-CHANGE RECONST(O)	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR: IMPROVE THE NATCHER PARKWAY/US-231 INTERCHANGE (EXIT 9) ON THE WEST SIDE OF BOWLING GREEN. (SEE ITEM NO. 3-202 FOR DESIGN) (2016BOP)	C	NH	2022	4,200,000	3,360,000	840,000			YES	Y
Warren	3-4307.00	KY	234	0.11	1.61	1.72	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-234 IN WARREN COUNTY	C	STP	2022	25,000	20,000	5,000			YES	N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Warren	3-80151.00	CR	1350	0.08	0.22	0.30	NOT AVAILABLE	BRIDGE REHAB(P)	REHABILITATE BRIDGE OVER BARREN RIVER ON CR 1350 (2020CCN)	C	STP	2021	650,000	520,000	130,000			YES	N
Warren	3-8702.00	US	231	1.00	9.46	10.45	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	IMPROVE US-231 FROM PASCOE BLVD. TO NORTH OF CAVE MILL ROAD. (12CCN) (2020CCR)	C	NH	2022	3,400,000	2,720,000	680,000			YES	Y
Warren	3-8904.10	US	31	0.97	13.70	14.67	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN) (2020CCR)	R	STP	2022	1,500,000	1,200,000	300,000			YES	N
Warren	3-8904.10	US	31	0.97	13.70	14.67	RELIABILITY / MINOR WIDENING(O)	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN) (2020CCR)	U	STP	2024	1,750,000	1,400,000	350,000			YES	N
Warren	3-8905.00	US	31	1.59	20.90	22.49	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN) (2020CCR)	R	STP	2021	900,000	720,000	180,000			YES	N
Warren	3-8905.00	US	31	1.59	20.90	22.49	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN) (2020CCR)	U	STP	2021	950,000	760,000	190,000			YES	N
Warren	3-8905.00	US	31	1.59	20.90	22.49	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN) (2020CCR)	C	STP	2023	6,000,000	4,800,000	1,200,000			YES	N
Washington	4-396.20	US	150	2.07	0.43	2.50	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP) (2020CCR)	D	STP	2021	500,000	400,000	100,000				N
Washington	4-396.20	US	150	2.07	0.43	2.50	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP) (2020CCR)	R	STP	2022	390,000	312,000	78,000				N
Washington	4-396.20	US	150	2.07	0.43	2.50	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP) (2020CCR)	U	STP	2023	1,200,000	960,000	240,000				N
Washington	4-396.20	US	150	2.07	0.43	2.50	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP) (2020CCR)	C	STP	2024	10,700,000	8,560,000	2,140,000				N
Washington	4-4323.00	KY	53	0.36	0.30	0.66	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-53 IN WASHINGTON COUNTY	C	STP	2021	77,000	61,600	15,400				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Washington	4-8916.20	KY	55	4.55	0.00	4.55	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	HEARTLAND PARKWAY: ADDRESS SAFETY AND MOBILITY ON KY 55 FROM THE MARION/WASHINGTON COUNTY LINE NORTH TO US-150X IN SPRINGFIELD. (CONSTRUCTION SEGMENT 2)(2018BOP)	C	NH	2021	5,000,000	4,000,000	1,000,000				Y
Wayne	8-1050.00	CR	1136	0.10	0.18	0.28	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1136 (MP 0.225) OVER LITTLE SOUTH FORK RIVER; 0.25 MI SE OF JCT CR-5137; 116C00007N	C	STP	2021	445,000	356,000	89,000				N
Wayne	8-20010.00	KY	90	3.54	0.00	3.54	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-90X FROM MILEPOINT 0.00 TO MILEPOINT 3.54 (2020CCR)	C	STP	2022	1,623,000	1,298,400	324,600				N
Wayne	8-4311.00	KY	789	0.30	1.00	1.30	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-789 IN WAYNE COUNTY	C	STP	2023	64,000	51,200	12,800				N
Wayne	8-80006.00	KY	1275	0.48	4.00	4.48	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 1275 TO FOUR LANES WITH FOUR FOOT SHOULDERS AND FIVE FOOT SIDEWALKS FROM KY 90 TO BELL LANE(18CCN) (2020CCR)	D	STP	2021	490,000	392,000	98,000				N
Wayne	8-80006.00	KY	1275	0.48	4.00	4.48	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 1275 TO FOUR LANES WITH FOUR FOOT SHOULDERS AND FIVE FOOT SIDEWALKS FROM KY 90 TO BELL LANE(18CCN) (2020CCR)	R	STP	2021	200,000	160,000	40,000				N
Wayne	8-80006.00	KY	1275	0.48	4.00	4.48	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 1275 TO FOUR LANES WITH FOUR FOOT SHOULDERS AND FIVE FOOT SIDEWALKS FROM KY 90 TO BELL LANE(18CCN) (2020CCR)	U	STP	2021	500,000	400,000	100,000				N
Wayne	8-80006.00	KY	1275	0.48	4.00	4.48	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	WIDEN KY 1275 TO FOUR LANES WITH FOUR FOOT SHOULDERS AND FIVE FOOT SIDEWALKS FROM KY 90 TO BELL LANE(18CCN) (2020CCR)	C	STP	2022	3,000,000	2,400,000	600,000				N
Webster	2-10019.00	KY	132	0.01	12.30	12.31	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-132 BRIDGE OVER NALL DITCH. (117B00064N)	D	STP	2021	160,000	128,000	32,000				N
Webster	2-10019.00	KY	132	0.01	12.30	12.31	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-132 BRIDGE OVER NALL DITCH. (117B00064N)	C	STP	2021	1,102,500	882,000	220,500				N
Whitley	11-10032.00	KY	904	0.00	8.15	8.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-904 BRIDGE OVER TYES FK OF BENNETTS BR. (118B00070N)	D	STP	2021	60,000	48,000	12,000				N
Whitley	11-10032.00	KY	904	0.00	8.15	8.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-904 BRIDGE OVER TYES FK OF BENNETTS BR. (118B00070N)	C	STP	2021	380,000	304,000	76,000				N
Whitley	11-10034.00	KY	204	0.01	10.15	10.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-204 BRIDGE OVER YOUNGS CREEK. (118B00084N)	D	STP	2021	60,000	48,000	12,000				N
Whitley	11-10034.00	KY	204	0.01	10.15	10.16	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-204 BRIDGE OVER YOUNGS CREEK. (118B00084N)	C	STP	2021	480,000	384,000	96,000				N
Whitley	11-10035.00	KY	2996	0.01	3.55	3.55	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2996 BRIDGE OVER WOLF CREEK. (118B00101N)	D	STP	2021	90,000	72,000	18,000				N
Whitley	11-10035.00	KY	2996	0.01	3.55	3.55	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2996 BRIDGE OVER WOLF CREEK. (118B00101N)	C	STP	2021	270,000	216,000	54,000				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Whitley	11-10044.00	US	25	0.07	5.05	5.12	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RVR. (118B00041N) (2020CCR)	D	STP	2021	90,000	72,000	18,000				N
Whitley	11-10044.00	US	25	0.07	5.05	5.12	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RVR. (118B00041N) (2020CCR)	C	STP	2021	1,880,000	1,504,000	376,000				N
Whitley	11-10045.00	US	25	0.07	6.21	6.28	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RIVER. (118B00042N) (2020CCR)	D	STP	2021	90,000	72,000	18,000				N
Whitley	11-10045.00	US	25	0.07	6.21	6.28	ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RIVER. (118B00042N) (2020CCR)	C	STP	2021	1,880,000	1,504,000	376,000				N
Whitley	11-14.80	I	75	7.74	20.20	27.94	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR) (2020CCR)	R	NH	2021	500,000	400,000	100,000				Y
Whitley	11-14.80	I	75	7.74	20.20	27.94	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR) (2020CCR)	U	NH	2021	500,000	400,000	100,000				Y
Whitley	11-20015.00	I	75	11.27	0.00	11.27	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.27	D	NH	2021	900,000	720,000	180,000				Y
Whitley	11-20015.00	I	75	11.27	0.00	11.27	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.27	C	NH	2022	4,500,000	3,600,000	900,000				Y
Whitley	11-20015.00	I	75	11.27	0.00	11.27	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.27	C	NH	2023	4,500,000	3,600,000	900,000				Y
Whitley	11-20018.00	I	75	5.20	20.20	25.40	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 20.2 TO MILEPOINT 24.645	D	NH	2024	375,000	300,000	75,000				Y
Whitley	11-20019.00	I	75	2.54	25.40	27.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 23.0 (25.26 NON-CARDINAL) TO MILEPOINT 28.872	D	NH	2021	250,000	200,000	50,000				Y
Whitley	11-20019.00	I	75	2.54	25.40	27.94	ASSET MANAGEMENT / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 23.0 (25.26 NON-CARDINAL) TO MILEPOINT 28.872	C	NH	2021	2,500,000	2,000,000	500,000				Y
Whitley	11-4311.00	KY	1064	0.31	6.26	6.57	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2022	67,000	53,600	13,400				N
Whitley	11-4312.00	KY	1064	0.41	13.14	13.55	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2022	87,000	69,600	17,400				N
Whitley	11-4313.00	KY	779	0.33	2.03	2.36	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2022	71,000	56,800	14,200				N
Whitley	11-4321.00	KY	26	0.09	0.67	0.76	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	C	STP	2022	20,000	16,000	4,000				N
Whitley	11-4322.00	KY	856	0.61	0.00	0.61	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-856 IN WHITLEY COUNTY	C	STP	2022	129,000	103,200	25,800				N
Whitley	11-4327.00	KY	727	0.07	2.81	2.88	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-727 IN WHITLEY COUNTY	C	STP	2022	15,000	12,000	3,000				N
Whitley	11-4328.00	KY	312	0.02	1.14	1.16	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-312 IN WHITLEY COUNTY	C	STP	2023	6,000	4,800	1,200				N

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Whitley	11-4329.00	KY	312	0.03	1.21	1.24	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-312 IN WHITLEY COUNTY	C	STP	2023	5,000	4,000	1,000				N
Whitley	11-4330.00	KY	856	0.26	0.26	0.52	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-856 IN WHITLEY COUNTY	C	STP	2023	54,000	43,200	10,800				N
Whitley	11-4335.00	KY	1064	0.57	10.27	10.84	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2023	121,000	96,800	24,200				N
Whitley	11-4336.00	KY	727	0.04	0.99	1.03	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-727 IN WHITLEY COUNTY	C	STP	2023	9,000	7,200	1,800				N
Whitley	11-4337.00	KY	727	0.06	0.70	0.76	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-727 IN WHITLEY COUNTY	C	STP	2023	13,000	10,400	2,600				N
Whitley	11-4338.00	KY	779	0.24	4.06	4.30	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2023	51,000	40,800	10,200				N
Whitley	11-4339.00	KY	779	0.09	3.49	3.58	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2023	19,000	15,200	3,800				N
Whitley	11-4340.00	KY	779	0.11	7.67	7.78	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2023	24,000	19,200	4,800				N
Whitley	11-4341.00	KY	836	0.28	0.87	1.15	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-836 IN WHITLEY COUNTY	C	STP	2023	59,000	47,200	11,800				N
Whitley	11-4346.00	KY	1064	0.19	5.14	5.33	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2024	40,000	32,000	8,000				N
Whitley	11-4347.00	KY	779	0.11	6.35	6.46	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2024	25,000	20,000	5,000				N
Whitley	11-4348.00	KY	779	0.04	8.58	8.62	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2024	8,000	6,400	1,600				N
Whitley	11-4358.00	KY	1064	0.04	5.57	5.61	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2024	9,000	7,200	1,800				N
Whitley	11-4359.00	KY	204	0.04	2.72	2.76	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-204 IN WHITLEY COUNTY	C	STP	2024	11,000	8,800	2,200				N
Whitley	11-4361.00	KY	312	0.02	0.25	0.27	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-312 IN WHITLEY COUNTY	C	STP	2024	5,000	4,000	1,000				N
Whitley	11-4362.00	KY	727	0.07	0.99	1.06	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-727 IN WHITLEY COUNTY	C	STP	2024	16,000	12,800	3,200				N
Whitley	11-4363.00	KY	836	0.04	1.29	1.33	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-836 IN WHITLEY COUNTY	C	STP	2024	10,000	8,000	2,000				N
Whitley	11-4364.00	KY	856	0.19	1.24	1.43	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-856 IN WHITLEY COUNTY	C	STP	2024	41,000	32,800	8,200				N
Whitley	11-4369.00	KY	1064	0.43	14.90	15.33	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2021	91,000	72,800	18,200				N
Whitley	11-4372.00	KY	26	0.15	0.30	0.45	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	C	STP	2021	33,000	26,400	6,600				N
Whitley	11-4375.00	KY	26	0.13	0.48	0.61	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	C	STP	2021	27,000	21,600	5,400				N
Whitley	11-4420.00	KY	1064	0.36	5.17	5.53	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-1064 IN WHITLEY COUNTY	C	STP	2021	77,000	61,600	15,400				N
Whitley	11-4421.00	KY	26	0.02	0.90	0.92	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	C	STP	2021	5,000	4,000	1,000				N
Whitley	11-4422.00	KY	26	0.05	1.43	1.48	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	C	STP	2021	11,000	8,800	2,200				N
Whitley	11-4423.00	KY	779	0.07	9.96	10.03	IMPROVE SAFETY	SAF-GUARDRAIL(P)	INSTALL GUARDRAIL ON KY-779 IN WHITLEY COUNTY	C	STP	2021	14,000	11,200	2,800				N
Wolfe	10-168.20	KY	9009	7.68	45.64	53.32	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.6 MILES WEST OF THE KY 191 OVERPASS TO THE KY 1010 INTERCHANGE. (2020CCR)	R	NH	2021	6,500,000	5,200,000	1,300,000				Y
Wolfe	10-168.20	KY	9009	7.68	45.64	53.32	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.6 MILES WEST OF THE KY 191 OVERPASS TO THE KY 1010 INTERCHANGE. (2020CCR)	U	NH	2022	2,000,000	1,600,000	400,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Wolfe	10-168.20	KY	9009	7.68	45.64	53.32	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.6 MILES WEST OF THE KY 191 OVERPASS TO THE KY 1010 INTERCHANGE. (2020CCR)	C	INFRA	2022	28,000,000	28,000,000	0				Y
Wolfe	10-168.20	KY	9009	7.68	45.64	53.32	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.6 MILES WEST OF THE KY 191 OVERPASS TO THE KY 1010 INTERCHANGE. (2020CCR)	C	NH	2024	11,400,000	5,700,000	5,700,000				Y
Wolfe	10-168.20	KY	9009	7.68	45.64	53.32	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.6 MILES WEST OF THE KY 191 OVERPASS TO THE KY 1010 INTERCHANGE. (2020CCR)	C	NH	2023	11,400,000	5,700,000	5,700,000				Y
Wolfe	10-168.50	KY	9009	3.28	53.32	56.60	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY CORRIDOR TO 4 LANES FROM THE KY 1010 INTERCHANGE TO 0.45 MILES WEST OF THE KY 205 INTERCHANGE. (PRIORITY SECTION 1) (2020CCR)	R	NH	2021	5,000,000	4,000,000	1,000,000				Y
Wolfe	10-168.50	KY	9009	3.28	53.32	56.60	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY CORRIDOR TO 4 LANES FROM THE KY 1010 INTERCHANGE TO 0.45 MILES WEST OF THE KY 205 INTERCHANGE. (PRIORITY SECTION 1) (2020CCR)	U	NH	2022	1,140,000	912,000	228,000				Y
Wolfe	10-168.50	KY	9009	3.28	53.32	56.60	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY CORRIDOR TO 4 LANES FROM THE KY 1010 INTERCHANGE TO 0.45 MILES WEST OF THE KY 205 INTERCHANGE. (PRIORITY SECTION 1) (2020CCR)	C	INFRA	2022	27,150,000	27,150,000	0				Y
Wolfe	10-168.50	KY	9009	3.28	53.32	56.60	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY CORRIDOR TO 4 LANES FROM THE KY 1010 INTERCHANGE TO 0.45 MILES WEST OF THE KY 205 INTERCHANGE. (PRIORITY SECTION 1) (2020CCR)	C	NH	2024	11,400,000	5,700,000	5,700,000				Y
Wolfe	10-168.50	KY	9009	3.28	53.32	56.60	RELIABILITY / MAJOR WIDENING(O)	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY CORRIDOR TO 4 LANES FROM THE KY 1010 INTERCHANGE TO 0.45 MILES WEST OF THE KY 205 INTERCHANGE. (PRIORITY SECTION 1) (2020CCR)	C	NH	2023	11,400,000	5,700,000	5,700,000				Y
Wolfe	10-20009.00	KY	9000	6.85	36.00	42.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 36 TO MILEPOINT 42.85 (2020CCR)	D	NH	2021	550,000	440,000	110,000				Y
Wolfe	10-20009.00	KY	9000	6.85	36.00	42.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 36 TO MILEPOINT 42.85 (2020CCR)	C	NH	2023	3,000,000	2,400,000	600,000				Y

2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
PROJECT LISTING BY COUNTY  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION	NHS
Wolfe	10-20009.00	KY	9000	6.85	36.00	42.85	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 36 TO MILEPOINT 42.85 (2020CCR)	C	NH	2022	2,500,000	2,000,000	500,000				Y
Wolfe	10-20010.00	KY	9009	3.36	42.85	46.21	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.853 TO MILEPOINT 46.208	D	NH	2022	275,000	220,000	55,000				Y
Wolfe	10-20010.00	KY	9009	3.36	42.85	46.21	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.853 TO MILEPOINT 46.208	C	NH	2022	2,750,000	2,200,000	550,000				Y
Wolfe	10-212.00	KY	191	0.20	4.77	4.97	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE KY-191 AND KY-1812 INTERSECTION.	D	STP	2023	290,000	232,000	58,000				N
Wolfe	10-212.00	KY	191	0.20	4.77	4.97	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE KY-191 AND KY-1812 INTERSECTION.	R	STP	2023	120,000	96,000	24,000				N
Wolfe	10-212.00	KY	191	0.20	4.77	4.97	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE KY-191 AND KY-1812 INTERSECTION.	U	STP	2023	110,000	88,000	22,000				N
Wolfe	10-212.00	KY	191	0.20	4.77	4.97	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	IMPROVE THE KY-191 AND KY-1812 INTERSECTION.	C	STP	2024	900,000	720,000	180,000				N
Woodford	7-20023.00	US	60	1.96	7.35	9.31	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	NH	2021	350,000	280,000	70,000				Y
Woodford	7-20023.00	US	60	1.96	7.35	9.31	ASSET MANAGEMENT / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	NH	2021	3,500,000	2,800,000	700,000				Y





**B. Federally-funded ZVarious  
(Pages 1 - 7)**



2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-65.17	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2020. (2020CCR)	C	STP	2023	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-65.17	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2020. (2020CCR)	C	STP	2022	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-65.17	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2020. (2020CCR)	C	STP	2021	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-65.17	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2020. (2020CCR)	C	STP	2024	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-66.15	CO	0	0.00			RELIABILITY / ITS(P)	ITS(P)	ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020. (2020CCR)	C	NH	2023	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-66.15	CO	0	0.00			RELIABILITY / ITS(P)	ITS(P)	ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020. (2020CCR)	C	NH	2022	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-66.15	CO	0	0.00			RELIABILITY / ITS(P)	ITS(P)	ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020. (2020CCR)	C	NH	2021	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-66.15	CO	0	0.00			RELIABILITY / ITS(P)	ITS(P)	ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020. (2020CCR)	C	NH	2024	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-195.16	CO	0	0.00			RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2020 (98CCR) (2020CCR)	C	TAP	2024	12,500,000	10,000,000	0	2,500,000		
ZVARIOUS Statewide	99-195.16	CO	0	0.00			RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2020 (98CCR) (2020CCR)	C	TAP	2023	12,500,000	10,000,000	0	2,500,000		
ZVARIOUS Statewide	99-195.16	CO	0	0.00			RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2020 (98CCR) (2020CCR)	C	TAP	2021	12,500,000	10,000,000	0	2,500,000		
ZVARIOUS Statewide	99-195.16	CO	0	0.00			RELIABILITY / TRANSP ENHANCEMENT(P)	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2020 (98CCR) (2020CCR)	C	TAP	2022	12,500,000	10,000,000	0	2,500,000		
ZVARIOUS Statewide	99-219.18	CO	0	0.00			RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020. (2020CCR)	C	CM	2021	18,000,000	14,400,000	0	3,600,000		
ZVARIOUS Statewide	99-219.18	CO	0	0.00			RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020. (2020CCR)	C	CM	2023	18,000,000	14,400,000	0	3,600,000		
ZVARIOUS Statewide	99-219.18	CO	0	0.00			RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020. (2020CCR)	C	CM	2024	18,000,000	14,400,000	0	3,600,000		
ZVARIOUS Statewide	99-219.18	CO	0	0.00			RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020. (2020CCR)	C	CM	2022	18,000,000	14,400,000	0	3,600,000		
ZVARIOUS Statewide	99-224.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2021. (2020CCR)	C	STP	2023	9,000,000	7,200,000	1,800,000			
ZVARIOUS Statewide	99-224.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2021. (2020CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			

2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-327.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2024	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-327.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2022	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-327.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2023	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-327.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-337.15	CO	0	0.00			RELIABILITY / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	STATEWIDE I-STATE ROUTES FOR FY 2021.(14CCR) (2020CCR)	C	NH	2023	9,000,000	7,200,000	1,800,000			
ZVARIOUS Statewide	99-337.15	CO	0	0.00			RELIABILITY / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	STATEWIDE I-STATE ROUTES FOR FY 2021.(14CCR) (2020CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-346.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2024	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-346.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2023	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-346.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2022	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-346.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2021	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-352.16	CO	0	0.00			SAFETY / SAFETY-RR PROTECTN(P)	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020. (2020CCR)	C	RRP	2024	4,400,000	3,520,000	880,000			
ZVARIOUS Statewide	99-352.16	CO	0	0.00			SAFETY / SAFETY-RR PROTECTN(P)	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020. (2020CCR)	C	RRP	2023	4,400,000	3,520,000	880,000			
ZVARIOUS Statewide	99-352.16	CO	0	0.00			SAFETY / SAFETY-RR PROTECTN(P)	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020. (2020CCR)	C	RRP	2021	500,000	400,000	100,000			
ZVARIOUS Statewide	99-352.16	CO	0	0.00			SAFETY / SAFETY-RR PROTECTN(P)	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020. (2020CCR)	C	RRP	2022	500,000	400,000	100,000			
ZVARIOUS Statewide	99-369.10	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2021. (2020CCR)	C	NH	2023	9,000,000	7,200,000	1,800,000			
ZVARIOUS Statewide	99-369.10	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2021. (2020CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-388.10	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020. (2020CCR)	C	STP	2024	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-388.10	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020. (2020CCR)	C	STP	2023	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-388.10	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020. (2020CCR)	C	STP	2021	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-388.10	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020. (2020CCR)	C	STP	2022	4,000,000	3,200,000	800,000			
ZVARIOUS Statewide	99-391.06	CO	0	0.00			RELIABILITY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (2020CCR)	D	STP	2023	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-391.06	CO	0	0.00			RELIABILITY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (2020CCR)	D	STP	2021	1,000,000	800,000	200,000			

2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-391.06	CO	0	0.00			RELIABILITY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (2020CCR)	D	STP	2022	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-391.06	CO	0	0.00			RELIABILITY / DESIGN ENGINEERING(O)	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (2020CCR)	D	STP	2024	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-395.08	CO	0	0.00			RELIABILITY / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	PAVEMENT REPAIR AT INTERSECTIONS FOR VARIOUS ROADWAYS FOR FY 2021.(12CCR) (2020CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-395.08	CO	0	0.00			RELIABILITY / AM-PAVEMENT (INT)(P)	AM-PAVEMENT (INT)(P)	PAVEMENT REPAIR AT INTERSECTIONS FOR VARIOUS ROADWAYS FOR FY 2021.(12CCR) (2020CCR)	C	STP	2023	9,000,000	7,200,000	1,800,000			
ZVARIOUS Statewide	99-400.07	CO	0	0.00			SAFETY / LIGHTING(P)	LIGHTING(P)	UPGRADE NAVIGATIONAL LIGHTING FOR BRIDGES OVER MAJOR STREAMS AND WATERWAYS FOR FY 2021. (2020CCR)	C	STP	2023	500,000	400,000	100,000			
ZVARIOUS Statewide	99-400.07	CO	0	0.00			SAFETY / LIGHTING(P)	LIGHTING(P)	UPGRADE NAVIGATIONAL LIGHTING FOR BRIDGES OVER MAJOR STREAMS AND WATERWAYS FOR FY 2021. (2020CCR)	C	STP	2021	500,000	400,000	100,000			
ZVARIOUS Statewide	99-400.07	CO	0	0.00			SAFETY / LIGHTING(P)	LIGHTING(P)	UPGRADE NAVIGATIONAL LIGHTING FOR BRIDGES OVER MAJOR STREAMS AND WATERWAYS FOR FY 2021. (2020CCR)	C	STP	2022	500,000	400,000	100,000			
ZVARIOUS Statewide	99-400.07	CO	0	0.00			SAFETY / LIGHTING(P)	LIGHTING(P)	UPGRADE NAVIGATIONAL LIGHTING FOR BRIDGES OVER MAJOR STREAMS AND WATERWAYS FOR FY 2021. (2020CCR)	C	STP	2024	500,000	400,000	100,000			
ZVARIOUS Statewide	99-510.05	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED). (2020CCR)	C	STP	2022	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-510.05	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED). (2020CCR)	C	STP	2021	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-510.05	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED). (2020CCR)	C	STP	2024	2,000,000	1,600,000	400,000			
ZVARIOUS Statewide	99-510.05	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED). (2020CCR)	C	STP	2023	2,000,000	1,600,000	400,000			

2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-511.04	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2020. (2020CCR)	C	STP	2024	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-511.04	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2020. (2020CCR)	C	STP	2022	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-511.04	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2020. (2020CCR)	C	STP	2021	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-511.04	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2020. (2020CCR)	C	STP	2023	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-514.01	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	PREVENTATIVE MAINTENANCE FOR BRIDGE STRUCTURES FOR FY 2021. (2020CCR)	C	STP	2023	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-514.01	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	PREVENTATIVE MAINTENANCE FOR BRIDGE STRUCTURES FOR FY 2021. (2020CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-518.01	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2020. (2020CCR)	C	NH	2023	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-518.01	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2020. (2020CCR)	C	NH	2024	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-518.01	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2020. (2020CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-518.01	CO	0	0.00			RELIABILITY / LANDSLIDE REPAIR(P)	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2020. (2020CCR)	C	NH	2022	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-911.09	CO	0	0.00			SAFETY / SAFETY-HAZARD ELIM(P)	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP) (2020CCR)	C	SAF	2021	38,500,000	34,650,000	3,850,000			
ZVARIOUS Statewide	99-911.09	CO	0	0.00			SAFETY / SAFETY-HAZARD ELIM(P)	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP) (2020CCR)	C	SAF	2024	38,500,000	34,650,000	3,850,000			
ZVARIOUS Statewide	99-911.09	CO	0	0.00			SAFETY / SAFETY-HAZARD ELIM(P)	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP) (2020CCR)	C	SAF	2022	38,500,000	34,650,000	3,850,000			
ZVARIOUS Statewide	99-911.09	CO	0	0.00			SAFETY / SAFETY-HAZARD ELIM(P)	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP) (2020CCR)	C	SAF	2023	38,500,000	34,650,000	3,850,000			
ZVARIOUS Statewide	99-1063.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2021	1,000,000	800,000	200,000			

2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-1063.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2024	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-1063.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2023	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-1063.16	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020. (2020CCR)	C	STP	2022	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-1071.08	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES FOR FY 2020. (2020CCR)	C	STP	2021	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1071.08	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES FOR FY 2020. (2020CCR)	C	STP	2024	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1071.08	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES FOR FY 2020. (2020CCR)	C	STP	2023	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1071.08	CO	0	0.00			SAFETY / BRIDGE INSPECTION(P)	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES FOR FY 2020. (2020CCR)	C	STP	2022	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1074.08	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2021. (2020CCR)	C	STP	2022	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1074.08	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2021. (2020CCR)	C	STP	2024	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1074.08	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2021. (2020CCR)	C	STP	2023	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-1074.08	CO	0	0.00			ASSET MANAGEMENT / AM-BRIDGE (P)	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2021. (2020CCR)	C	STP	2021	3,000,000	2,400,000	600,000			
ZVARIOUS Statewide	99-2700.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2020. (2020CCR)	C	STP	2024	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-2700.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2020. (2020CCR)	C	STP	2022	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-2700.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2020. (2020CCR)	C	STP	2023	5,000,000	4,000,000	1,000,000			
ZVARIOUS Statewide	99-2700.14	CO	0	0.00			RELIABILITY / AM-PAVEMENT (PRI)(P)	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2020. (2020CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			

2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
LISTING OF ZVARIOUS PROJECTS  
FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-3011.01	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS. (2020CCR)	C	SAF	2024	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-3011.01	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS. (2020CCR)	C	SAF	2022	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-3011.01	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS. (2020CCR)	C	SAF	2023	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-3011.01	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS. (2020CCR)	C	SAF	2021	1,000,000	800,000	200,000			
ZVARIOUS Statewide	99-8500.16	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	SCHOOL TURN LANE PROJECTS. (08CCN)(12CCR) (2020CCR)	C	STP	2021	2,500,000	2,000,000	500,000			
ZVARIOUS Statewide	99-8500.16	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	SCHOOL TURN LANE PROJECTS. (08CCN)(12CCR) (2020CCR)	C	STP	2024	2,500,000	2,000,000	500,000			
ZVARIOUS Statewide	99-8500.16	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	SCHOOL TURN LANE PROJECTS. (08CCN)(12CCR) (2020CCR)	C	STP	2022	2,500,000	2,000,000	500,000			
ZVARIOUS Statewide	99-8500.16	CO	0	0.00			SAFETY / SAFETY(P)	SAFETY(P)	SCHOOL TURN LANE PROJECTS. (08CCN)(12CCR) (2020CCR)	C	STP	2023	2,500,000	2,000,000	500,000			
ZVARIOUS Statewide	99-9068.61	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2020. (12CCR) (2020CCR)	C	NH	2021	9,100,000	9,100,000	0			
ZVARIOUS Statewide	99-9068.61	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2020. (12CCR) (2020CCR)	C	NH	2024	21,000,000	21,000,000	0			
ZVARIOUS Statewide	99-9068.61	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2020. (12CCR) (2020CCR)	C	NH	2023	21,000,000	21,000,000	0			
ZVARIOUS Statewide	99-9068.61	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2020. (12CCR) (2020CCR)	C	NH	2022	9,100,000	9,100,000	0			
ZVARIOUS Statewide	99-9068.66	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2020. (2020CCR)	C	STP	2024	21,000,000	21,000,000	0			
ZVARIOUS Statewide	99-9068.66	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2020. (2020CCR)	C	STP	2023	21,000,000	21,000,000	0			



2020 STATEWIDE TRANSPORTATION IMPROVEMENT (STIP)  
 LISTING OF ZVARIOUS PROJECTS  
 FY 2021 THRU FY 2024

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ZVARIOUS Statewide	99-9068.66	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2020. (2020CCR)	C	STP	2021	9,100,000	9,100,000	0			
ZVARIOUS Statewide	99-9068.66	CO	0	0.00			RELIABILITY / AM-BRIDGE (P)	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2020. (2020CCR)	C	STP	2022	9,100,000	9,100,000	0			
ZVARIOUS Statewide	99-9659.23	CO	0	0.00			RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT) (2020CCR)	C	NH	2024	30,000,000	30,000,000	0			
ZVARIOUS Statewide	99-9659.23	CO	0	0.00			RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT) (2020CCR)	C	NH	2021	62,800,000	62,800,000	0			
ZVARIOUS Statewide	99-9659.23	CO	0	0.00			RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT) (2020CCR)	C	NH	2022	62,800,000	62,800,000	0			
ZVARIOUS Statewide	99-9659.23	CO	0	0.00			RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT) (2020CCR)	C	NH	2023	30,000,000	30,000,000	0			



**C. State-funded regionally significant  
air quality “Non-Exempt” Projects  
(Pages 1 - 6)**



**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Boone	6-80000.00	KY	237	1.59	0.00	1.59	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT GUNPOWDER RD. FROM US-42 TO KY-536. (18CCN) (2020CCR)	D	SPP	2021	2,080,000	N
Boone	6-80001.00	KY	237	0.08	11.84	11.92	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	EXPANSION OF ROUNDABOUTS ALONG KY-237 AT CARDINAL COVE AND GRAVES RD(18CCN) (2020CCR)	R	SPP	2022	530,000	N
Boone	6-80001.00	KY	237	0.04	11.40	11.44	RELIABILITY / CONGESTION MITIGTN(O)	CONGESTION MITIGTN(O)	EXPANSION OF ROUNDABOUTS ALONG KY-237 AT CARDINAL COVE AND GRAVES RD(18CCN) (2020CCR)	U	SPP	2022	520,000	N
Boone	6-80100.00	KY	1017	0.47	2.55	3.02	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT TURFWAY RD AND THOROUGHbred BLVD FROM 2 WAY TO ONE WAY AND CONSTRUCT NEW I-75 ACCESS (2020CCN)	C	SPP	2022	9,000,000	N
Boone	6-80100.00	KY	717	0.37	0.00	0.37	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT TURFWAY RD AND THOROUGHbred BLVD FROM 2 WAY TO ONE WAY AND CONSTRUCT NEW I-75 ACCESS (2020CCN)	C	SPP	2022		N
Boone	6-80101.00	KY	18	0.00	0.00	0.00	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT KY 18 (BURLINGTON PIKE) TO A SUPER STREET (2020CCN)	D	SPP	2021	1,930,000	
Boone	6-80101.00	KY	18	0.00	0.00	0.00	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT KY 18 (BURLINGTON PIKE) TO A SUPER STREET (2020CCN)	R	SPP	2022	3,000,000	
Boone	6-80101.00	KY	18	0.00	0.00	0.00	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT KY 18 (BURLINGTON PIKE) TO A SUPER STREET (2020CCN)	U	SPP	2022	500,000	
Boone	6-80101.00	KY	18	0.00	0.00	0.00	NOT AVAILABLE	RECONSTRUCTION(O)	CONVERT KY 18 (BURLINGTON PIKE) TO A SUPER STREET (2020CCN)	C	SPP	2023	12,840,000	
Boone	6-80102.00	KY	3060	0.00	0.00	0.00	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY AND CONGESTION ON KY 3060 (FROGTOWN RD.) AND WIDEN TO 4 LANES (2020CCN)	D	SPP	2022	3,000,000	
Boone	6-80102.00	KY	3060	0.00	0.00	0.00	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY AND CONGESTION ON KY 3060 (FROGTOWN RD.) AND WIDEN TO 4 LANES (2020CCN)	R	SPP	2023	13,000,000	
Boone	6-80102.00	KY	3060	0.00	0.00	0.00	NOT AVAILABLE	SAFETY(P)	ADDRESS SAFETY AND CONGESTION ON KY 3060 (FROGTOWN RD.) AND WIDEN TO 4 LANES (2020CCN)	U	SPP	2024	2,000,000	

**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Bullitt	5-43.00	KY	44	0.00	0.00	0.00	NOT APPLICABLE / SFTY TE IMP	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM KY 1319 KINGS CHURCH HIGHWAY TO SPENCER COUNTY LINE (2020CCN)	D	SPP	2021	1,200,000	
Bullitt	5-43.00	KY	44	0.00	0.00	0.00	NOT APPLICABLE / SFTY TE IMP	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM KY 1319 KINGS CHURCH HIGHWAY TO SPENCER COUNTY LINE (2020CCN)	R	SPP	2023	1,000,000	
Bullitt	5-43.00	KY	44	0.00	0.00	0.00	NOT APPLICABLE / SFTY TE IMP	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM KY 1319 KINGS CHURCH HIGHWAY TO SPENCER COUNTY LINE (2020CCN)	U	SPP	2024	850,000	
Bullitt	5-80100.00	KY	61	3.70	0.00	3.70	NOT AVAILABLE	PLANNING-OKI(O)	ACCESS, SAFETY AND ECONOMIC DEVELOPMENT IMPROVEMENT STUDY ALONG KY 61 IN LEBANON JUNCTION FROM LEBANON JUNCTION MIDDLE SCHOOL TO NELSON COUNTY LINE 9 (MP 0.0 TO 3.7) (2020CCN)	P	SPP	2021	250,000	N
Bullitt	5-80101.00	KY	1450	0.65	1.90	2.55	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY 1450 (BLUE LICK RD.) BETWEEN THE INTERSECTIONS WITH KY 1526 (JOHN HARPER HIGHWAY) AND CR 1512A (JEFFIE LANE) (2020CCN)	D	SPP	2022	1,045,000	N
Bullitt	5-80101.00	KY	1450	0.65	1.90	2.55	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY 1450 (BLUE LICK RD.) BETWEEN THE INTERSECTIONS WITH KY 1526 (JOHN HARPER HIGHWAY) AND CR 1512A (JEFFIE LANE) (2020CCN)	R	SPP	2023	1,125,000	N
Bullitt	5-80101.00	KY	1450	0.65	1.90	2.55	NOT AVAILABLE	SAFETY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY 1450 (BLUE LICK RD.) BETWEEN THE INTERSECTIONS WITH KY 1526 (JOHN HARPER HIGHWAY) AND CR 1512A (JEFFIE LANE) (2020CCN)	U	SPP	2024	2,300,000	N
Bullitt	5-80103.00	KY	44	2.47	18.53	21.00	NOT AVAILABLE	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM BOGARD LANE TO ARMSTRONG LANE (2020CCN)	D	SPP	2021	2,300,000	N
Bullitt	5-80103.00	KY	44	2.47	18.53	21.00	NOT AVAILABLE	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM BOGARD LANE TO ARMSTRONG LANE (2020CCN)	R	SPP	2023	4,700,000	N
Bullitt	5-80103.00	KY	44	2.47	18.53	21.00	NOT AVAILABLE	RECONSTRUCTION(O)	RECONSTRUCT KY 44 FROM BOGARD LANE TO ARMSTRONG LANE (2020CCN)	U	SPP	2024	6,600,000	N

**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Campbell	6-8105.07	PF	9999	0.00			NOT AVAILABLE	RECONSTRUCTION(O)	TRANSPORTATION IMPROVEMENTS TO AA I 275; CONSTRUCT A NEW CONNECTOR RD FROM THE KY 9 TO THE END OF NEW CONSTRUCTION JUST SOUTH OF JOHN'S HILL RD (2020CCN)	R	SPP	2023	1,900,000	
Fayette	7-80112.00	US	27	0.00	0.00	0.00	NOT AVAILABLE	SAFETY(P)	CONSTRUCT A RIGHT TURN LANE HEADED WESTBOUND ON VIRGINIA AVE FROM US 27 AND CONSTRUCT A BUS TURNOUT SOUTH OF VIRGINIA AVE (2020CCN)	C	SPP	2022	163,000	
Fayette	7-80151.00	US	60	2.79	16.37	19.15	NOT AVAILABLE	MINOR WIDENING(O)	MODERNIZE AND IMPROVE CAPACITY ON US 60 FROM KY 859 (HALEY RD) TO KY 1958 (BYPASS RD) (IN CLARK CO) (2020CCN)	D	SPP	2024	3,786,000	N
Fayette	7-8340.00	US	60	0.90	12.50	13.40	RELIABILITY / SCOPING STUDY(O)	SCOPING STUDY(O)	SCOPING STUDY TO RECONSTRUCT/WIDEN US-60/WINCHESTER ROAD TO FOUR LANES. (06CCN)(12CCR)(18CCN)	P	SPP	2021	260,000	N
Jefferson	5-122.00	KY	1065	0.06	9.94	10.01	SAFETY / SAFETY(P)	SAFETY(P)	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR) (2020CCN)	C	SPP	2021	6,700,000	N
Jefferson	5-193.00	CO	0	0.00			NOT AVAILABLE	CONGESTION MITIGTN(O)	TRAFFIC CALMING MEASURES FOR SHELBY PARK AND SMOKETOWN NEIGHBORHOODS IN LOUISVILLE. (2020CCR)	C	SPP	2022	500,000	
Jefferson	5-80000.00	KY	1531	0.20	8.10	8.30	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN) (2020CCR)	P	SPP	2021	750,000	N
Jefferson	5-80000.00	KY	1531	0.20	8.10	8.30	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN) (2020CCR)	D	SPP	2023	5,000,000	N
Jefferson	5-80000.00	KY	1531	0.20	8.10	8.30	RELIABILITY / NEW INTERCHANGE(O)	NEW INTERCHANGE(O)	EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN) (2020CCR)	R	SPP	2024	8,000,000	N

**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Jefferson	5-80003.00	CO	0	0.00			NEW ROUTES / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD(18CCN) (2020CCR)	D	SPP	2021	750,000	
Jefferson	5-80051.00	I	264	0.14	13.96	14.10	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	EXTEND EXISTING SOUND WALL ON I-264 NEAR NEWBURG RD. APPROXIMATELY 750' WEST.(18CCN)	D	SPP	2021	50,000	Y
Jefferson	5-80051.00	I	264	0.14	13.96	14.10	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	EXTEND EXISTING SOUND WALL ON I-264 NEAR NEWBURG RD. APPROXIMATELY 750' WEST.(18CCN)	C	SPP	2021	330,000	Y
Jefferson	5-80052.00	I	64	0.90	10.30	11.20	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	DESIGN AND CONSTRUCT A SOUND BARRIER WALL ON THE WESTBOUND SIDE OF I-64 FROM MP 10.3 TO MP 11.2 FOR APPROXIMATELY 4800 FEET.(18CCN)	D	SPP	2023	250,000	Y
Jefferson	5-80052.00	I	64	0.90	10.30	11.20	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	DESIGN AND CONSTRUCT A SOUND BARRIER WALL ON THE WESTBOUND SIDE OF I-64 FROM MP 10.3 TO MP 11.2 FOR APPROXIMATELY 4800 FEET.(18CCN)	C	SPP	2024	3,210,000	Y
Jefferson	5-80108.00	CR	1015	1.23	0.00	1.23	NOT AVAILABLE	MINOR WIDENING(O)	WIDEN AND IMPROVE RANGELAND RD FROM POLAR LEVEL RDS TO SHEPHERDSVILLE RD (2020CCN)	R	SPP	2024	1,250,000	
Jefferson	5-80109.00	KY	1703	0.01	4.94	4.95	NOT AVAILABLE	BRIDGE REHAB(P)	REPAIR AND REHABILITATE THE BRIDGE AND DRAINAGE STRUCTURES ACROSS TYLER PARK (2020CCN)	C	SPP	2021	2,516,950	N
Jefferson	5-80151.00	US	31	0.10	15.60	15.70	NOT AVAILABLE	I-CHANGE RECONST(O)	RECONSTRUCT THE INTERSECTION OF BARDSTOWN ROAD (US 31E) AND BAXTER AVENUE (KY 1703) FOR PEDESTRIAN SAFETY	C	SPP	2021	150,000	Y
Jefferson	5-8203.00	KY	1819	1.20	6.90	8.10	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT BILTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR) (2020CCR)	C	SPP	2022	3,280,000	N
Jefferson	5-8957.00	I	265	0.80	15.30	16.10	RELIABILITY / SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS(O)	DESIGN AND BUILD A NOISE BARRIER WALL ON THE NORTH SIDE OF I-265 BETWEEN MP 15.3 AND MP 16.1 FOR APPROXIMATELY 4700 FEET. (16CCN)(18CCN)	D	SPP	2023	280,000	Y



**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Jessamine	7-103.00	KY	1980	1.81	3.21	5.02	NOT AVAILABLE	MINOR WIDENING	MINOR WIDENING OF ASHGROVE ROAD (KY 1980) FROM US 27 TO YOUNG DRIVE TO ACCOMMODATE PROPOSED SCHOOL SITE TRAFFIC. (2020CCR)	C	SPP	2022	1,000,000	N
Jessamine	7-80108.00	KY	169	0.54	18.64	19.18	NOT AVAILABLE	SPOT IMPROVEMENTS(O)	IMPROVE KY-169 FROM NORTH OF CLEAR CREEK RD IN JESSAMINE COUNTY TO NORTH OF KY-1967 IN WOODFORD COUNTY. (2020CCN)	D	SPP	2023	870,000	N
Jessamine	7-80108.00	KY	169	0.54	18.64	19.18	NOT AVAILABLE	SPOT IMPROVEMENTS(O)	IMPROVE KY-169 FROM NORTH OF CLEAR CREEK RD IN JESSAMINE COUNTY TO NORTH OF KY-1967 IN WOODFORD COUNTY. (2020CCN)	R	SPP	2024	1,830,000	N
Jessamine	7-87.20	PF	9999	0.00			RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION IA: IMPROVE CONNECTIVITY AND MOBILITY EAST AROUND NICHOLASVILLE FROM SOUTH OF KY-39 TO NORTH OF KY-169. (2020CCR)	C	SPP	2022	7,000,000	
Kenton	6-80002.00	KY	236	1.23	0.14	1.37	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 236 (STEVENSON ROAD) FROM ALICE STREET TO JACQUELINE DRIVE.(18CCN) (2020CCR)	D	SPP	2021	840,000	N
Kenton	6-80002.00	KY	236	1.23	0.14	1.37	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 236 (STEVENSON ROAD) FROM ALICE STREET TO JACQUELINE DRIVE.(18CCN) (2020CCR)	R	SPP	2022	1,660,000	N
Kenton	6-80002.00	KY	236	1.23	0.14	1.37	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 236 (STEVENSON ROAD) FROM ALICE STREET TO JACQUELINE DRIVE.(18CCN) (2020CCR)	U	SPP	2023	1,630,000	N
Kenton	6-80002.00	KY	236	1.23	0.14	1.37	RELIABILITY / RECONSTRUCTION(O)	RECONSTRUCTION(O)	RECONSTRUCT KY 236 (STEVENSON ROAD) FROM ALICE STREET TO JACQUELINE DRIVE.(18CCN) (2020CCR)	C	SPP	2024	6,450,000	N
Kenton	6-80104.00	KY	17	2.33	17.27	19.60	NOT AVAILABLE	SAFETY(P)	RESURFACE AND REPAIR MEDIAN ON KY 17 FROM PIONEER PARK TO KYLES LANE (2020CCN)	D	SPP	2021	50,000	N
Kenton	6-80104.00	KY	17	2.33	17.27	19.60	NOT AVAILABLE	SAFETY(P)	RESURFACE AND REPAIR MEDIAN ON KY 17 FROM PIONEER PARK TO KYLES LANE (2020CCN)	C	SPP	2022	2,010,000	N
Kenton	6-80105.00	KY	2373	0.80	0.00	0.80	NOT AVAILABLE	MINOR WIDENING(O)	WIDEN KENTON LANDS ROAD FROM US 25 TO RIGGS ROAD (2020CCN)	D	SPP	2023	3,000,000	N

**2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
STATE FUNDED REGIONALLY SIGNIFICANT AIR QUALITY "NON-EXEMPT" PROJECTS  
FY 2021 THROUGH FY 2024**

COUNTY	ID NUMBER	PREFIX	ROUTE	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	FUND	YEAR	AMOUNT	NHS
Kenton	6-80105.00	KY	2373	0.80	0.00	0.80	NOT AVAILABLE	MINOR WIDENING(O)	WIDEN KENTON LANDS ROAD FROM US 25 TO RIGGS ROAD (2020CCN)	R	SPP	2024	13,100,000	N
Kenton	6-80106.00	I	75	0.33	0.00	0.33	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE NORTHBOUND ENTRANCE RAMP ONTO I 75 FROM KYLES LANE (KY 1072) (2020CCN)	D	SPP	2022	500,000	Y
Kenton	6-80106.00	I	75	0.33	0.00	0.33	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE NORTHBOUND ENTRANCE RAMP ONTO I 75 FROM KYLES LANE (KY 1072) (2020CCN)	R	SPP	2023	1,275,000	Y
Kenton	6-80106.00	I	75	0.33	0.00	0.33	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE NORTHBOUND ENTRANCE RAMP ONTO I 75 FROM KYLES LANE (KY 1072) (2020CCN)	U	SPP	2024	250,000	Y
Kenton	6-8916.00	CS	3000	0.31	0.00	0.31	RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND HOUSTON ROAD TO CINEMA PROPERTY. (16CCN)(18CCN) (2020CCR)	R	SPP	2021	530,000	N
Kenton	6-8916.00	CS	3000	0.31	0.00	0.31	RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND HOUSTON ROAD TO CINEMA PROPERTY. (16CCN)(18CCN) (2020CCR)	U	SPP	2021	520,000	N
Kenton	6-8916.00	CS	3000	0.31	0.00	0.31	RELIABILITY / NEW ROUTE(O)	NEW ROUTE(O)	EXTEND HOUSTON ROAD TO CINEMA PROPERTY. (16CCN)(18CCN) (2020CCR)	C	SPP	2022	3,790,000	N
Oldham	5-80050.00	KY	329	0.10	0.40	0.50	SAFETY / SAFETY(P)	SAFETY(P)	CONSTRUCT A TURN LANE ON KY 329 BYPASS AT DOVEFIELD DRIVE.(18CCN) (2020CCR)	C	SPP	2021	360,000	N
Scott	7-80102.00	KY	2906	1.12	0.00	1.12	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE CAPACITY AND ACCESS ON KY 2906 FROM US 460 TO US 62 (2020CCN)	D	SPP	2021	811,000	N
Scott	7-80102.00	KY	2906	1.12	0.00	1.12	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE CAPACITY AND ACCESS ON KY 2906 FROM US 460 TO US 62 (2020CCN)	R	SPP	2021	1,158,000	N
Scott	7-80102.00	KY	2906	1.12	0.00	1.12	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE CAPACITY AND ACCESS ON KY 2906 FROM US 460 TO US 62 (2020CCN)	U	SPP	2023	1,406,000	N
Scott	7-80102.00	KY	2906	1.12	0.00	1.12	NOT AVAILABLE	CONGESTION MITIGTN(O)	IMPROVE CAPACITY AND ACCESS ON KY 2906 FROM US 460 TO US 62 (2020CCN)	C	SPP	2024	8,517,000	N
Scott	7-80104.00	US	460	6.44	11.22	17.66	NOT AVAILABLE	RECONSTRUCTION(O)	IMPROVE US 460 FROM RUSSELL CAVE RD TO I 75 (2ND PART OF 7-8705) (2020CCN)	C	SPP	2024	15,000,000	N

# **EXHIBIT A – 6**

## **CONGESTION MITIGATION AND AIR QUALITY PROJECTS**



**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Boone	Boone County Fiscal Court	Limaburg Intersection	Redefine southbound lanes of Limaburg Road on the north side of the KY 18 intersection to increase the dedicated left turn lane capacity.	U	\$12,000	\$1,200.00	\$13,200.00
Boone	Boone County Fiscal Court	Limaburg Intersection	Redefine southbound lanes of Limaburg Road on the north side of the KY 18 intersection to increase the dedicated left turn lane capacity.	C	\$228,370	\$22,837.00	\$251,207.00
Boone	KYTC District 6	US 42	Increase capacity and reduce congestion on U 42 at I71/75	U	\$300,000.00	\$0.00	\$300,000.00
Boone	KYTC District 6	US 42	Increase capacity and reduce congestion on U 42 at I71/75	C	\$7,500,000.00	\$0.00	\$7,500,000.00
Fayette	LFUCG	Armstrong Mill Sidewalks	Construct sidewalks along the north and south sides of Armstrong Mill Road between Tates Creek Road and Greentree Road, then on to the Intersection of Armstrong Mill side roads.	U	20000	\$2,000.00	\$22,000.00
Fayette	LFUCG	Armstrong Mill Sidewalks	Construct sidewalks along the north and south sides of Armstrong Mill Road between Tates Creek Road and Greentree Road, then on to the Intersection of Armstrong Mill side roads.	C	893360	\$89,336.00	\$982,696.00
Fayette	LFUCG	Mercer Road	Widen both sides of Mercer Rd.along the westbound approach to Greendale Rd. intersection to provide separate lanes for left, right, and through traffic. This includes sidewalks, bike lanes, and modification of signals to support the lane use change.	U	48000	\$4,800.00	\$52,800.00
Fayette	LFUCG	Mercer Road	Widen both sides of Mercer Rd.along the westbound approach to Greendale Rd. intersection to provide separate lanes for left, right, and through traffic. This includes sidewalks, bike lanes, and modification of signals to support the lane use change.	C	617840	\$61,784.00	\$679,624.00

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	R	\$5,000.00	\$500.00	\$5,500.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	U	\$7,000.00	\$700.00	\$7,700.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	C	\$145,000.00	\$14,500.00	\$159,500.00
Fayette	LFUCG	Town Branch Trail Ph IV	Construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	U	\$57,000.00	\$5,700.00	\$62,700.00
Fayette	LFUCG	Town Branch Trail Ph IV	Utilities for the construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	C	\$7,720,000.00	\$772,000.00	\$8,492,000.00
Fayette	LFUCG	Town Branch Trail Phase V	R/W for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	R	\$275,764.46	\$27,576.45	\$303,340.91
Fayette	LFUCG	Town Branch Trail Phase V	Utilities for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	U	\$115,000.00	\$11,500.00	\$126,500.00
Fayette	LFUCG	Town Branch Trail Phase V	Construction for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	C	\$2,545,144.17	\$254,514.42	\$2,799,658.59

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	R	\$180,000.00	\$18,000.00	\$198,000.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	U	\$8,000.00	\$800.00	\$8,800.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	C	\$454,400.00	\$45,440.00	\$499,840.00
Fayette	LFUCG	Wilson Downing Sidewalks	Construct approximately 6,000 feet of sidewalk to connect various sections of sidewalk along Wilson Downing Road.	C	716,000.00	71600	787600
Fayette	LFUCG	Wilson Downing Sidewalks	Construct approximately 6,000 feet of sidewalk to connect various sections of sidewalk along Wilson Downing Road.	U	\$24,000.00	2,400.00	\$26,400.00
Jefferson	Jeffersontown	Watterson Trail	Construction of an extension of the Watterson Trail between Stonybrook Drive and Mulberry Row Way.	C	\$1,056,000.00	\$105,600.00	\$1,161,600.00
Jefferson	KYTC District 5	KY 53 Access and Congestion Management	Decrease congestion and improve safety on KY 53 from I71 to Crystal Drive, including the I71 southbound off-ramp.	U	\$318,181.82	\$31,818.18	\$350,000.00
Jefferson	KYTC District 5	KY 53 Access and Congestion Management	Decrease congestion and improve safety on KY 53 from I71 to Crystal Drive, including the I71 southbound off-ramp.	C	\$1,025,642.25	\$102,564.23	\$1,128,206.48

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	R/W for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	R	\$64,000.00	\$6,400.00	\$70,400.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Utilities for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	U	\$72,000.00	\$7,200.00	\$79,200.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	C	\$976,838.00	\$97,683.80	\$1,074,521.80
Scott	City of Georgetown	Cardinal Drive Improvements	Reconfigure KY 32 to include left and right auxiliary turn lanes at Cardinal Drive and widen the rural roadway section on Cardinal Drive adjacent to the middle and high school entrances.	C	\$183,200.00	\$18,320.00	\$201,520.00



## **EXHIBIT A – 7**

- **TRANSPORTATION  
ALTERNATIVES PROGRAM  
PROJECTS**
  
- **TRANSPORTATION  
ENHANCEMENT PROJECTS**



**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	U	\$70,000	\$7,000	\$77,000	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	C	\$442,124	\$44,212	\$486,336	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville Train Depot	Restoration of National Register Depot to found original specifications. Intent is to restore for use by the city for events, services and community education classes as allowed/approved with Heritage Council guidance.	U	\$20,000	\$2,000	\$22,000	Historic Preservation
Allen	Scottsville	Scottsville Train Depot	Restoration of National Register Depot to found original specifications. Intent is to restore for use by the city for events, services and community education classes as allowed/approved with Heritage Council guidance.	C	\$80,056	\$8,006	\$88,062	Historic Preservation
Barren	Glasgow	Trojan Trail Path	10' Trojan Trail multi-use path from Bunche Ave/Hwy249 west to 31E connecting multiple schools & businesses; includes on ped bridge and will connect to South Fork Path.	C	\$868,328	\$86,833	\$955,161	Bicycle and Pedestrian Facilities
Barren	Park City	TA17 Park City New & Upgraded Sidewalk Project	Constructs new 5' sidewalk on the W side of Mammoth Cave Ave and New 5' sidewalk on the south side of Old Dixie Hwy	R	\$16,000	\$1,600	\$17,600	Bicycle and Pedestrian Facilities
Barren	Park City	TA17 Park City Mommoth Cave Avenue Pedestrian Upgrade.	Constructs new 5' sidewalk on the W side of Mammoth Cave Ave from its intersection with Third St to its intersection with KY 255.	U	\$4,000	\$400	\$4,400	Bicycle and Pedestrian Facilities
Barren	Park City	TA17 Park City Mommoth Cave Avenue Pedestrian Upgrade.	Constructs new 5' sidewalk on the W side of Mammoth Cave Ave from its intersection with Third St to its intersection with KY 255.	C	\$162,000	\$16,200	\$178,200	Bicycle and Pedestrian Facilities
Barren	Cave City	Wall Street Sidewalk	New 5' sidewalk on the south/east side of Wall Street from 2nd & Ford intersection to KY 90.	R	\$8,000	\$800	\$8,800	Bicycle and Pedestrian Facilities
Barren	Cave City	Wall Street Sidewalk	New 5' sidewalk on the south/east side of Wall Street from 2nd & Ford intersection to KY 90.	C	\$132,418	\$13,242	\$145,660	Bicycle and Pedestrian Facilities
Bath	Sharpsburg	Sharpsburg Connectivity Project	910' new 5' sidewalk & curb west side from KY 1198 to Comm Ctr & KY 1998 to Park.	R	\$4,000	\$400	\$4,400	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Bath	Sharpsburg	Sharpsburg Connectivity Project	910' new 5' sidewalk & curb west side from KY 1198 to Comm Ctr & KY 1998 to Park.	U	\$4,000	\$400	\$4,400	Bicycle and Pedestrian Facilities
Bath	Sharpsburg	Sharpsburg Connectivity Project	910' new 5' sidewalk & curb west side from KY 1198 to Comm Ctr & KY 1998 to Park.	C	\$82,176	\$8,218	\$90,394	Bicycle and Pedestrian Facilities
Boone	Boone CFC	Burlington Multi-Use Path	Construct 5,450 ft of new 10 ft multi-use path along KY 18 connecting to an existing path at KY 237 then to Limaburg Rd continuing until it ends at KY 1017 and Oakbrook Drive.	U	\$25,000	\$2,500	\$27,500	Bicycle and Pedestrian Facilities
Boone	Boone CFC	Burlington Multi-Use Path	Construct 5,450 ft of new 10 ft multi-use path along KY 18 connecting to an existing path at KY 237 then to Limaburg Rd continuing until it ends at KY 1017 and Oakbrook Drive.	C	\$929,836	\$92,984	\$1,022,820	Bicycle and Pedestrian Facilities
Boone	Boone County	Burlington KY 18 Sidewalks	New sidewalk on southside of KY 8.	D	\$79,750	\$7,975	\$87,725	Bicycle and Pedestrian Facilities
Boone	Boone County	Burlington KY 18 Sidewalks	New sidewalk on southside of KY 8.	C	\$540,000	\$54,000	\$594,000	Bicycle and Pedestrian Facilities
Boone	Boone County	Frogtown Connector Road Sidewalk	5' sidewalk on west side of Frogtown Connector Road.	D	\$73,750	\$7,375	\$81,125	Bicycle and Pedestrian Facilities
Boone	Boone County	Frogtown Connector Road Sidewalk	5' sidewalk on west side of Frogtown Connector Road.	C	\$500,000	\$50,000	\$550,000	Bicycle and Pedestrian Facilities
Boone	Florence	Florence Weaver Road Sidewalks	Install a curb and gutter with 5' sidewalk along 2,100 feet along the north and east side of Weaver Road from Tamarack Drive to Saddlebrook Lane.	C	\$422,400	\$42,240	\$464,640	Bicycle and Pedestrian Facilities
Boone	Florence	Center and Russell Street sidewalk	New sidewalk on south side of Center Street.	D	\$58,750	\$5,875	\$64,625	Bicycle and Pedestrian Facilities
Boone	Florence	Center and Russell Street sidewalk	New sidewalk on south side of Center Street.	U	\$97,600	\$9,760	\$107,360	Bicycle and Pedestrian Facilities
Boone	Florence	Center and Russell Street sidewalk	New sidewalk on south side of Center Street.	C	\$330,730	\$33,073	\$363,803	Bicycle and Pedestrian Facilities
Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	C	\$275,000	\$27,500	\$302,500	Bicycle and Pedestrian Facilities
Boone	Boone CFC	KY 237 Multi-use Path Phase 2	4700' of 10' Multi-Use path on East of KY 237 from KY 20 to Medical Arts Drive.	C	\$316,000	\$31,600	\$347,600	Bicycle and Pedestrian Facilities
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	\$265,350	\$26,535	\$291,885	Bicycle and Pedestrian Facilities
Bourbon	Paris	TA17 Paris Project Walk to School: Rail	Converts an abandoned rail line to a 10' wide bike/pedestrian shared-use path.	C	\$148,120	\$14,812	\$162,932	Conversion of abandoned rail corridors
Boyd	Ashland	15th & 16th Street Sidewalk Project	Design/construction of ADA sidewalks along 15th and 16th streets in City of Ashland.	D	\$16,000	\$1,600	\$17,600	Bicycle and Pedestrian Facilities
Boyd	Ashland	16th & 16th Street Sidewalk Project	Design/construction of ADA sidewalks along 15th and 16th streets in City of Ashland.	C	\$76,000	\$7,600	\$83,600	Bicycle and Pedestrian Facilities
Boyd	Ashland	17th & 16th Street Sidewalk Project	Purchase and installation of 6 bike racks to be placed at various locations within the City of Ashland.	C	\$5,280	\$528	\$5,808	Bicycle and Pedestrian Facilities
Bracken	Augusta	Bracken Street Storm Sewer	Runoff from KY 8 and a partially collapsed storm drain floods local area.	R	\$7,000	\$700	\$7,700	Bicycle and Pedestrian Facilities
Breckinridge	Hardinsburg	Sidewalk	Sidewalk upgrades in multiple locations for ADA compliance.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Breckinridge	Hardinsburg	Sidewalk	Sidewalk upgrades in multiple locations for ADA compliance.	C	\$290,000	\$29,000	\$319,000	Bicycle and Pedestrian Facilities
Bullitt	City of Mt. Washington	Historic Multi-use Trail (Segment C)	Construct 12 ft multi-use path, 6 ft sidewalk and multiple trail/sidewalk safety improvements and trail amenities along North Bardstown Road in Mt. Washington.	U	\$250,000	\$25,000	\$275,000	Bicycle and Pedestrian Facilities
Bullitt	City of Mt. Washington	Historic Multi-use Trail (Segment C)	Construct 12 ft multi-use path, 6 ft sidewalk and multiple trail/sidewalk safety improvements and trail amenities along North Bardstown Road in Mt. Washington.	C	\$80,000	\$8,000	\$88,000	Bicycle and Pedestrian Facilities
Butler	Morgantown	TA17 Morgantown Main Street Connect	Constructs 5' wide sidewalk that spans E to W from 206 Tyler St to 208 US 231. Inserts lighting at specified locations.	R	\$4,000	\$400	\$4,400	SRND

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AS OF AUGUST 2020**

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Butler	Morgantown	TA17 Morgantown Main Street Connect	Constructs 5' wide sidewalk that spans E to W from 206 Tyler St to 208 US 231. Inserts lighting at specified locations.	C	\$73,808	\$7,381	\$81,189	SRND
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 6th Street to Dayton Pike and Chateau Dr. and along Belmont Rd to Ervin Terrace.	C	\$118,400	\$11,840	\$130,240	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton Pike Sidewalk Connector	1500' of 5' sidewalk along the west side of Dayton Pike.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton Pike Sidewalk Connector	1500' of 5' sidewalk along the west side of Dayton Pike.	C	\$155,720	\$15,572	\$171,292	Bicycle and Pedestrian Facilities
Campbell	City of Fort Thomas	North Fort Thomas Ave Sidewalk	Construction of 4,000 linear ft of 5 ft sidewalk parallel to North Fort Thomas Avenue (CS 4169 MP 1.433 to MP 2.16) from Covert Run to Northridge Lane in Fort Thomas.	C	\$492,300	\$49,230	\$541,530	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 2	Upgrade 1,400 linear feet of sidewalk to 5 ft ADA compliant sidewalks and replace noncompliant 5 ft sidewalks on the south side of KY8 from KY 8 to KY 547 in Silver Grove.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 2	Upgrade 1,400 linear feet of sidewalk to 5 ft ADA compliant sidewalks and replace noncompliant 5 ft sidewalks on the south side of KY8 from KY 8 to KY 547 in Silver Grove.	C	\$133,417	\$13,342	\$146,759	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 3	Asphalt multi-use path on south side of KY 8.	D	\$27,795	\$2,780	\$30,575	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 3	Asphalt multi-use path on south side of KY 8.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 3	Asphalt multi-use path on south side of KY 8.	C	\$193,655	\$19,366	\$213,021	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton KY8/TANK Rt 12 Upgrade Project	Adds sharrows along KY 8 from O'Fallon Av to Clark St, following TANK #12 bus route.	U	\$75,298	\$7,530	\$82,828	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton KY8/TANK Rt 12 Upgrade Project	Adds sharrows along KY 8 from O'Fallon Av to Clark St, following TANK #12 bus route.	C	\$60,655	\$6,066	\$66,721	Bicycle and Pedestrian Facilities
Campbell	City of Park Hills	Park Hills St. Joseph Lane Sidewalk	Construct a 4' wide concrete sidewalk on the north side of St. Joseph Ln.	R	\$35,090	\$3,509	\$38,599	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Campbell	City of Park Hills	Park Hills St. Joseph Lane Sidewalk	Construct a 4' wide concrete sidewalk on the north side of St. Joseph Ln.	C	\$160,057	\$16,006	\$176,063	Bicycle and Pedestrian Facilities
Campbell	City of Bellevue	Grandview Elementary Sidewalk	New 180' of 10' sidewalk on east side of S. Foote Ave.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Campbell	City of Bellevue	Grandview Elementary Sidewalk	New 180' of 10' sidewalk on east side of S. Foote Ave.	U	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Campbell	City of Bellevue	Grandview Elementary Sidewalk	New 180' of 10' sidewalk on east side of S. Foote Ave.	C	\$35,000	\$3,500	\$38,500	Bicycle and Pedestrian Facilities
Carter	Grayson	Grayson Pedestrian Network	.55 miles of new & upgraded 5' sidewalk on east side of KY 3297 connecting schools, businesses, Police Dept, Fire Dept, Apt complexes and new Sports Park.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Carter	Grayson	Grayson Pedestrian Network	.55 miles of new & upgraded 5' sidewalk on east side of KY 3297 connecting schools, businesses, Police Dept, Fire Dept, Apt complexes and new Sports Park.	C	\$294,029	\$29,403	\$323,432	Bicycle and Pedestrian Facilities
Clay	Manchester	Riverwalk Improvements Ext.	2300' of 5-8' asphalt trail to continue work done in Ph 1 ending at Stinson City Park.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Clay	Manchester	Riverwalk Improvements Ext.	2300' of 5-8' asphalt trail to continue work done in Ph 1 ending at Stinson City Park.	C	\$145,736	\$14,574	\$160,310	Bicycle and Pedestrian Facilities
Cumberland	Burkesville	TA17 Burkesville River Street Sidewalk	Constructs 615 square yards of 5' wide concrete sidewalk, 23 sidewalk ramps, handrails and appurtenances to connect Burkesville's proposed Trail Town trailhead, the Cumberland River to the city square.	C	\$146,538	\$14,654	\$161,192	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	R	\$16,000	\$1,600	\$17,600	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	U	\$8,000	\$800	\$8,800	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	C	\$311,251	\$31,125	\$342,376	Bicycle and Pedestrian Facilities
Fleming	Fleming CFC	Hillsboro Sidewalks	1400' New & Upgraded 5' sidewalks from Denton St (Hutton Funeral Home) to Hillsboro Elem & expanding connections in the community.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Fleming	Fleming CFC	Hillsboro Sidewalks	1400' New & Upgraded 5' sidewalks from Denton St (Hutton Funeral Home) to Hillsboro Elem & expanding connections in the community.	C	\$134,102	\$13,410	\$147,512	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Floyd	Wayland	TA17 Wayland Connectivity Project	Constructs a pedestrian walkway and scenic turnout adjacent to KY Route 7 between Beaver Creek and an existing waterfall.	R	\$28,800	\$2,880	\$31,680	Construction of turnouts, overlooks & viewing areas
Floyd	Wayland	TA17 Wayland Connectivity Project	Constructs a pedestrian walkway and scenic turnout adjacent to KY Route 7 between Beaver Creek and an existing waterfall.	C	\$49,000	\$4,900	\$53,900	Construction of turnouts, overlooks & viewing areas
Franklin	Frankfort	Frankfort Wayfinding Signage	New wayfinding signage throughout downtown to enact Master Wayfinding Plan including directional, parking, ped, interpretive & street identification signage.	C	\$289,863	\$28,986	\$318,849	Bicycle and Pedestrian Facilities
Grant	City of Dry Ridge	Warsaw Road Sidewalk	Construct 1,745 ft of missing sidewalk between 31 Warsaw Rd and 61 Warsaw Rd servicing Grant County High School and Technical Center in Dry Ridge.	C	\$178,000	\$17,800	\$195,800	Bicycle and Pedestrian Facilities
Grant	Williamstown	TA17 Williamstown Grant County Heritage	Constructs a trail starting at the intersection of Broadway St (KY-476/US 22) and Ferguson Blvd, continuing E toward School Rd/Arnie Risen Blvd. The path ends at the Arnie Risen/Baton Rouge Blvd intersection.	R	\$240,000	\$24,000	\$264,000	Bike/Ped Fac/SRTS
Grant	Williamstown	TA17 Williamstown Grant County Heritage	Constructs a trail starting at the intersection of Broadway St (KY-476/US 22) and Ferguson Blvd, continuing E toward School Rd/Arnie Risen Blvd. The path ends at the Arnie Risen/Baton Rouge Blvd intersection.	C	\$1,203,534	\$120,353	\$1,323,887	Bike/Ped Fac/SRTS
Grant	Williamstown	Sidewalk ADA Compliance	Multiple locations throughout the city where an aging infrastructure and a lack of ADA compliance have created a need for upgrades.	C	\$800,000	\$80,000	\$880,000	Bicycle and Pedestrian Facilities
Graves	City of Mayfield	Mayfield Bike/Ped Path	Construct 700 linear ft of an 8 ft shared-use path on west side of 17th St from KY 121 to Park Dr; 600 linear ft of an 8 ft shared-use path on Park Dr from 17th St to north side of Senior Center at N 15 St; and 100 linear ft of an 8 ft shared-use path on west side of 15th St from Senior Ctr to Maple Ave in Mayfield.	C	\$376,000	\$37,600	\$413,600	Bicycle and Pedestrian Facilities
Graves	Graves CFC	TA17 Symsonia Pedestrian Safety	Adds 10,582' of 5' wide sidewalks along the S side of KY-348 and the E side of KY-131.	R	\$19,200	\$1,920	\$21,120	SRTS
Graves	Graves CFC	TA17 Symsonia Pedestrian Safety	Adds 10,582' of 5' wide sidewalks along the S side of KY-348 and the E side of KY-131.	C	\$479,568	\$47,957	\$527,525	SRTS
Grayson	Caneyville	N Main & Third Streets	Sidewalk upgrade to ADA compliance of 565' of 5' sidewalk on Main St & 3rd Str.	C	\$39,860	\$3,986	\$43,846	Bicycle and Pedestrian Facilities
Grayson	Clarkson	Millerstown to City Park Sidewalk	Combination of ADA upgrade and new sidewalk from E Main to Comm Park & Clarkson Elem.	R	\$100,000	\$10,000	\$110,000	Bicycle and Pedestrian Facilities



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AS OF AUGUST 2020**

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Grayson	Clarkson	Millerstown to City Park Sidewalk	Combination of ADA upgrade and new sidewalk from E Main to Comm Park & Clarkson Elem.	U	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Grayson	Clarkson	Millerstown to City Park Sidewalk	Combination of ADA upgrade and new sidewalk from E Main to Comm Park & Clarkson Elem.	C	\$198,834	\$19,883	\$218,717	Bicycle and Pedestrian Facilities
Grayson	Clarkson	Millerstown to Western KY Pkwy	2600' of mostly new and some ADA upgrade compliant 5' sidewalk on the North side of KY 224 from US 62 to WKU Pkwy.	R	\$100,000	\$10,000	\$110,000	Bicycle and Pedestrian Facilities
Grayson	Clarkson	Millerstown to Western KY Pkwy	2600' of mostly new and some ADA upgrade compliant 5' sidewalk on the North side of KY 224 from US 62 to WKU Pkwy.	C	\$125,066	\$12,507	\$137,573	Bicycle and Pedestrian Facilities
Hardin	City of Radcliff	Radcliff Happy Valley Walking Trail Tunnel.	Radcliff Happy Valley Walking Trail Tunnel.	C	\$442,358	\$44,236	\$486,594	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	R	\$35,000	\$3,500	\$38,500	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	C	\$188,000	\$18,800	\$206,800	Bicycle and Pedestrian Facilities
Hopkins	Dawson Springs	Highway 62 Sidewalk Project	New sidewalk 4-5' on south side US 62 from Parkwood Drive to Frederick Road.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Hopkins	Dawson Springs	Highway 62 Sidewalk Project	New sidewalk 4-5' on south side US 62 from Parkwood Drive to Frederick Road.	C	\$95,700	\$9,570	\$105,270	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Ohio River Levee Trail - Phase III	Ohio River Levee Trail Phase III. Construct bicycle/pedestrian facilities along campground Rd from end of shared use path at the railroad crossing on Campground Rd near I-264 to Lees Lane & the connection to Riverside Gardens Pk at 2899 Lees Lane.	R	\$1,000,000	\$100,000	\$1,100,000	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project to include streetscape enhancements to improve the corridor.	D	\$134,774	\$13,477	\$148,251	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Pond Creek	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Synder FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.	D	\$583,387	\$58,339	\$641,726	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Jefferson	Louisville Metro	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Dodge Gap	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.	D	\$323,517	\$32,352	\$355,869	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Medora	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.	D	\$183,536	\$18,354	\$201,890	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	A.B. Sawyer Shared Use Path	Construct multiuse path thru AB Sawyer Pk connecting to surrounding neighborhoods include: Underpass/bridge/site amenities/construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork-Beargrass Creek Bridge to Ormsby Sta/Connect-AB Sawyer Park Greenway.	R	\$300,000	\$30,000	\$330,000	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and ADA accessible ramps, access management and utility relocations, as well as enhance landscaping from Maple Road to Old Taylorsville Road.	U	\$1,540,000	\$154,000	\$1,694,000	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Hill Street Sidewalk Rehabilitation	Rehabilitation of sidewalks along Hill Street between 6th Street and 7th Street.	C	\$143,600	\$14,360	\$157,960	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garrs Lane.	C	\$131,250	\$13,125	\$144,375	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro Parks	Louisville Loop Shared Use Path - McNeely Lake Park Segment	This project proposes to construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park.	D	\$187,500	\$18,750	\$206,250	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro Parks	Louisville Loop Shared Use Path - McNeely Lake Park Segment	This project proposes to construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park.	C	\$2,453,558	\$245,356	\$2,698,914	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	River Road Multi-Modal Improvement Plan	River Road Multimodal improvements-improve safety and comfort of pedestrians and bicyclists along River Road between 3rd Street and 7th Streets.	U	\$121,500	\$12,150	\$133,650	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	River Road Multi-Modal Improvement Plan	River Road Multimodal improvements-improve safety and comfort of pedestrians and bicyclists along River Road between 3rd Street and 7th Streets.	C	\$1,767,135	\$176,714	\$1,943,849	Bicycle and Pedestrian Facilities

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AS OF AUGUST 2020**

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Jefferson	University of Louisville	University of Louisville Pedestrian Improvements	Pedestrian pathway improvements on the Belknap Campus including lighting, curb cut ramps, and sidewalk improvements.	C	\$630,462	\$63,046	\$693,508	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Patti Lane Sidewalk Safety Improvement	Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create manageable commercial entrances for each business.	C	\$930,430	\$93,043	\$1,023,473	Bicycle and Pedestrian Facilities
Jefferson	University of Louisville	University of Louisville Pedestrian Improvements	UofL pedestrian upgrades - Install or upgrade ADA accessible curb cuts/ramps throughout Belknap campus.	C	\$437,500	\$43,750	\$481,250	Bicycle and Pedestrian Facilities
Jefferson	City of Middletown	Bliss Avenue	Construct sidewalk on Bliss Ave. from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.	C	\$131,023	\$13,102	\$144,126	Bicycle and Pedestrian Facilities
Jefferson	City of Middletown	Wetherby Avenue	Construct sidewalk on Wetherby Ave. from North Madison Avenue to Evergreen Road, to include ADA improvements and drainage improvements.	C	\$344,421	\$34,442	\$378,863	Bicycle and Pedestrian Facilities
Jefferson	Plantation	Pedestrian-Focused Mobility Upgrades	Construct new ADA-complaint ramps at all corner-to-corner intersections along Blossom Lane, Bayberry Place, Hermitage Way and Stonehurst Drive.	R	\$6,000	\$600	\$6,600	Bicycle and Pedestrian Facilities
Jefferson	Plantation	Pedestrian-Focused Mobility Upgrades	Construct new ADA-complaint ramps at all corner-to-corner intersections along Blossom Lane, Bayberry Place, Hermitage Way and Stonehurst Drive.	U	\$12,000	\$1,200	\$13,200	Bicycle and Pedestrian Facilities
Jefferson	Plantation	Pedestrian-Focused Mobility Upgrades	Construct new ADA-complaint ramps at all corner-to-corner intersections along Blossom Lane, Bayberry Place, Hermitage Way and Stonehurst Drive.	C	\$20,100	\$2,010	\$22,110	Bicycle and Pedestrian Facilities
Jefferson	TARC	Bus Stop and Access Improvements	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).	C	\$937,500	\$93,750	\$1,031,250	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Jefferson	Louisville Metro	Crums Lane Sidewalk Ph I	Construct a continuous 6-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Cheviot Drive to Janell Road. Construct a crosswalk over Crums Lane at Janell Road, then construct and/or rehabilitate a continuous 6-foot sidewalk from Janell Road to Dixie Highway on the south side. This project will add and/or rehabilitate approximately 3,785 linear feet of sidewalk.	D	102,000	\$10,200	\$112,200	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Newburg Rd Sidewalks	Construct a continuous 6-foot sidewalk on the west side of Newburg Road from the end of the existing sidewalk at Larkmoor Lane to approximately 300 feet south of Bluegrass Park Drive at the entrance to Louisville Metro Animal Services. This project will add approximately 2,775 linear feet of sidewalk.	D	135,000	\$13,500	\$148,500	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Bernheim Lane Sidealk and Road Reconfiguration	Construct a continuous 5-foot sidewalk on the north/east side of Berheim Lane from Dixie Highway to Algonquin Parkway. This project will add approximately 1,150 linear feet of sidewalk. Also reconfigure the roadway from a four-lane highway to two through lanes and a center, two-way left-turn lane	D	68000	\$6,800	\$74,800	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Gagel Avenue Sidewalks	Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.	D	222,000	\$22,200	\$244,200	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	Blanton Lane Sidewalk	Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.	D	166,000	\$16,600	\$182,600	Bicycle and Pedestrian Facilities
Jessamine	City of Nicholasville	East High Shared Use Trail	Construct trail along West Maple St (KY 39) from Central Ave to the proposed Eastern Bypass Trail length=0.7 mi.	D	\$211,000	\$21,100	\$232,100	Bicycle and Pedestrian Facilities
Jessamine	City of Nicholasville	East High Shared Use Trail	Construct trail along West Maple St (KY 39) from Central Ave to the proposed Eastern Bypass Trail length=0.7 mi.	U	\$180,000	\$18,000	\$198,000	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Jessamine	City of Nicholasville	East High Shared Use Trail	Construct trail along West Maple St (KY 39) from Central Ave to the proposed Eastern Bypass Trail length=0.7 mi.	C	\$1,950	\$195	\$2,145	Bicycle and Pedestrian Facilities
Jessamine	City of Nicholasville	West High Shared Use Trail	Construct trail along Wilmore Rd (KY 29) from Cooks Lane to Allie Run including realignment offset intersection and traffic and ped signals; length=0.9 mi.	D	\$234,000	\$23,400	\$257,400	Bicycle and Pedestrian Facilities
Jessamine	City of Nicholasville	West High Shared Use Trail	Construct trail along Wilmore Rd (KY 29) from Cooks Lane to Allie Run including realignment offset intersection and traffic and ped signals; length=0.9 mi.	U	\$48,000	\$4,800	\$52,800	Bicycle and Pedestrian Facilities
Jessamine	City of Nicholasville	West High Shared Use Trail	Construct trail along Wilmore Rd (KY 29) from Cooks Lane to Allie Run including realignment offset intersection and traffic and ped signals; length=0.9 mi.	C	\$1,150,000	\$115,000	\$1,265,000	Bicycle and Pedestrian Facilities
Johnson	City of Paintsville	Paintsville Sidewalk Improvements Phase 2	Construct sidewalks on both sides of Main Street from the intersection with Euclid Ave proceeding west to West Street in Paintsville.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Johnson	City of Paintsville	Paintsville Sidewalk Improvements Phase 2	Construct sidewalks on both sides of Main Street from the intersection with Euclid Ave proceeding west to West Street in Paintsville.	C	\$310,000	\$31,000	\$341,000	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	U	\$318,750	\$31,875	\$350,625	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	C	\$887,500	\$88,750	\$976,250	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Riverfront Commons Highway Avenue Connection	Construct a multi-use path west of the Brent Spence Bridge up to the sidewalks along Highway Avenue in Covington.	C	\$1,100,000	\$110,000	\$1,210,000	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Riverfront Commons	Construct a shared use trail along West Maple Street (KY39) from Central Ave. to the proposed Eastern Bypass Trail. The project will include 500 linear feet of on road bike lanes, 3,000 linear feet of 12' wide shared use trail, intersection improvements at the Miles Road Intersection and 1,800 linear feet of sidewalk connections to the trail.	C	\$800,000	\$80,000	\$880,000	Bicycle and Pedestrian Facilities
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	U	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	C	\$580,299	\$58,030	\$638,329	Bicycle and Pedestrian Facilities
Kenton	City of Erlanger	Brightleaf and Narrows Road Sidewalks	Sidewalk on Brightleaf Boulevard and Narrows Road.	D	\$17,805	\$1,781	\$19,586	Bicycle and Pedestrian Facilities
Kenton	City of Erlanger	Brightleaf and Narrows Road Sidewalks	Sidewalk on Brightleaf Boulevard and Narrows Road.	R	\$36,600	\$3,660	\$40,260	Bicycle and Pedestrian Facilities
Kenton	City of Erlanger	Brightleaf and Narrows Road Sidewalks	Sidewalk on Brightleaf Boulevard and Narrows Road.	U	\$15,000	\$1,500	\$16,500	Bicycle and Pedestrian Facilities
Kenton	City of Erlanger	Brightleaf and Narrows Road Sidewalks	Sidewalk on Brightleaf Boulevard and Narrows Road.	C	\$164,939	\$16,494	\$181,433	Bicycle and Pedestrian Facilities
Kenton		US 25 Sidewalk and Curb Construction	Sidewalk and curb construction. US 25 from North Arlington to the Covington sidewalk system.	R	\$400,000	\$40,000	\$440,000	Bicycle and Pedestrian Facilities
Kenton		US 25 Sidewalk and Curb Construction	Sidewalk and curb construction. US 25 from North Arlington to the Covington sidewalk system.	U	\$150,000	\$15,000	\$165,000	Bicycle and Pedestrian Facilities
Kenton		US 25 Sidewalk and Curb Construction	Sidewalk and curb construction. US 25 from North Arlington to the Covington sidewalk system.	C	\$1,400,000	\$140,000	\$1,540,000	Bicycle and Pedestrian Facilities
Laurel	City of London	South Mill Street Sidewalk	Construct new 5 ft sidewalk on north side of South Mill St starting at W 4th Street in London.	R	\$16,000	\$1,600	\$17,600	Bicycle and Pedestrian Facilities
Laurel	City of London	South Mill Street Sidewalk	Construct new 5 ft sidewalk on north side of South Mill St starting at W 4th Street in London.	C	\$313,482	\$31,348	\$344,830	Bicycle and Pedestrian Facilities
Laurel	City of London	West Dixie Streetscape	Construct 300 ft of new sidewalk on the south side of West Dixie Street to connect to existing sidewalk and add crosswalk in London.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Laurel	City of London	West Dixie Streetscape	Construct 300 ft of new sidewalk on the south side of West Dixie Street to connect to existing sidewalk and add crosswalk in London.	C	\$7,350	\$735	\$8,085	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Lawrence	City of Louisa	Rediscover Louisa Riverwalk	Construct 8 ft pedestrian path along KY 2566 beginning 0.6 mile from 800 N Lock Ave connecting at Ft. Gay bridge and ending at Madison St (KY 3) in the City of Louisa.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Lawrence	City of Louisa	Rediscover Louisa Riverwalk	Construct 8 ft pedestrian path along KY 2566 beginning 0.6 mile from 800 N Lock Ave connecting at Ft. Gay bridge and ending at Madison St (KY 3) in the City of Louisa.	C	\$217,200	\$21,720	\$238,920	Bicycle and Pedestrian Facilities
Lewis	Lewis CFC	Garrison Sidewalks	2,750' of 4' sidewalk from Hickel Lane west to Garrison Lane to Pinnacle Bank/UK Park. A bridge project with D9 will make multiple connects via the bridge and this sidewalk.	R	\$40,000	\$4,000	\$44,000	Bicycle and Pedestrian Facilities
Lewis	Lewis CFC	Garrison Sidewalks	2,750' of 4' sidewalk from Hickel Lane west to Garrison Lane to Pinnacle Bank/UK Park. A bridge project with D9 will make multiple connects via the bridge and this sidewalk.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Lewis	Lewis CFC	Garrison Sidewalks	2,750' of 4' sidewalk from Hickel Lane west to Garrison Lane to Pinnacle Bank/UK Park. A bridge project with D9 will make multiple connects via the bridge and this sidewalk.	C	\$130,000	\$13,000	\$143,000	Bicycle and Pedestrian Facilities
Logan	Auburn	TA17 Auburn KY 103 Pedestrian Upgrade	Constructs 5' sidewalk upgrades and sidewalk extensions on the N side of KY 103 (College St) approximately 300' from its intersection with US 38X (Main St) to its intersection with Sugar Maple Dr.	R	\$24,000	\$2,400	\$26,400	Bike/Ped Fac
Logan	Auburn	TA17 Auburn KY 103 Pedestrian Upgrade	Constructs 5' sidewalk upgrades and sidewalk extensions on the N side of KY 103 (College St) approximately 300' from its intersection with US 38X (Main St) to its intersection with Sugar Maple Dr.	U	\$8,000	\$800	\$8,800	Bike/Ped Fac
Logan	Auburn	TA17 Auburn KY 103 Pedestrian Upgrade	Constructs 5' sidewalk upgrades and sidewalk extensions on the N side of KY 103 (College St) approximately 300' from its intersection with US 38X (Main St) to its intersection with Sugar Maple Dr.	C	\$235,520	\$23,552	\$259,072	Bike/Ped Fac
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	U	\$23,440	\$2,344	\$25,784	Bicycle and Pedestrian Facilities
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	C	\$844,240	\$84,424	\$928,664	Bicycle and Pedestrian Facilities
Madison	Berea	Ellipse Street SUP	2200' 10' side SUP on Nside of Ellipse Street to connect from the Berea College Campus to the US 25 Commercial District.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Madison	Berea	Ellipse Street SUP	2200' 10' side SUP on Nside of Ellipse Street to connect from the Berea College Campus to the US 25 Commercial District.	C	\$174,950	\$17,495	\$192,445	Bicycle and Pedestrian Facilities
Marion	Bradfordsville	TA17 Bradfordsville Sidewalk & Drainage Upgrade KY Highways 49 & 337	Phase 1 of 4: Improves drainage along KY 49 and KY 337. Installs approximately 1,700' of 4' wide sidewalk on both sides of HWY 337 from 8th St, W to 6th St.	U	\$4,000	\$400	\$4,400	Env Mitigation
Marion	Bradfordsville	TA17 Bradfordsville Sidewalk & Drainage Upgrade KY Highways 49 & 337	Phase 1 of 4: Improves drainage along KY 49 and KY 337. Installs approximately 1,700' of 4' wide sidewalk on both sides of HWY 337 from 8th St, W to 6th St.	C	\$381,290	\$38,129	\$419,419	Env Mitigation
Marion	Loretto	Loretto Sidewalk Project	6,700' of new 5' sidewalk from KY 49 at Hwy 52 to West Marion Elementary School.	R	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Marion	Loretto	Loretto Sidewalk Project	6,700' of new 5' sidewalk from KY 49 at Hwy 52 to West Marion Elementary School.	U	\$60,000	\$6,000	\$66,000	Bicycle and Pedestrian Facilities
Marion	Loretto	Loretto Sidewalk Project	6,700' of new 5' sidewalk from KY 49 at Hwy 52 to West Marion Elementary School.	C	\$746,000	\$74,600	\$820,600	Bicycle and Pedestrian Facilities
Marshall	Calvert City	TA17 Calvert City Multiuse Trail Project	Final phase of multi-use path. This section connects downtown Calvert City business, residential, and park systems with the existing multi-use path at the I-24/I-69 Exit (Exit 27).	R	\$24,000	\$2,400	\$26,400	Bike/Ped Fac
Marshall	Calvert City	TA17 Calvert City Multiuse Trail Project	Final phase of multi-use path. This section connects downtown Calvert City business, residential, and park systems with the existing multi-use path at the I-24/I-69 Exit (Exit 27).	U	\$20,000	\$2,000	\$22,000	Bike/Ped Fac
Marshall	Calvert City	TA17 Calvert City Multiuse Trail Project	Final phase of multi-use path. This section connects downtown Calvert City business, residential, and park systems with the existing multi-use path at the I-24/I-69 Exit (Exit 27).	C	\$581,517	\$58,152	\$639,669	Bike/Ped Fac
Mason	Maysville	Maysville Depot	Depot Rehabilitation with remaining funds from sidewalk project.	D	\$40,000	\$4,000	\$44,000	Historic Preservation
Mason	Maysville	Maysville Depot	Depot Rehabilitation with remaining funds from sidewalk project.	C	\$110,000	\$11,000	\$121,000	Historic Preservation
Meade	City of Brandenburg	Downtown Sidewalk Connections	Construct 1,750 ft of 5 ft sidewalk along Main Street to KY 448 (Broadway Street) in Brandenburg.	R	\$10,000	\$1,000	\$11,000	Safe Routes for Non-Drivers
Meade	City of Brandenburg	Downtown Sidewalk Connections	Construct 1,750 ft of 5 ft sidewalk along Main Street to KY 448 (Broadway Street) in Brandenburg.	C	\$162,240	\$16,224	\$178,464	Safe Routes for Non-Drivers



**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Meade	City of Brandenburg	Downtown Ped Safety Project	Removal of existing, unsafe walkway on the west side of Main Street in conjunction with the new sidewalk project previously approved on the East side of Main Street. 860' of unsafe sidewalk and 200' of deteriorating retaining wall.	C	\$160,000	\$16,000	\$176,000	Bicycle and Pedestrian Facilities
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	\$259,100	\$25,910	\$285,010	Bicycle and Pedestrian Facilities
Metcalfe	Metcalfe CFC	Pedestrian Improvements	Upgrade 200' of 16' sidewalk wCurb on the south side of Hwy90 from 2503 to 2517. It will install a new crosswalk and connect to new sidewalks constructed on the opposite side of the highway.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Metcalfe	Metcalfe CFC	Pedestrian Improvements	Upgrade 200' of 16' sidewalk wCurb on the south side of Hwy90 from 2503 to 2517. It will install a new crosswalk and connect to new sidewalks constructed on the opposite side of the highway.	U	\$25,000	\$2,500	\$27,500	Bicycle and Pedestrian Facilities
Metcalfe	Metcalfe CFC	Pedestrian Improvements	Upgrade 200' of 16' sidewalk wCurb on the south side of Hwy90 from 2503 to 2517. It will install a new crosswalk and connect to new sidewalks constructed on the opposite side of the highway.	C	\$83,030	\$8,303	\$91,333	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	Trans & Revital Ph2	Ph2 constructs new sidewalk & upgrades some existing to 5' on the west side of Maysville St from Maysville Ave to Terry Dr.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	Trans & Revital Ph2	Ph2 constructs new sidewalk & upgrades some existing to 5' on the west side of Maysville St from Maysville Ave to Terry Dr.	U	\$30,000	\$3,000	\$33,000	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	Trans & Revital Ph2	Ph2 constructs new sidewalk & upgrades some existing to 5' on the west side of Maysville St from Maysville Ave to Terry Dr.	C	\$77,757	\$7,776	\$85,533	Bicycle and Pedestrian Facilities
Muhlenberg	Bremen	Bremen Sidewalks	New & upgraded, unpassable sidewalks 5' on the South side of KY81 from Bremen Elem to Fairview Road and needed crosswalks.	C	\$122,834	\$12,283	\$135,117	Bicycle and Pedestrian Facilities
Nelson	New Haven	Engine #152 Hist Pres	Testing, assessment of critical parts, repair, reassembly & testing for preservation of the official state steam engine.	C	\$335,000	\$33,500	\$368,500	Historic Preservation
Oldham	Oldham County	KY 1793 & Various Sidewalks	Construct sidewalks on KY 1793 from Ridgeview Drive to Ridgetop Drive.	C	\$125,000	\$12,500	\$137,500	Bicycle and Pedestrian Facilities
Oldham	Pee Wee Valley	Ash Avenue Sidewalk	New 5' sidewalk 1,925' on the east side of KY362 from Elm Ave & Old Floydsburg Rd. Including a new crosswalk and connections to existing systems.	R	\$12,500	\$1,250	\$13,750	Bicycle and Pedestrian Facilities
Oldham	Pee Wee Valley	Ash Avenue Sidewalk	New 5' sidewalk 1,925' on the east side of KY362 from Elm Ave & Old Floydsburg Rd. Including a new crosswalk and connections to existing systems.	C	\$69,500	\$6,950	\$76,450	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Pike	Pikeville	Downtown Pikeville Bikeway Project	Designate shared roadways and created bicycle lanes throughout downtown.	C	\$393,200	\$39,320	\$432,520	Bicycle and Pedestrian Facilities
Powell	Stanton	TA17 Stanton	Constructs a 5' wide sidewalk along the south side of East Elkins St & the east side of Ewen St in Stanton.	C	\$150,000	\$15,000	\$165,000	Bike/Ped
Pulaski	City of Somerset	Connect Somerset	New sidewalk/path system of up to 13,500', 4' width connecting downtown to Somerset CTC, retail, housing complexes and residential areas. Other section includes Housing Authority, Veteran's Clinic and other medical facilities.	R	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Pulaski	City of Somerset	Connect Somerset	New sidewalk/path system of up to 13,500', 4' width connecting downtown to Somerset CTC, retail, housing complexes and residential areas. Other section includes Housing Authority, Veteran's Clinic and other medical facilities.	U	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Pulaski	City of Somerset	Connect Somerset	New sidewalk/path system of up to 13,500', 4' width connecting downtown to Somerset CTC, retail, housing complexes and residential areas. Other section includes Housing Authority, Veteran's Clinic and other medical facilities.	C	\$1,489,600	\$148,960	\$1,638,560	Bicycle and Pedestrian Facilities
Rowan	Morehead	Morehead Streetscape Improvements	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	U	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Rowan	Morehead	Morehead Streetscape Improvements	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	C	\$603,898	\$60,390	\$664,288	Bicycle and Pedestrian Facilities
Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	R	\$52,000	\$5,200	\$57,200	Bicycle and Pedestrian Facilities
Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	C	\$354,000	\$35,400	\$389,400	Bicycle and Pedestrian Facilities
Spencer	Taylorsville	Taylorsville Road Sidewalk	4,750' of 6' sidewalk along SR55 from Taylorsville Rd to SR44 Ray Dr to connect downtown to other crucial areas Taylorsville incl schools, residences, parks, medical services & commercial areas.	C	\$210,400	\$21,040	\$231,440	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS  
AS OF AUGUST 2020**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Todd	Elkton	Goebel Ave Bike/Ped Project	New 5' sidewalk to close gaps in existing system along Goebel Ave, also include a new bike lane. CS1017 at KY181 to KY102 1,420'	R	\$55,000	\$5,500	\$60,500	Bicycle and Pedestrian Facilities
Todd	Elkton	Goebel Ave Bike/Ped Project	New 5' sidewalk to close gaps in existing system along Goebel Ave, also include a new bike lane. CS1017 at KY181 to KY102 1,420'	U	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Todd	Elkton	Goebel Ave Bike/Ped Project	New 5' sidewalk to close gaps in existing system along Goebel Ave, also include a new bike lane. CS1017 at KY181 to KY102 1,420'	C	\$280,000	\$28,000	\$308,000	Bicycle and Pedestrian Facilities
Warren	City of Bowling Green	West End Greenways Connection & Intersection	Next phase of project to construct 10' bike/ped from Roland Bland Park to Hobson Grove Park to close the gap between Downtown Bowling Green and the West End in Bowling Green.	C	\$908,217	\$90,822	\$999,039	Bicycle and Pedestrian Facilities
Warren	City of Woodburn	KY 240 Pedestrian Improvements	Construct new 5 ft sidewalk on KY 240 from Fletcher to Main St including curb and gutter and drainage in Woodburn.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Warren	City of Woodburn	KY 240 Pedestrian Improvements	Construct new 5 ft sidewalk on KY 240 from Fletcher to Main St including curb and gutter and drainage in Woodburn.	C	\$104,552	\$10,455	\$115,007	Bicycle and Pedestrian Facilities
Woodford	City of Versailles	MUP Douglas Ave - Crossfield Dr	10' MUT along abandoned rail bed on the west side of US 60 bypass.	R	\$5,000	\$500	\$5,500	Conversion of abandoned rail corridors
Woodford	City of Versailles	MUP Douglas Ave - Crossfield Dr	10' MUT along abandoned rail bed on the west side of US 60 bypass.	C	\$178,980	\$17,898	\$196,878	Conversion of abandoned rail corridors



**TRANSPORTATION  
ENHANCEMENT PROJECTS**



**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Cost</u>	<u>Category</u>
Jefferson	Louisville Metro	LaGrange Road Pedestrian Facilities	Construction of sidewalks, bike lanes, and intersection improvements on LaGrange Road between Lyndon and Whipps Mill Road and on KY 146 between Lyndon and Whipps Mill.	C	\$768,850.00	\$76,885.00	\$845,735.00	Pedestrian and Bicycle Facilities
Lincoln	Lincoln County Fiscal Court	Veterans Memorial Park Trail	Construction for the installation of a walking path and bicycle path, fencing and drainage at the intersection of Herndon and Danville Avenue, following Herndon Avenue East to Lancaster Street and onto US 27 , crossing US 27 and continuing to the Veteran's Memorial Park off US 150.	C	\$607,200.00	\$60,720.00	\$667,920.00	Pedestrian and Bicycle Facilities
Todd	Guthrie	Guthrie Transportation Museum Phase 3	Conduct Phase 3 of construction for rehabilitation of the facility to use as a transportation museum and welcome center in the city of Guthrie. Work will occur at 214 and 218 S. Ewing Street.	C	\$268,488.00	\$26,848.80	\$295,336.80	Transportation Museum
Washington	Springfield	Mike Haydon Trail	Trail connecting multiple areas in Springfield.	C	\$426,240.00	\$42,624.00	\$468,864.00	Pedestrian and bicycle facilities
Wayne	City of Monticello	Monticello Sidewalks	Installation of sidewalks within the right of way on various streets in Monticello. Safe Routes to School Project.	C	\$197,883.00	\$19,788.30	\$217,671.30	Pedestrian and bicycle facilities





# **EXHIBIT A - 8**

## **SAFE ROUTES TO SCHOOL PROJECTS**



**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS  
AS OF AUGUST 2020**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	R	\$50,000.00
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	\$135,000.00
Lincoln	Lincoln County Fiscal Court	Crab Orchard SRTS	Construction of sidewalks along KY 643.	C	\$30,665.00
Lincoln	Lincoln County Fiscal Court	Waynesburg SRTS	Construction of sidewalk beginning at the intersection of KY 328 and US 27 and ending at the intersection of North Railroad Street and KY 328.	C	\$110,500.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	U	\$135,000.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	\$40,000.00
Statewide	KYTC-OLP SRTS Program	Statewide Training/Education Initiatives	Development of SRTS Program to provide safety and educational activities for walking and biking to school.	N	\$250,000.00
Webster	Webster County Fiscal Court	Providence Elementary SRTS	Construction of new sidewalks along South Green Street, Maple Street, Locust Street, and Finley Street in Providence.	U	\$48,000
Webster	Webster County Fiscal Court	Providence Elementary SRTS	Construction of new sidewalks along South Green Street, Maple Street, Locust Street, and Finley Street in Providence.	C	\$102,000



**EXHIBIT A - 9**

**RECREATIONAL TRAILS  
PROJECTS**



## RECREATIONAL TRAILS PROGRAM PROJECTS AS OF AUGUST 2020

County	Project Name	Applicant	ADD	Project Description	RTP Request	Local Match
Anderson	YKK to Wild Turkey Rails to Trails Project	City of Lawrenceburg	Bluegrass	Construction of new trails, trailside and trailhead facilities and handicap access starting at YKK Manufacturing Company and ending at Wild Turkey Distillery in the City of Lawrenceburg.	\$240,000.00	\$60,000.00
Breathitt	Breathitt/Knott OHV Connector Trail	Breathitt County Fiscal Court	Kentucky River	Construct 20 miles of ATV trail 4-6 ft wide with crushed rock surface beginning at the Arrowhead Campground/Trailhead in Breathitt Co to nearly 100 miles of OHV trails in Knott Co. Need to obtain permanent easements from willing landowners.	\$100,000.00	\$25,000.00
Campbell	Sargeant Park Trail	City of Dayton	Northern Kentucky	Construction of new trails, trailside and trailhead facilities and maintenance of existing trails at Sargeant Park in the City of Dayton.	\$91,042.92	\$22,760.73
Carter	Olive Hill Downtown Trail	City of Olive Hill	FIVCO	Extend dirt trail and purchase and install a foot bridge.	\$12,500.00	\$12,500.00
Daviess	Adkisson Green Belt East Trail Extension	City of Owensboro	Green River	Construct 4,700 ft. of asphalt trail, 10-12 ft. wide for walking, biking and skating. This would extend the existing Adkisson Greenbelt ending to KY Hwy 54.	\$50,000.00	\$519,025.00
Daviess	Whitesville Community Park Trail Resurfacing	City of Whitesville	Green River	Resurfacing of Whitesville Community Park Trail in the City of Whitesville.	\$28,776.00	\$7,194.00
Estill	Kentucky River Park & Recreation Center Phase III Trails Project	Estill County Fiscal Court	Bluegrass	Construct 1500 ft of asphalt trail, 9 ft wide. There is 2.7 miles of existing trail in the park. Trail uses are for walking and biking. Project includes 2 pedestrian bridges and paving existing trails and a 68x108 trailhead parking lot.	\$50,520.00	\$50,520.00
Floyd	Prestonsburg Downtown Enhancements	City of Prestonsburg	Big Sandy	Install 20 wayfinding signs, 2 information kiosks, 10 benches, and 15 trash cans along trails in Prestonsburg for walking, biking equestrian, skating, access to canoeing to support 26 miles of trails.	\$20,000.00	\$5,000.00
Grayson	Beville Park Trail Expansion	City of Leitchfield	Lincoln Trail	Construction of a new trail, trailside and trailhead facilities at Beville Park in the City of Leitchfield	\$149,150.00	\$37,650.00
Grayson	Taylor Fork Trail	Grayson County Fiscal Court	Lincoln Trail	Construct 4 miles of nature trail 6-8 ft. wide for walking, biking. Signage is included. Donated labor, equipment will be the match.	\$20,000.00	\$4,000.00
Green	Greensburg Greenway Belt	City of Greensburg	Lake Cumberland	Construct asphalt trail, 5 feet wide for walking, biking, and access to canoeing.	\$65,675.00	\$108,901.00
Harlan	Putney-Great Eastern/Pine Mountain Equestrian Connector Trail	Harlan County Fiscal Court	Cumberland Valley	Construct 1 mile, 8 ft. wide natural loop trail for equestrian use to connect to the Great Eastern Trail and Pine Mountain Trail. Restructure approximately 8 miles of existing trails. Project includes trailside facilities: kiosk, signage, water stations, picnic tables.	\$95,783.20	\$23,945.82
Hopkins	City of Earlington Equipment and Trail Improvement Project	City of Earlington	Pennyrile	Construction of new trails, trailside and trailhead facilities and maintenance of existing trail at the Earlington Loch Mary Lake ATV Park in the City of Earlington.	\$122,400.00	\$30,600.00
Leslie	2019 Motorized Recreational Trail Project	City of Hyden	Kentucky River	Construction and implementation of over 10 miles of trails. The trails will be constructed along existing old mining and logging roads in the area. It will include trailhead facilities and a picnic shelter in the City of Hyden.	\$200,000.00	\$50,000.00
Leslie	River Front Park Walking Trail	City of Hyden	Kentucky River	Construct a 1 mile trail, 5 ft. wide, asphalt trail for walking that connects to an existing 1/4 mile walking trail at the City of Hyden's Riverside Park.	\$100,000.00	\$144,000.00
Lincoln	Logan's Fort Trail Extension Project	Lincoln County Fiscal Court	Bluegrass	Construct 11,560 ft. of crushed stone trail, 10 ft. wide extending existing trail for walking and biking located in the Logan's Fort, L&N Depot vicinity. Signage, benches, trash cans are included in the project. Force account labor/equipment will be some of the match.	\$85,750.00	\$85,750.00
Madison	Battle of Richmond Recreation & Interpretive Trail Project	Madison County Fiscal Court	Bluegrass	Construct 1.5 miles of asphalted trails, 10 feet wide for walking and biking located at the Battle of Richmond Site. The project includes trailside facilities (signage/interpretive/rules, benches, trashcans).	\$75,000.00	\$75,000.00
Madison	Camp Catalpa Trail Renovation	City of Richmond	Bluegrass	Construct .5 of a mile with gravel, 6 ft wide to connect to existing .5 mile of trail for walking and access to canoeing. The project includes trailside facilities (benches, trash cans, pet waste stations).	\$26,650.00	\$26,650.00

## RECREATIONAL TRAILS PROGRAM PROJECTS AS OF AUGUST 2020

County	Project Name	Applicant	ADD	Project Description	RTP Request	Local Match
Menifee	Cave Run Lake Motorized Water Trails	Menifee County	Gateway	Rehabilitate motorized and non-motorized water trails on Cave Run Lake in Bath, Menifee, Morgan and Rowan Counties.	\$250,000.00	\$62,500.00
Ohio	Ohio County Trail Town Task Force Trail Extension	Ohio County Fiscal Court	Green River	Construct 5,980 ft. of new trail, 2 ft. wide dirt trail for access to canoeing, walking. Project includes trailhead signage, kiosk and trailside signage, benches, trash cans. Donated labor and materials will be part of the match.	\$65,000.00	\$20,000.00
Perry	Perry County Buckhorn Lake - Lake Shore Trail Project	Perry County Fiscal Court	Kentucky River	Construct 8 miles of gravel trail, 2 ft. wide for walking, backpacking for a Shoreline Trail along the Buckhorn Lake beginning at Eagles Landing RV Park and ending at Buckhorn Lodge land owned by the Corps. Project includes trail equipment, maps, bike rack, and signage.	\$63,359.00	\$63,359.00
Perry	Rowdy OHV Looped Trail System	Perry County Fiscal Court	Kentucky River	Construct 20 mile looped OHV trail system that will be part of a four county initiative between Breathitt, Knott, Perry, and Magoffin Co. motorized trail system that will be known as the Breathitt - Knott Connector Trail, Phase 2.	\$96,000.00	\$24,000.00
Pike	Pike County ATV/UTV Trails	Pike County Fiscal Court	Big Sandy	This is Phase II and III of the Pike County Off Highway Trail System. Phase II: Construct 20.8 miles of new ATV Trails, 6-8 ft wide. The project includes Safety and Education, Trailside Facilities (signage, parking, and restrooms), maintenance of existing trails.	\$100,000.00	\$34,620.00
Powell	Judy Creek Trail	City of Stanton	Bluegrass	Construct .80 of a asphalted trail, 10 ft wide to be near the future Senior Citizen Center. Project includes signage.	\$73,289.25	\$73,289.25
Rowan	Triplett Valley Trail Project	City of Morehead	Gateway	Rehabilitate and extend the Triplett Valley Trail by 2,700 linear feet utilizing porous paving grids filled with brick dust and brick chips. The materials used for the trail extension will make the trail more accessible to handicapped visitors and more ADA compliant, allowing all permitted methods of transportation to pass over tree roots without disturbing the ground or trees.	\$250,000.00	\$176,438.00



**EXHIBIT A - 10**

**PUBLIC TRANSPORTATION  
(TRANSIT) PROJECTS**



Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5307 - Projected Federal Transit Apportionments  
STIP FY 2021-2024  
Contact: Eric Perez or Tabitha Martin

FY 2021 Urbanized Area	FY 2021 Operating	FY 2021 Capital	FY 2021 Planning	Total Federal
Ashland	\$ 642,224.00	\$ -	\$ -	\$642,224.00
Bowling Green	\$ 767,318.00	\$ 413,170.00	\$ -	\$ 1,180,488.00
Clarksville	\$ 314,042.00	\$ -	\$ -	\$314,042.00
Henderson	\$ 332,366.00	\$ -	\$ -	\$332,366.00
Lextran	\$ -	\$ 4,873,525.00	\$ -	\$4,873,525.00
Owensboro	\$ 1,015,232.00	\$ 679,556.00	\$ 18,368.00	\$1,713,156.00
Radcliff/E'Town	\$ -	\$ 1,545,651.00	\$ -	\$1,545,651.00
TANK	\$ -	\$ 3,992,901.00	\$ -	\$3,992,901.00
TARC	\$ -	\$ 12,649,756.00	\$ -	\$12,649,756.00
	\$ 3,071,182.00	\$ 24,154,559.00	\$ 18,368.00	\$ 27,244,109.00

FY 2022 Urbanized Area	FY 2022 Operating	FY 2022 Capital	FY 2022 Planning	Total Federal
Ashland	\$ 674,335.20	\$ -	\$ -	\$ 674,335.20
Bowling Green	\$ 805,683.90	\$ 433,828.50	\$ -	\$ 1,239,512.40
Clarksville	\$ 329,744.10	\$ -	\$ -	\$ 329,744.10
Henderson	\$ 348,984.30	\$ -	\$ -	\$ 348,984.30
Lextran	\$ -	\$ 5,117,201.25	\$ -	\$ 5,117,201.25
Owensboro	\$ 1,065,993.60	\$ 713,533.80	\$ 19,286.40	\$ 1,798,813.80
Radcliff/E'Town	\$ 1,622,933.55	\$ -	\$ -	\$ 1,622,933.55
TANK	\$ -	\$ 4,192,546.05	\$ -	\$ 4,192,546.05
TARC	\$ -	\$ 13,282,243.80	\$ -	\$ 13,282,243.80
	\$ 4,847,674.65	\$ 23,739,353.40	\$ 19,286.40	\$ 28,606,314.45

FY 2023 Urbanized Area	FY 2023 Operating	FY 2023 Capital	FY 2023 Planning	Total Federal
Ashland	\$ 708,051.96	\$ -	\$ -	\$ 708,051.96
Bowling Green	\$ 845,968.10	\$ 455,519.93	\$ -	\$ 1,301,488.02
Clarksville	\$ 346,231.31	\$ -	\$ -	\$ 346,231.31
Henderson	\$ 366,433.52	\$ -	\$ -	\$ 366,433.52
Lextran	\$ -	\$ 5,373,061.31	\$ -	\$ 5,373,061.31
Owensboro	\$ 1,119,293.28	\$ 749,210.49	\$ 20,250.72	\$ 1,888,754.49
Radcliff/E'Town	\$ 1,704,080.23	\$ -	\$ -	\$ 1,704,080.23
TANK	\$ -	\$ 4,402,173.35	\$ -	\$ 4,402,173.35
TARC	\$ -	\$ 13,946,355.99	\$ -	\$ 13,946,355.99
	\$ 5,090,058.38	\$ 24,926,321.07	\$ 20,250.72	\$ 30,036,630.17

FY 2024 Urbanized Area	FY 2024 Operating	FY 2024 Capital	FY 2024 Planning	Total Federal
Ashland	\$ 743,454.56	\$ -	\$ -	\$ 743,454.56
Bowling Green	\$ 888,266.50	\$ 478,295.92	\$ -	\$ 1,366,562.42
Clarksville	\$ 363,542.87	\$ -	\$ -	\$ 363,542.87
Henderson	\$ 384,755.19	\$ -	\$ -	\$ 384,755.19
Lextran	\$ -	\$ 5,641,714.38	\$ -	\$ 5,641,714.38
Owensboro	\$ 1,175,257.94	\$ 786,671.01	\$ 21,263.26	\$ 1,983,192.21
Radcliff/E'Town	\$ 1,789,284.24	\$ -	\$ -	\$ 1,789,284.24
TANK	\$ -	\$ 4,622,282.02	\$ -	\$ 4,622,282.02
TARC	\$ -	\$ 14,643,673.79	\$ -	\$ 14,643,673.79
	\$ 5,344,561.30	\$ 26,172,637.12	\$ 21,263.26	\$ 31,538,461.68

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5303 & 5304 - Projected Federal Transit Apportionments  
STIP FY 2021-2024  
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING**

July 1, 2020 to June 30, 2021

**SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING**

**Federal Share**

SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 810,624.00
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 185,918.00
TOTALS		<b>\$ 996,542.00</b>

July 1, 2021 to June 30, 2022

**SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING**

**Federal Share**

SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 851,155.20
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 185,918.00
TOTALS		<b>\$ 1,037,073.20</b>

July 1, 2022 to June 30, 2023

**SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING**

**Federal Share**

SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 893,712.96
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 185,918.00
TOTALS		<b>\$ 1,079,630.96</b>

July 1, 2023 to June 30, 2024

**SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING**

**Federal Share**

SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 938,398.61
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 185,918.00
TOTALS		<b>\$ 1,124,316.61</b>

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5311 - Projected Federal Transit Apportionments  
STIP FY 2021-2024  
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5311 RURAL AREA FORMULA, RTAP, & APPALACHIAN DEVELOPMENT PUBLIC ASSISTANCE PROGRAM**

July 1, 2020 to June 30, 2021

<b>5311</b>	<b>Bus and Bus Facility Program</b>	<b>Federal Share</b>
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 19,637,208.00
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 317,172.00
<b>TOTALS</b>		<b>\$ 21,718,380.00</b>

July 1, 2021 to June 30, 2022

<b>5311</b>	<b>Bus and Bus Facility Program</b>	<b>Federal Share</b>
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 20,619,068.40
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 333,030.60
<b>TOTALS</b>		<b>\$ 22,716,099.00</b>

July 1, 2022 to June 30, 2023

<b>5311</b>	<b>Bus and Bus Facility Program</b>	<b>Federal Share</b>
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 21,650,021.82
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 349,682.13
<b>TOTALS</b>		<b>\$ 23,763,703.95</b>

July 1, 2023 to June 30, 2024

<b>5311</b>	<b>Bus and Bus Facility Program</b>	<b>Federal Share</b>
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 22,732,522.91
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 367,166.24
<b>TOTALS</b>		<b>\$ 24,863,689.15</b>

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5339 - Projected Federal Transit Apportionments  
STIP FY 2021-2024  
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS**

July 1, 2020 to June 30, 2021

<b>5339 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,500,000.00	\$ 875,000.00	\$ 4,375,000.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 432,471.00	\$ 108,117.75	\$ 540,588.75
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,465,271.00	\$ 616,317.75	\$ 3,081,588.75
Capital	HART - Evansville, IN--KY	\$ 320,387.00	\$ 80,096.75	\$ 400,483.75
Capital	ABS - Huntington, WV--KY--OH	\$ 273,941.00	\$ 68,485.25	\$ 342,426.25
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 612,056.00	\$ 153,014.00	\$ 765,070.00
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,882,193.00	\$ 470,548.25	\$ 2,352,741.25
<b>TOTALS</b>		<b>\$ 9,486,319.00</b>	<b>\$ 2,371,579.75</b>	<b>\$ 11,857,898.75</b>

July 1, 2021 to June 30, 2022

<b>5339 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,675,000.00	\$ 918,750.00	\$ 4,593,750.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 454,094.55	\$ 113,523.64	\$ 567,618.19
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,588,534.55	\$ 647,133.64	\$ 3,235,668.19
Capital	HART - Evansville, IN--KY	\$ 336,406.35	\$ 84,101.59	\$ 420,507.94
Capital	ABS - Huntington, WV--KY--OH	\$ 287,638.05	\$ 71,909.51	\$ 359,547.56
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 642,658.80	\$ 160,664.70	\$ 803,323.50
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,976,302.65	\$ 494,075.66	\$ 2,470,378.31
<b>TOTALS</b>		<b>\$ 9,960,634.95</b>	<b>\$ 2,490,158.74</b>	<b>\$ 12,450,793.69</b>

July 1, 2022 to June 30, 2023

<b>5339 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,858,750.00	\$ 964,687.50	\$ 4,823,437.50
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 476,799.28	\$ 119,199.82	\$ 595,999.10
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,717,961.28	\$ 679,490.32	\$ 3,397,451.60
Capital	HART - Evansville, IN--KY	\$ 353,226.67	\$ 88,306.67	\$ 441,533.33
Capital	ABS - Huntington, WV--KY--OH	\$ 302,019.95	\$ 75,504.99	\$ 377,524.94
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 674,791.74	\$ 168,697.94	\$ 843,489.68
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 2,075,117.78	\$ 518,779.45	\$ 2,593,897.23
<b>TOTALS</b>		<b>\$ 10,458,666.70</b>	<b>\$ 2,614,666.67</b>	<b>\$ 13,073,333.37</b>

July 1, 2023 to June 30, 2024

<b>5339 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 4,051,687.50	\$ 1,012,921.88	\$ 5,064,609.38
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 500,639.24	\$ 125,159.81	\$ 625,799.05
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,853,859.34	\$ 713,464.84	\$ 3,567,324.18
Capital	HART - Evansville, IN--KY	\$ 370,888.00	\$ 92,722.00	\$ 463,610.00
Capital	ABS - Huntington, WV--KY--OH	\$ 317,120.95	\$ 79,280.24	\$ 396,401.19
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 708,531.33	\$ 177,132.83	\$ 885,664.16
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 2,178,873.67	\$ 544,718.42	\$ 2,723,592.09
<b>TOTALS</b>		<b>\$ 10,981,600.03</b>	<b>\$ 2,745,400.01</b>	<b>\$ 13,727,000.04</b>

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5310 - Projected Federal Transit Apportionments  
STIP FY 2021-2024  
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES**

July 1, 2020 to June 30, 2021

<b>5310 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,799,878.00	\$ 449,969.50	\$ 2,249,847.50
Capital	KYTC/Office of Transportation Delivery - KY Small Urbanized Areas 50,000 to 199,999 in Population	\$ 453,269.00	\$ 113,317.25	\$ 566,586.25
Capital	TANK/OKI - Cincinnati, OH--KY--IN	\$ 1,476,842.00	\$ 369,210.50	\$ 1,846,052.50
Capital	HART - Evansville, IN--KY	\$ 249,674.00	\$ 62,418.50	\$ 312,092.50
Capital	ABS - Huntington, WV--KY--OH	\$ 256,466.00	\$ 64,116.50	\$ 320,582.50
Capital	KYTC/LEXTRAN - Lexington-Fayette, KY	\$ 256,340.00	\$ 64,085.00	\$ 320,425.00
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 986,529.00	\$ 246,632.25	\$ 1,233,161.25
<b>TOTALS</b>		<b>\$ 5,478,998.00</b>	<b>\$ 1,369,749.50</b>	<b>\$ 6,848,747.50</b>

July 1, 2021 to June 30, 2022

<b>5310 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,889,871.90	\$ 472,467.98	\$ 2,362,339.88
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 475,932.45	\$ 118,983.11	\$ 594,915.56
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,550,684.10	\$ 387,671.03	\$ 1,938,355.13
Capital	HART - Evansville, IN--KY	\$ 262,157.70	\$ 65,539.43	\$ 327,697.13
Capital	ABS - Huntington, WV--KY--OH	\$ 269,289.30	\$ 67,322.33	\$ 336,611.63
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 269,157.00	\$ 67,289.25	\$ 336,446.25
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,035,855.45	\$ 258,963.86	\$ 1,294,819.31
<b>TOTALS</b>		<b>\$ 5,752,947.90</b>	<b>\$ 1,438,236.98</b>	<b>\$ 7,191,184.88</b>

July 1, 2022 to June 30, 2023

<b>5310 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,984,365.50	\$ 496,091.37	\$ 2,480,456.87
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 499,729.07	\$ 124,932.27	\$ 624,661.34
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,628,218.31	\$ 407,054.58	\$ 2,035,272.88
Capital	HART - Evansville, IN--KY	\$ 275,265.59	\$ 68,816.40	\$ 344,081.98
Capital	ABS - Huntington, WV--KY--OH	\$ 282,753.77	\$ 70,688.44	\$ 353,442.21
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 282,614.85	\$ 70,653.71	\$ 353,268.56
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,087,648.22	\$ 271,912.06	\$ 1,359,560.28
<b>TOTALS</b>		<b>\$ 6,040,595.30</b>	<b>\$ 1,510,148.82</b>	<b>\$ 7,550,744.12</b>

July 1, 2023 to June 30, 2024

<b>5310 Bus and Bus Facility Program</b>		<b>Federal Share</b>	<b>Local/State Share</b>	<b>Total</b>
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 2,083,583.77	\$ 520,895.94	\$ 2,604,479.71
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 524,715.53	\$ 131,178.88	\$ 655,894.41
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,709,629.22	\$ 427,407.31	\$ 2,137,036.53
Capital	HART - Evansville, IN--KY	\$ 289,028.86	\$ 72,257.22	\$ 361,286.08
Capital	ABS - Huntington, WV--KY--OH	\$ 296,891.45	\$ 74,222.86	\$ 371,114.32
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 296,745.59	\$ 74,186.40	\$ 370,931.99
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,142,030.63	\$ 285,507.66	\$ 1,427,538.29
<b>TOTALS</b>		<b>\$ 6,342,625.06</b>	<b>\$ 1,585,656.26</b>	<b>\$ 7,928,281.32</b>





# **EXHIBIT A - 11**

## **AVIATION IMPROVEMENTS**



**FEDERALLY FUNDED AIRPORT IMPROVEMENT PROGRAM PROJECTS AS OF JULY 2020 (FOR FAA FY2020)**

COUNTY	ASSOCIATED CITY	AIRPORT NAME	PROPERTY DESCRIPTION	FED AMOUNT
Nelson	Bardstown	Bardstown-Nelson County Airport Board	Construct Building [Includes CARES Act Funding]	\$150,000
Warren	Bowling Green	Bowling Green-Warren County Airport Board	Reconstruct Apron, Rehabilitate Apron [Terminal Apron]	\$117,000
Taylor	Campbellsville	Taylor County Airport Board	Construct Taxiway [Includes CARES Act Funding]	\$525,000
Harrison	Cynthiana	Cynthiana-Harrison Airport Board	Obstruction Marking/Lighting/Removal [Non-Hazard] [Includes CARES Act Funding] - 11/29	\$329,012
Mason	Flemingsburg	Fleming-Mason Airport Board	Construct/Extend/Improve Safety Area [Includes CARES Act Funding] - 07/25	\$157,500
Franklin	Frankfort	State of Kentucky/Department of Military Affairs	Rehabilitate Apron [Includes CARES Act Funding]	\$300,000
Barren	Glasgow	Glasgow Airport Board	Acquire Miscellaneous Land [Included CARES Act Funding], Install Taxiway Lighting	\$59,400
Muhlenberg	Greenville	County of Muhlenberg	Obstructions Marking/Lighting/Removal	\$25,000
Ohio County	Hartford	County of Ohio	Rehabilitate Runway Lighting [Includes CARES Act Funding] - 03/21, Rehabilitate	\$375,338
Christian	Hopkinsville	Hopkinsville-Christian County Airport Board	Construct Apron, Construct Taxiway	\$49,735
Russell	Jamestown	Russell County Airport Board	Extend Taxiway	\$270,000
Grayson	Leitchfield	Grayson County Airport Board	Update Airport Master Plan or Study	\$180,000
Daviess	Owensboro	Owensboro-Daviess County Airport Board	Rehabilitate Runway [Includes CARES Act Funding] - 06/24	\$100,161
Daviess	Owensboro	Owensboro-Daviess County Airport Board	Update Airport Master Plan or Study	\$720,000
McCracken	Paducah	Barkley Regional Airport Authority	Construct Apron [Includes CARES Act Funding], Construct Terminal Building	\$1,000,000
Pike	Pikeville	Pikeville/ Pike County Airport Board	Rehabilitate Runway [Includes CARES Act Funding] - 09/27	\$267,066
Caldwell	Princeton	Princeton-Caldwell County Airport Board	Conduct Airport Related Environmental Assessment / Plan / Study	\$100,000
Pulaski	Somerset	Somerset-Pulaski County Airport Board	Install Weather Reporting Equipment	\$165,301
Washington	Springfield	Marion-Washington County Airport Board	Acquire Land for Development [Includes CARES Act Funding]	\$150,000
Powell	Stanton	Stanton Powell County Airport Board	Reconstruct Perimeter Fencing not Required by 49 CFR 1542 [Includes CARES Act Funding]	\$206,160
Morgan	West Liberty	City of West Liberty and County of Morgan	Update Airport Master Plan or Study [Includes CARES Act Funding]	\$170,000
Greenup	Worthington	Ashland-Boyd County Airport Board	Install Runway Lighting [Includes CARES Act Funding] - 10/28	\$532,581
<b>TOTAL</b>				<b>\$5,949,254</b>



# **APPENDIX B**

## **METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS**



**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	<b>\$521,393,326</b>	\$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	<b>\$108,449,812</b>
2022	<b>\$532,863,979</b>	\$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	<b>\$110,835,708</b>
2023	<b>\$544,586,987</b>	\$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	<b>\$113,274,093</b>
2024	<b>\$556,567,901</b>	\$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	<b>\$115,766,123</b>

\*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](http://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**

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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**

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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

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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)**

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

# 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	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,530,000.00</b>	<b>\$ 5,910,000.00</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Amount Programmed to be Spent</b>				
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	\$ -	\$ -	\$ -	\$ -
<b>Total Programmed</b>	<b>\$ 2,530,000.00</b>	<b>\$ 5,910,000.00</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Amount Remaining</b>				
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	\$ -	\$ -	\$ -	\$ -
<b>Total Remaining</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# FY2020-FY2023 Transportation Improvement Program

<b>Tennessee Funding Table 3</b>				
<b>(By Year of Expenditure)</b>				
<b>Funding Source</b>	<b>As of 10/1/2019</b>			
	<b>FY2020 Available</b>	<b>FY2021 Available</b>	<b>FY2022 Available</b>	<b>FY2023 Available</b>
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
<b>Total</b>	<b>\$ 50,344,713.00</b>	<b>\$ 17,494,045.00</b>	<b>\$ 31,033,005.00</b>	<b>\$ 28,130,281.00</b>
<b>Amount Programmed to be Spent</b>				
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
<b>Total</b>	<b>\$ 37,342,158.00</b>	<b>\$ 1,866,490.00</b>	<b>\$ 12,655,450.00</b>	<b>\$ 27,502,726.00</b>
<b>Amount Remaining</b>				
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
<b>Total</b>	<b>\$ 13,002,555.00</b>	<b>\$ 15,627,555.00</b>	<b>\$ 18,377,555.00</b>	<b>\$ 627,555.00</b>

# 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	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 10,826,619.00</b>	<b>\$ 6,903,364.00</b>	<b>\$ 6,103,217.00</b>	<b>\$ 6,191,288.00</b>
<b>Amount Programmed to be Spent</b>				
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	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 10,826,619.00</b>	<b>\$ 6,903,364.00</b>	<b>\$ 6,103,217.00</b>	<b>\$ 6,191,288.00</b>
<b>Amount Remaining</b>				
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	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -

\* 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
<b>Total Maintenance and Operations</b>	<b>24,290,474.00</b>	<b>\$ 24,290,712.00</b>

\*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
<b>Total Maintenance and Operations</b>	<b>\$ 25,412,763</b>	<b>\$ 25,921,019</b>	<b>\$ 26,439,440</b>



**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:

<b>Federal Highway Administration (FHWA) Administered</b>	<b>Federal Transit Administration (FTA) Administered</b>
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.

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## 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.

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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	
<b>Indiana LPA Program of Projects</b>						
<b>MPO Attributable</b>						
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)
<b>Subtotal</b>	<b>\$ 6,750</b>	<b>\$ 8,258</b>	<b>\$ 7,050</b>	<b>\$ 6,134</b>	<b>\$ 4,750</b>	<b>\$ 32,942</b>
<b>State Attributable</b>						
STBG-R	\$ 3,638	\$ 952	\$ 3,797	\$ 1,797	\$ 13	\$ 10,197
<b>Subtotal</b>	<b>\$ 3,638</b>	<b>\$ 952</b>	<b>\$ 3,797</b>	<b>\$ 1,797</b>	<b>\$ 13</b>	<b>\$ 10,197</b>
Note: Indiana HSIP includes \$215,000 annual STBG penalty funding.						
<b>Kentucky LPA program of projects</b>						
<b>MPO Attributable</b>						
SHN (STBG)	\$ 710	\$ 710	\$ 710	\$ 710	\$ 710	\$ 3,550
TA	\$ 39	\$ 39	\$ 39	\$ 39	\$ 39	\$ 195
Prior Year Balance	\$ -	\$ 1,381	\$ -	\$ -	\$ -	\$ 1,381
<b>Subtotal</b>	<b>\$ 749</b>	<b>\$ 2,130</b>	<b>\$ 749</b>	<b>\$ 749</b>	<b>\$ 749</b>	<b>\$ 5,126</b>
<b>Local Project Federal Funding (Indiana &amp; Kentucky)</b>						
<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>total</b>
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
<b>Indiana</b>			
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)
<b>Kentucky</b>			
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**

<b>Evansville-Henderson Urbanized Area</b>	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

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## 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
<b>TOTAL</b>	<b>\$59,538,778</b>	<b>\$59,538,778</b>	<b>\$10,102,058</b>	<b>\$69,640,836</b>

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
<b>TOTAL</b>	<b>\$68,583,661</b>	<b>\$68,583,661</b>	<b>\$9,651,356</b>	<b>\$78,235,017</b>

## 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
<b>TOTAL</b>	<b>\$22,769,039</b>	<b>\$22,372,438</b>	<b>\$4,143,321</b>	<b>\$26,515,759</b>

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
<b>TOTAL</b>	<b>\$111,099,001</b>	<b>\$111,099,001</b>	<b>\$14,786,044</b>	<b>\$125,885,045</b>

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
<b>TOTAL</b>	<b>\$14,967,151</b>	<b>\$14,967,151</b>	<b>\$4,134,617</b>	<b>\$19,101,768</b>

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
<b>TOTAL</b>	<b>\$4,623,981</b>	<b>\$3,999,000</b>	<b>\$999,750</b>	<b>\$4,998,750</b>

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

<b>Kentucky FY 2020</b>				
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

<b>Kentucky FY 2021</b>				
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

<b>Kentucky FY 2022</b>				
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

<b>Kentucky FY 2023</b>				
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**

<b>Kentucky FY 2024</b>				
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

<b>Kentucky FY 2025</b>				
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
<b>Fiscal Year 2020</b>					
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
<b>Fiscal Year 2021</b>					
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
<b>Fiscal Year 2022</b>					
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
<b>Fiscal Year 2023</b>					
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
<b>Fiscal Year 2024</b>					
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
<b>Fiscal Year 2025</b>					
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
<b>Fiscal Year 2020</b>					
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
<b>Fiscal Year 2021</b>					
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
<b>Fiscal Year 2022</b>					
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
<b>Fiscal Year 2023</b>					
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
<b>Fiscal Year 2024</b>					
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
<b>Fiscal Year 2025</b>					
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
<b>TOTAL</b>	<b>\$1,389,970,875</b>		<b>\$1,077,857,846</b>	<b>\$38,498,040</b>	<b>\$273,328,378</b>		<b>\$1,389,684,264</b>

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
<b>TOTAL</b>		<b>\$106,590,269</b>	<b>\$26,647,567</b>	<b>\$133,237,837</b>	<b>\$130,888,439</b>	<b>\$122,820,354</b>	<b>\$253,708,793</b>

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
<b>TOTAL</b>		<b>\$13,157,950</b>	<b>\$3,289,487</b>	<b>\$16,447,437</b>	<b>TOTAL</b>		<b>\$149,685,274</b>

		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
<b>TOTAL</b>		<b>\$6,972,985</b>

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		
<b>Cap Maint &amp; Contracting Subtotal</b>		<b>\$17,192,032</b>			<b>\$18,350,277</b>			<b>\$18,860,028</b>			<b>\$19,092,421</b>

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	
		<b>\$19,025,406</b>			<b>\$19,129,409</b>			<b>\$19,238,866</b>		<b>\$130,866,328</b>

# **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.

<b>PROGRAM FUNDS</b>		<b>PROGRAMMING AGENCY</b>
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
<b>STIP Group</b>					
<i>(Programs Related to Group)</i>					
<b>Discretionary / Earmark</b> <i>(Discretionary, Earmark)</i>	\$ .7	\$ .4	\$ .0	\$ .0	\$1.1
<b>Emergency</b> <i>(Emergency)</i>	\$3.1	\$6.3	\$ .1	\$ .0	\$9.5
<b>FLAP</b> <i>(Federal Lands Access Program)</i>	\$ .3	\$ .0	\$ .0	\$ .0	\$ .3
<b>Local Programs</b> <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
<b>Major Programs</b> <i>(Minor project activities funded by Major Programs)</i>	\$65.0	\$76.0	\$ .0	\$13.6	\$154.6
<b>MPO Capital</b> <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>National Highway Freight</b> <i>(National Highway Freight)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Other</b> <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
<b>Preservation</b> <i>(District Preservation)</i>	\$467.4	\$541.0	\$566.5	\$542.2	\$2117.2
<b>Rail</b> <i>(Railroad Crossing Safety)</i>	\$1.1	\$ .2	\$ .0	\$ .0	\$1.4
<b>Rec Trails</b> <i>(Recreational Trails Program)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Safety</b> <i>(Highway Safety Improvement Program)</i>	\$56.8	\$123.0	\$59.9	\$9.7	\$249.3
<b>State</b> <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
<b>Total Grouped Projects</b>	<b>\$1006.6</b>	<b>\$1151.9</b>	<b>\$941.8</b>	<b>\$825.7</b>	<b>\$3926.0</b>

# 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
<b>TIP Group</b>					
<i>(Programs Related to Group)</i>					
<b>Discretionary / Earmark</b> <i>(Discretionary, Earmark)</i>	\$ .0	\$ .3	\$ .0	\$ .0	\$ .3
<b>Emergency</b> <i>(Emergency)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>FLAP</b> <i>(Federal Lands Access Program)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Local Programs</b> <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
<b>Major Programs</b> <i>(Minor project activities funded by Major Programs)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>MPO Capital</b> <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>National Highway Freight</b> <i>(National Highway Freight)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Other</b> <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
<b>Preservation</b> <i>(District Preservation)</i>	\$ 3.3	\$ 4.9	\$ .2	\$ .0	\$ 8.5
<b>Rail</b> <i>(Railroad Crossing Safety)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Rec Trails</b> <i>(Recreational Trails Program)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Safety</b> <i>(Highway Safety Improvement Program)</i>	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>State</b> <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**

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

**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
<b>TOTAL</b>	<b>\$5,201,680</b>	<b>\$1,795,600</b>	<b>\$1,795,600</b>	<b>\$1,795,600</b>	<b>\$10,588,480</b>
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
<b>TOTAL</b>	<b>\$718,306</b>	<b>\$739,855</b>	<b>\$762,051</b>	<b>\$784,912</b>	<b>\$3,005,124</b>

**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
<b>TOTAL</b>	<b>\$837,393</b>	<b>\$3,151,352</b>	<b>\$271,332</b>	<b>\$478,258</b>	<b>\$4,738,335</b>
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
<b>TOTAL</b>	<b>\$428,552</b>	<b>\$441,409</b>	<b>\$454,651</b>	<b>\$468,290</b>	<b>\$1,792,902</b>

## **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	
				1447th B Study \$ 80,000	
			Barboursville Non-Motorized Study \$ 60,000		
			Milton Non-Motorized Study \$ 40,000		
			TTA Bus Purchase (2 Buses) \$ 680,000		
	<b>Project Demand Total</b>	<b>\$ 2,116,000</b>	<b>\$ -</b>		
	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	
		<b>Project Demand Total</b>	<b>\$ 1,268,000</b>	<b>\$583,764</b>	
	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	
		<b>Project Demand Total</b>	<b>\$2,570,000</b>	<b>\$159,200</b>	
	Shortfall/Balance	\$15,657,764	\$ 7,203	TAP Projects:	
	Budget Transactions			Downtown Huntington Bike/Ped Improvement \$119,200	
	Revised Budget				
	Carry Over	\$15,657,764	\$ 7,203	*Additional INPRA suballocated funding for FY 2020 (\$705,955)	
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) \$7,592,756	
	Available 2021 Budget	\$20,127,905	\$ 174,904		
		<b>Project Demand Total</b>	<b>\$7,592,756</b>	<b>\$ -</b>	
	Shortfall/Balance	\$12,535,149	\$ 174,904		
	Budget Transactions				
	Revised Budget				
	Carry Over	\$12,535,149	\$ 174,904	*Additional INPRA suballocated funding for FY 2021 (\$994,685)	
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		
		<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>	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		
		<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>	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		
		<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>	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		
	<b>Project Demand Total</b>	<b>\$ 553,600</b>	<b>\$ 135,000</b>		
				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		
	<b>Project Demand Total</b>	<b>\$ 750,000</b>	<b>\$ 0</b>		
	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
	<b>Project Demand Total</b>	<b>\$2,796,561</b>	<b>\$29,280</b>	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		
	<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>		
	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		
	<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>		
	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		
	<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>		
	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 2024 Budget	\$ 1,200,000	\$ 74,566		
	<b>Project Demand Total</b>	<b>\$ -</b>	<b>\$ -</b>		
	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	
	<b>New Available Budget</b>	<b>\$503,030</b>	<b>\$266,845</b>	<b>\$154,760</b>		
	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	
<b>New Available Budget</b>		<b>\$1,106,078</b>	<b>\$359,696</b>	<b>\$210,230</b>		
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	
	<b>New Available Budget</b>	<b>\$1,700,000</b>	<b>\$460,222</b>	<b>\$265,700</b>		
	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	
<b>New Available Budget</b>		<b>\$529,600</b>	<b>\$551,681</b>	<b>\$178,577</b>		
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		
	<b>New Available Budget</b>	<b>\$906,420</b>	<b>\$594,995</b>	<b>\$231,111</b>		
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
<b>Federal Funds by Program</b>												
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
<b>Total Federal</b>	<b>\$1590.4</b>	<b>\$1530.0</b>	<b>\$60.4</b>	<b>\$1467.7</b>	<b>\$1795.2</b>	<b>(\$327.5)</b>	<b>\$1467.9</b>	<b>\$1318.9</b>	<b>\$149.0</b>	<b>\$1464.5</b>	<b>\$1007.8</b>	<b>\$456.7</b>
<b>Other Funds</b>												
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
<b>Total Other</b>	<b>\$1391.0</b>	<b>\$672.1</b>	<b>\$718.9</b>	<b>\$1177.9</b>	<b>\$754.8</b>	<b>\$423.1</b>	<b>\$1080.4</b>	<b>\$486.1</b>	<b>\$594.3</b>	<b>\$1046.5</b>	<b>\$393.6</b>	<b>\$653.0</b>
<b>Total</b>	<b>\$2981.4</b>	<b>\$2202.1</b>	<b>\$779.3</b>	<b>\$2645.7</b>	<b>\$2550.0</b>	<b>\$95.6</b>	<b>\$2548.2</b>	<b>\$1804.9</b>	<b>\$743.3</b>	<b>\$2511.0</b>	<b>\$1401.3</b>	<b>\$1109.7</b>

\* 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 <sup>1</sup>	Estimate	Balance <sup>2</sup>	Budget <sup>1</sup>	Estimate	Balance	Budget <sup>1</sup>	Estimate	Balance	Budget <sup>1</sup>	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
<b>ODOT Administered Federal Funds by Program</b>												
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)
<b>Total Federal</b>	<b>\$35.4</b>	<b>\$34.9</b>	<b>\$-.5</b>	<b>\$35.4</b>	<b>\$34.5</b>	<b>\$-.8</b>	<b>\$35.4</b>	<b>\$37.0</b>	<b>(\$1.6)</b>	<b>\$35.4</b>	<b>\$36.2</b>	<b>(\$.8)</b>
<b>Non-ODOT Administered Federal Funds by Program</b>												
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
<b>Total Federal</b>	<b>\$178.1</b>	<b>\$272.1</b>	<b>(\$94.0)</b>	<b>\$175.2</b>	<b>\$206.9</b>	<b>(\$31.7)</b>	<b>\$175.7</b>	<b>\$209.4</b>	<b>(\$33.7)</b>	<b>\$174.4</b>	<b>\$202.6</b>	<b>(\$28.2)</b>
<b>Other Funds</b>												
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
<b>Total Other</b>	<b>\$885.2</b>	<b>\$861.4</b>	<b>\$23.8</b>	<b>\$833.9</b>	<b>\$799.9</b>	<b>\$33.9</b>	<b>\$840.7</b>	<b>\$806.0</b>	<b>\$34.7</b>	<b>\$1009.6</b>	<b>\$974.9</b>	<b>\$34.7</b>
<b>Total</b>	<b>\$1098.7</b>	<b>\$1168.4</b>	<b>(\$69.7)</b>	<b>\$1044.4</b>	<b>\$1041.3</b>	<b>\$3.1</b>	<b>\$1051.7</b>	<b>\$1052.3</b>	<b>(\$.6)</b>	<b>\$1219.4</b>	<b>\$1213.7</b>	<b>\$5.7</b>

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

**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
<b>ODOT Administered Federal Funds by Program</b>					
5310 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Non-ODOT Administered Federal Funds by Program</b>					
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
<b>Total Federal</b>	\$ 493,000	\$ 440,000	\$ 440,000	\$ 440,000	\$ 1,813,000
<b>Other Funds</b>					
State	\$ 60,000	\$ -	\$ 98,025	\$ 60,000	\$ 218,025
Local	\$ 232,000	\$ 218,750	\$ 218,750	\$ 323,750	\$ 993,250
Labor	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Other</b>	\$ 292,000	\$ 218,750	\$ 316,775	\$ 383,750	\$ 1,211,275
<b>Total</b>	\$ 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
<b>Federal Funds by Program</b>					
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	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal</b>	<b>\$ 3,615,327</b>	<b>\$ 5,445,364</b>	<b>\$ 3,845,254</b>	<b>\$ 448,258</b>	<b>\$ 13,354,203</b>
<b>Other Funds</b>					
<b>State</b>	\$ 2,188,633	\$ 1,371,393	\$ 1,684,735	\$ -	\$ 5,244,761
<b>Local</b>	\$ -	\$ 328,311	\$ 414,420	\$ 78,000	\$ 820,731
<b>Labor</b>	\$ 310,781	\$ 234,300	\$ 175,118	\$ -	\$ 720,199
<b>Total Other</b>	<b>\$ 2,499,414</b>	<b>\$ 1,934,004</b>	<b>\$ 2,274,273</b>	<b>\$ 78,000</b>	<b>\$ 6,785,691</b>
<b>Total</b>	<b>\$ 6,114,741</b>	<b>\$ 7,379,367</b>	<b>\$ 6,119,527</b>	<b>\$ 526,258</b>	<b>\$ 20,139,894</b>

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

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

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## 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.



<b>TRANSIT ELEMENT</b>	<b>FY 2021-2024 TOTALS</b>
<b>Expenditures</b>	
Operating & Maintenance Expenditures	\$108,000,000
Capital Outlays	\$67,102,089
<b>Total</b>	<b>\$175,102,089</b>
<b>Revenue</b>	
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
<b>Total</b>	<b>\$175,102,089</b>
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.

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## 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
<b>Total</b>	<b>\$192,000,000</b>

Table 4: Maintenance/Operations Funding Estimates

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

## **CHAPTER 3: FINANCIAL**

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### **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
<b>Federal Funds by Program</b>					
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
<b>Total Federal</b>	<b>\$ 159,772,243</b>	<b>\$ 235,700,721</b>	<b>\$ 98,112,902</b>	<b>\$ 136,168,336</b>	<b>\$ 629,754,203</b>
<b>Other Funds</b>					
<b>State</b>	\$ 31,294,246	\$ 90,431,995	\$ 20,404,906	\$ 25,636,259	\$ 167,767,406
<b>Local</b>	\$ 63,718,371	\$ 27,052,524	\$ 38,389,416	\$ 37,011,000	\$ 166,171,311
<b>Labor</b>	\$ 8,064,265	\$ 17,814,366	\$ 5,336,687	\$ 5,993,496	\$ 37,208,814
<b>Total Other</b>	<b>\$ 103,076,882</b>	<b>\$ 135,298,885</b>	<b>\$ 64,131,009</b>	<b>\$ 68,640,755</b>	<b>\$ 371,147,531</b>
<b>Total</b>	<b>\$ 262,849,126</b>	<b>\$ 370,999,606</b>	<b>\$ 162,243,911</b>	<b>\$ 204,809,091</b>	<b>\$ 1,000,901,734</b>

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	\$ -	\$ -	\$ -	\$ -	
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**

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

	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 24</b>	<b>Total Funding:</b>
<b>BR</b>	\$3,150,000	\$2,170,000	\$0	\$0	\$5,320,000
<b>CMAQ</b>	\$240,370	\$0	\$0	\$0	\$240,370
<b>Contrib Svcs</b>	\$19,325	\$19,325	\$19,325	\$0	\$57,975
<b>HPP</b>	\$0	\$18,270,000	\$0	\$38,820,000	\$57,090,000
<b>IM</b>	\$13,700,000	\$0	\$0	\$0	\$13,700,000
<b>Local</b>	\$4,415,697	\$2,534,810	\$522,067	\$162,128	\$7,634,702
<b>NHPP</b>	\$12,960,000	\$8,880,000	\$0	\$0	\$21,840,000
<b>OKI-SNK</b>	\$12,217,518	\$6,151,726	\$2,165,568	\$648,513	\$21,183,325
<b>OKI-TA</b>	\$198,599	\$1,383,459	\$0	\$0	\$1,582,058
<b>PM/NH</b>	\$11,220,000	\$0	\$0	\$0	\$11,220,000
<b>PM/STP</b>	\$18,304,000	\$0	\$0	\$0	\$18,304,000
<b>SP</b>	\$0	\$0	\$0	\$80,410,000	\$80,410,000
<b>State</b>	\$13,680,000	\$5,900,400	\$187,500	\$0	\$19,767,900
<b>STBG</b>	\$28,496,000	\$8,322,600	\$1,750,000	\$11,700,000	\$50,268,600
<b>Kentucky Total:</b>	\$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:
<b>BR</b>	\$9,659,977	\$0	\$0	\$0	\$9,659,977
<b>HSIP</b>	\$788,353	\$4,804,225	\$2,739,620	\$1,264,500	\$9,596,698
<b>Local</b>	\$940,293	\$594,346	\$112,500	\$259,000	\$1,906,139
<b>Local Bridge</b>	\$390,617	\$272,217	\$400,000	\$1,036,000	\$2,098,834
<b>NHPP</b>	\$1,237,984	\$16,971,175	\$0	\$0	\$18,209,159
<b>OKI-CMAQ</b>	\$0	\$192,000	\$0	\$0	\$192,000
<b>OKI-STBG</b>	\$145,000	\$160,968	\$25,000	\$0	\$330,968
<b>PL</b>	\$25,000	\$25,000	\$25,000	\$0	\$75,000
<b>State</b>	\$3,511,100	\$2,751,144	\$2,564,338	\$422,628	\$9,249,210
<b>STBG</b>	\$7,040,863	\$3,569,021	\$8,527,731	\$1,128,514	\$20,266,129
<b>Indiana Total:</b>	\$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:
<b>Ohio</b>					
<b>5307 - Urban Formula</b>	\$20,689,487	\$18,537,487	\$18,505,487	\$18,505,487	\$76,237,948
<b>5310</b>	\$1,565,296	\$0	\$0	\$0	\$1,565,296
<b>5337 SOGR</b>	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
<b>5339 - Bus &amp; Bus Facil</b>	\$6,998,960	\$6,477,360	\$5,814,000	\$6,177,360	\$25,467,680
<b>CMAQ</b>	\$3,103,400	\$0	\$5,854,695	\$0	\$8,958,095
<b>DERG Flex Transfer</b>	\$0	\$1,560,000	\$0	\$0	\$1,560,000
<b>Federal DERG</b>	\$0	\$0	\$0	\$1,560,000	\$1,560,000
<b>Federal Flex Transfer</b>	\$3,120,000	\$0	\$0	\$0	\$3,120,000
<b>GRF</b>	\$595,644	\$1,827,752	\$801,644	\$664,000	\$3,889,040
<b>Local</b>	\$155,835,732	\$118,637,779	\$88,559,974	\$252,388,934	\$615,422,419
<b>OKI-CMAQ</b>	\$3,103,400	\$0	\$0	\$10,354,695	\$13,458,095
<b>State</b>	\$6,220,000	\$6,220,000	\$7,246,108	\$7,383,752	\$27,069,860
				<b>Total</b>	<b>\$778,368,433</b>
<b>Kentucky</b>					
<b>5307 - Urban Formula</b>	\$6,809,816	\$4,569,816	\$4,569,816	\$4,569,816	\$20,519,264
<b>5310</b>	\$180,000	\$0	\$0	\$0	\$180,000
<b>5339 - Bus &amp; Bus Facil</b>	\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000
<b>KYTC Match/TDC</b>	\$931,227	\$651,227	\$651,227	\$651,227	\$2,884,908
<b>Local</b>	\$360,000	\$0	\$446,386	\$0	\$806,386
<b>OKI-SNK</b>	\$0	\$0	\$1,785,544	\$0	\$1,785,544
<b>Operating Revenue</b>	\$5,028,108	\$5,028,108	\$5,028,108	\$5,028,108	\$20,112,432
<b>Other Local</b>	\$17,613,562	\$17,693,562	\$17,693,562	\$17,693,562	\$70,694,248
				<b>Total</b>	<b>\$119,542,782</b>

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  
Financial Plan**

## 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/](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](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**

<b>PROJECT TYPE</b>
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  
Financial Plan**



- 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:

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Source</b>
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

<b>Table 2</b>			
<b>Current Federal Funding Sources under the FAST Act</b>			
<b>Funding Program</b>	<b>Abbreviation</b>	<b>Source</b>	<b>Funding Share</b>
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

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Source</b>	<b>Funding Share</b>
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](http://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
<b>TOTAL</b>	<b>\$2,045,455</b>	<b>\$2,045,455</b>	<b>\$43,972,612</b>	<b>\$43,972,612</b>	<b>\$18,295,000</b>	<b>\$18,295,000</b>	<b>\$1,578,000</b>	<b>\$1,578,000</b>	<b>\$1,768,000</b>	<b>\$1,768,000</b>	<b>\$55,468,000</b>	<b>\$55,468,000</b>	<b>\$123,232,047</b>	<b>\$123,232,047</b>

\*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).



**APPENDIX C**

**GLOSSARY OF  
TRANSPORTATION TERMS AND  
ABBREVIATIONS**





# GLOSSARY OF TRANSPORTATION TERMS AND ABBREVIATIONS

## **Access Control Codes**

- 1 Full control of access
- 2 Partial control of access
- 3 No access control or access by permit

**ADA** – Americans with Disabilities Act of 1990 - The ADA requires accessible public transportation services and facilities for persons with disabilities, including supplemental service in areas where fixed route transit service is operated.

**ADD** – Area Development District - One of 15 regional planning organizations covering the state. See: <http://www.kcadd.org> for more information.

**Adequacy Rating** – A numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition. See: [http://www.e-archives.ky.gov/pubs/transportation/TC\\_Rpt/KTC\\_02\\_30\\_SPR\\_256\\_01\\_1F.pdf](http://www.e-archives.ky.gov/pubs/transportation/TC_Rpt/KTC_02_30_SPR_256_01_1F.pdf)

**ADHS** – Appalachian Development Highway System - An administrative designation of a highway system in the ARC region of Kentucky.

**ADT** – Average Daily Traffic Volume (sometimes referred to as AADT, Average Annual Daily Traffic).

**AASHTO** – American Association of State Highway and Transportation Officials - An organization of state Departments of Transportation. See: <http://www.transportation.org>

**ASTM** – American Society for Testing and Materials - One of the largest voluntary standards development organizations in the world; produces for technical standards for materials, products, systems, and services. See: <http://www.astm.org>

**APD** – Appalachian Development Highway Program - Geographically targeted matching funds, at an 80/20 ratio, for eligible roads (US 460 and US 119 are the only remaining eligible corridors).

**Bike** – Designated Kentucky bicycle system routes. Information is available in HIS. See also: <http://bikewalk.ky.gov/>

**BR** – Various Federal Bridge Replacement programs, including “on system” (BRO), “off system” (BRZ), and “on or off system” (BRX) which are, respectively, 65%, 15%, and 20% of the state’s total BR program. These categorical funds are matched 80/20 and are used to repair or replace bridges on state systems (BRO), local streets and roads (BRZ), and on the Rural Secondary system (BRX) based on an analysis of bridge condition. MAP-21 eliminated the designated allocations for the BR program, and combined the previously funded BR program within the NHPP and STP federal-aid highway funding programs.

**BR2** – BRAC Bond Projects Second Program

**BRC** – BRAC Bond Projects

**BTS** – Bureau of Transportation Statistics - An agency of USDOT.

See: <http://www.bts.gov/>

**C** – for Construction Phase of project

**CAA** – Clean Air Act - The CAA was amended in 1990 (often referred to as the Clean Air Act Amendment) and imposes more stringent requirements for State Implementation Plans to improve air quality. The Environmental Protection Agency published the Transportation Conformity Rule in the Federal Register on November 24, 1994 (40 CFR 51). This rule established the criteria and procedures for determining that transportation plans, programs, and projects, which are approved in 23 United States Code or the Federal Transit Act, conform to the state or federal air quality implementation plans.

**CBD** – Central Business District - Generally considered being the downtown area of a metropolitan area.

**CE** – Categorical Exclusion - One possible result of an environmental assessment (EA). See EA below and also: <http://www.environment.fhwa.dot.gov/projdev/docuce.asp>

**CIA** – Community Impact Assessment - A process for evaluating the effects of proposed transportation projects on a community and its quality of life. The assessment should include all items of importance to people, such as mobility, safety, employment effects, relocation, isolation, and other community issues.

**CMAQ** – Congestion Mitigation and Air Quality - A category of federal-aid highway funds that may be used only to support projects in air quality nonattainment areas of Kentucky. Such projects must demonstrate an air quality improvement as a result of their use.  
See: <http://www.fhwa.dot.gov/environment/cmaqpgs/>

**Coal Haul** - Those routes over which coal was reported transported by truck during the previous calendar year. This database is updated in July of each year; therefore, the previous calendar year's data will become available in July of each year. Number of tons is reported separately for each direction of travel for state-maintained roads. Information is available in HIS.

**Conformity Determination** – The Long-Range Plan and TIP/STIP must demonstrate that the projects and program, as a whole, emit less pollution than baseline or are less than a given budget as designated in the SIP (40 CFR 51). This is achieved through project and program evaluation using transportation Models (Mobile Model Analysis).

If the Long-Range Plan and/or the Transportation Improvement Program (TIP) do not conform according to the transportation conformity regulations (Federal Register; November 24, 1994 40 CFR 51), the subject document cannot be approved by the metropolitan planning organization. If this is the case, projects cannot be authorized for federal-aid funding.

**Context Sensitive Design** – A process through which the design of a transportation facility addresses safety, mobility, the preservation of scenic, aesthetic, historic, and environmental issues, and community values in a balanced manner to achieve design excellence.

See: <http://www.ktc.uky.edu/csd.html>

**CRF** - Critical Crash Rate Factor - The quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

See: [http://www.ktc.uky.edu/Reports/KTC\\_09\\_16\\_KSP2\\_09\\_1F.pdf](http://www.ktc.uky.edu/Reports/KTC_09_16_KSP2_09_1F.pdf)

**D** – for Design Phase of project

**Defense** - This network contains the routes and bridges to be used for defense material shipments, troop movements during a national defense emergency, and/or for evacuation of the general public from disaster areas. Information is available in HIS.

**EA** – Environmental Assessment - The general term used to describe the assessment of environmental impacts of a transportation development project. An EA may result in increasing order of level of detailed analysis in either (a) a CE (categorical exclusion) from formal assessment, (b) a FONSI (finding of no significant impact), or (c) the development of a formal EIS (environmental impact statement).

See: <http://www.epa.gov/compliance/resources/faqs/nepa/index.html>

**EIS** – Environmental Impact Statement - One possible result of an environmental assessment (EA); see EA above and also: <http://www.epa.gov/compliance/nepa/eisdata.html>

**EJ** – Environmental Justice - A term used to encapsulate the requirements of Federal Executive Order 12898 which state, in part, that “...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...” and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

See: [http://www.fhwa.dot.gov/environment/environmental\\_justice/index.cfm](http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm)

**Extended Weight** – A designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

See: [http://apps.transportation.ky.gov/HIS\\_EWBridge/](http://apps.transportation.ky.gov/HIS_EWBridge/)

**FAF** – Freight Analysis Framework - A federal database that integrates data from a variety of sources to estimate commodity flows and related freight transportation activity among states, regions, and major international gateways.

See: [http://www.ops.fhwa.dot.gov/freight/freight\\_analysis/faf/index.htm](http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm)

**FAST Act** – Fixing America’s Surface Transportation Act. This Act was signed into law by President Barack Obama on December 4, 2015. This Act funds surface transportation programs, including, but not limited to, Federal-aid highways at over \$305 billion over fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

**FONSI** – Finding of No Significant Impact - One possible result of an environmental assessment (EA). See: <http://www.environment.fhwa.dot.gov/projdev/docuFONSI.asp>

**Forest** - Routes that are officially recognized jointly by the U.S. Forest Service and the KYTC as forest highway routes. The U.S. Forest Service assigns the ‘Road Number.’ Other U.S. Forest Service routes exist that are not included in this database. Information is available in HIS. FH or Federal Forest Highway Funding (annual amount for Kentucky is about \$400,000) is available solely for improvements on the system.

### **Functional Class Codes**

- 1 Rural Interstate
- 2 Rural Other Principal Arterial
- 6 Rural Minor Arterial
- 7 Rural Major Collector
- 8 Rural Minor Collector
- 9 Rural Local
- 11 Urban Interstate
- 12 Urban Interstate Other Freeway or Expressway
- 14 Urban Other Principal Arterial
- 16 Urban Minor Arterial
- 17 Urban Collector
- 19 Urban Local

**GARVEE** – Grant Anticipation Revenue Vehicles - An innovative financing technique permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements.

**GIS** – Geographic Information System - Refers to databases and/or software routines that store and graphically depict electronic data.

**HCM/HCS** – Highway Capacity Manual/Highway Capacity Software - A set of analytical tools that attempts to quantify the quality of service provided by a highway facility as perceived by the users of that facility. A common measure of that quality of service is the “Level of Service” provided, described as A through F.

**HERS** - FHWA's Highway Economic Requirements System - Software that evaluates the relationship between highway investment and system condition, performance, and user cost levels.

**HES** - Federal Hazard Elimination and Safety Program - Categorical funding matched at an 80/20 ratio for safety projects selected from among those with benefit/cost ratios >1.0.

**Highway Plan** - The Kentucky Transportation Cabinet’s legislatively mandated program (costs and schedule) of highway project development phases submitted biennially to the General Assembly in even numbered years.

See: <http://transportation.ky.gov/Program-Management/Pages/2016-Highway-Plan.aspx>

**HIS** – Highway Information System - A comprehensive database of highway inventory information maintained by, and in many cases collected by, the Division of Planning. See: [www.transportation.ky.gov/planning](http://www.transportation.ky.gov/planning)

**Horizontal Alignment Adequacy Codes:**

- 0 No curve data on urban segments
- 1 All curves meet design standards
- 2 While some curves may not meet current design standards, all can be safely and comfortably negotiated at prevailing speed
- 3 Infrequent curves with reduced speed necessary for safety
- 4. Frequent curves with reduced speed necessary for safety

**HOV** – High Occupancy Vehicle - A vehicle with at least a predefined number of occupants, generally two or more.

**HPMS** – Highway Performance Monitoring System - A data extract, in Kentucky’s case from the HIS database, that is submitted annually to FHWA as a part of that agency’s periodic reporting to Congress on the condition and performance of the nation’s highway system.

**HPP** – Federal High Priority Program - Projects earmarked by Congress for Congressional High Priorities; funding is 80/20 match ratio.

**IM** – Federal Interstate Maintenance Program - Federal match monies at a 90/10 ratio dedicated to maintenance of Kentucky’s interstate highways.

**IRI** - International Roughness Index - A measure of pavement roughness. IRI values less than 100 generally indicate smooth pavements; between 100 and 150 somewhat rough pavements, and greater than 150 very rough pavements.

**ITS** – Intelligent Transportation Systems - A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety (or ‘TOPICS’ projects as they were known in the 1960’s) without major capital investment in facility reconstruction. See: <http://www.its.dot.gov/>

**KYD** – Kentucky Demonstration Program - Represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

**Management Systems** - These include a pavement management system (PMS), bridge management system (BMS), safety management system (SMS), congestion management system (CMS), public transportation facilities and equipment management system (PTMS), intermodal facilities and systems management system (IMS), and traffic monitoring system for highways (TMS/H). Current guidelines for setting up or revising these systems were issued on December 1, 1993 in the Federal Register, 23 CFR 500.

Management Systems is a systematic process designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in the nation’s infrastructure. A management system includes performance measures, data collection and analysis, determination of needs, evaluation and selection of strategies/actions to address the needs, and evaluation of the effectiveness of the implemented strategies/actions. A management system is only one of the decision support tools available to the governing bodies of the region.

**MAP-21** - Moving Ahead for Progress in the 21st Century Act. This Act was signed into law on July 6, 2012, and is the first multi-year transportation authorization enacted since 2005. This Act funds surface transportation programs for FY 2013 and 2014 and expired October 1, 2014.

### **Median Type Codes**

- 1 Curbed
- 2 Positive Barrier
- 3 Unprotected
- 4 None

**Metropolitan Planning Area Boundary** – This boundary must enclose at least the existing urban area and the contiguous area expected to become urban in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program and is eligible for urban STP funds.

**MP** – Mile point - Used, along with county and route number, to identify location of a highway segment.

**MPO** – Metropolitan Transportation Planning Organization - A KYTC designated, FHWA approved organization to conduct ongoing transportation planning activities in areas with population greater than 50,000 persons.

See: <http://www.transportation.ky.gov/planning/pages/metropolitan-planning.aspx>

**MUTCD** – Manual of Uniform Traffic Control Devices - Defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways.

See: <http://mutcd.fhwa.dot.gov/>

**NCHRP** – National Cooperative Highway Research Program - Along with the Transit Cooperative Research Program (TCRP) and the new Airport Cooperative Research Program (ACRP), are applied, contract research programs that develop near-term, practical solutions to problems facing transportation agencies.

See: <http://www.trb.org/NCHRP/Public/NCHRP.aspx>

**NH** – National Highway System projects - Federal match monies at an 80/20 ratio to support projects on Kentucky's 3,294-mile portion of the National Highway System.

**National Highway Freight Program** – This program was established by the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

**NN** – National Truck Network - Those routes on the state-maintained road system which have been specifically designated by the KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13'-6" high, semi-trailers up to 53 feet long, trailers 28 feet long - not to exceed two (2) trailers per truck). Information is available in HIS.

**Nonattainment Area** – A nonattainment area is one where air quality monitors show that the area exceeds the level of toxic emissions (ozone or carbon monoxide) permitted by the Clean Air Act. The boundary of the area is determined by the Environmental Protection Agency. All nonattainment areas must demonstrate conformity, as required in the transportation conformity rule, before federal-aid funds may be authorized in the given area.

**Nonexempt** – A project that adds capacity to an existing roadway system, and the project is located within a designated “nonattainment” or “maintenance” area for air quality standards pursuant to the Federal Clean Air Act.

**NR Properties** – National Register of Historic Places Properties - An environmental concern that triggers a special analysis and/or treatment. Avoidance of such properties is almost always mandatory. See: <http://www.cr.nps.gov/nr/>

**P** – for Preliminary Engineering and Environmental Phase of project

**PLH** - Public Lands Highways Program - Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation.

See: <http://www.fhwa.dot.gov/discretionary/012304a3.htm>

**PM 2.5** - Particulate matter that is 2.5 micrometers or smaller in size; an air quality issue.

See: <http://www.epa.gov/region4/sesd/pm25/p1.html>

**P & N** - Purpose and Need - A brief statement of the problem a potential transportation project is to address. In later project development phases, a concise purpose and need statement is essential in establishing a basis for the development of reasonable alternatives to be evaluated in accordance with a project’s EIS.

**PUBLIC INVOLVEMENT PROCESS** – The process that the KYTC uses to be compliant with 23 CFR 450.210 (a) which states that “In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.”

**R** – for Right-of-Way acquisition phase of project

**ROD** – Record of Decision - A formal decision published in the federal register of a federal agency’s decision on a federally-funded project on which an EIS was prepared. See 23 CFR 771.127, 40 CFR 1505.2, 40 CFR 1506, et al. An example of a ROD for a Kentucky transportation project may be found at: <http://www.kyinbridges.com/pdfs/rod.pdf>.

**RRP** – Federal Railroad Protection Program - Match monies at an 80/20 ratio dedicated to installing protective devices at rail/highway crossings.

**RRS** - Federal Railroad Separation Protection Program - Federal match monies at an 80/20 ratio dedicated to replacing at-grade rail/highway crossings with a grade separation (overpass or underpass).

**RSE** – An identifier for GIS purposes consisting of county and route number.

**RTPO** – Regional Transportation Planning Organization – Added in the language of the FAST Act. A policy board that may be established by the Governor that consists of nonmetropolitan local officials or their designees created to carry out the regional transportation planning process.

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This Act authorized the Federal Surface Transportation Programs for highways, highway safety, and transit for the 5-year period 2005-2009.

**SB2** – State Bonds 2010

**SC** – State Contingency Account - A discretionary account available to the Secretary of the Kentucky Transportation Cabinet for emergency or economic development projects.

**Scenic Byway** - These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and/or enhancement. Information is available in HIS.

**SIP** – State Implementation Plan - A plan that provides for implementation, maintenance, and enforcement of primary and secondary air quality standards. It requires the development of a comprehensive emissions inventory and it includes enforceable emission limitations and other control measures, means, or techniques as well as schedules and timetables for compliance. [www.air.ky.gov/](http://www.air.ky.gov/)

**SP** – State Funded Projects - Monies dedicated to a 100% state-funded project development program. Funding in this program is the “balancing account” within the transportation development program, and hence is subject to cash availability. Projects in this category are subject to substantial delay should cash not be available to support planned expenditures.

**SPB** – State Bonds 2009

**SPP** – State Funded Projects – High Priority Projects

**STBG** – Surface Transportation Block Grant Program – A program established with the FAST Act which was previously the Surface Transportation Program (STP). States and localities may use these funds for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

**STP** – Federal Surface Transportation Program – The FAST Act converted this long-standing program into the Surface Transportation Block Grant Program (STBG). (See STBG definition above). The STBG program under the FAST Act continues all prior STP eligibilities. Subcategories include:

- SAH – dedicated to Ashland Metro Area
- SHN – dedicated to Henderson Metro Area
- SLO – dedicated to Louisville Metro Area
- SLX – dedicated to Lexington Metro Area
- SNK – dedicated to Northern Kentucky Metro Area

**STRAHNET** – Strategic Highway Network - A designated system of public highways that provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile nationwide system, designated by the Federal Highway



Administration in partnership with the Department of Defense and the state DOTs, comprises about 45,400 miles of interstate and defense highways and 15,600 miles of other public highways. STRAHNET is complemented by about 1,700 miles of connectors - additional highway routes linking more than 200 military installations and ports to the network.

**SUA** – Small Urban Area - Population centers of between 5,000 and 50,000 persons.

**TAP** – Transportation Alternatives Program – This program was established by MAP-21 and eliminated by the FAST Act. The FAST Act replaces it with a set-aside of Surface Transportation Block Grant (STBG) funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

**TCM** – Transportation Control Measure - Transportation control measures may be identified in the State Implementation Plan as a means of controlling air quality and may consist of such projects as vehicle emissions testing program, ridesharing, transit improvements, etc.

**TCSP** – Transportation and Community and System Preservation (TCSP) Program - TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation, and to identify private sector-based initiatives. Projects eligible for TCSP funding include any project eligible for funding under Title 23 or Chapter 53 of Title 49 U.S.C. or any other activity relating to the purposes of this section determined appropriate by the Secretary. This includes corridor preservation activities necessary to implement transit oriented development plans, traffic calming measures, or other coordinated preservation practices. MAP-21 eliminated the TCSP Program.

**TDM** – Transportation Demand Management - TDM consists of techniques to control demand on roadways, such as offering incentives to use transit, raising parking costs in the CBD, and telecommuting.

**TE** – FHWA Transportation Enhancement Program - A category of federal highway funds, with strict eligibility requirements that exists to support non-traditional transportation-related projects. In Kentucky, this funding source has traditionally supported Renaissance Kentucky and other historic preservation projects. MAP-21 eliminated the TE Program, however, the states are permitted to use the remainder of allocated TE funding for projects.

**TIP/STIP** – Transportation Improvement Program/State Transportation Improvement Program - A fiscally balanced project listing that constitutes an agencies transportation project development schedule for a certain time period.

**TMA** – Transportation Management Area - An urbanized area over 200,000 in population as defined by ISTEA. A TMA is given responsibility, through the MPO, for making decisions as to how some categories of federal transportation funds will be spent.

**TPC** – Transportation Policy Committee - The TPC is the MPO committee responsible for deciding how local federal transportation dollars will be spent and for determining local transportation planning policy.

**Transportation Study Area/Transportation Planning Area** – This federally mandated area includes the urban area, the contiguous area expected to become urban in the next 20 years, and the nonattainment area.

**Travel Forecasting Model** – A travel model developed for use with a computer. This model utilizes a geographic and mathematical simulation of area travel which estimates traffic volume on the existing system, and projects future traffic volumes. Congestion problems may be located, and traffic impacts of a particular project can be evaluated.

**TSM** – Transportation System Management -TSM techniques are designed to improve the level of efficiency at which the existing transportation system works. A project to synchronize traffic signals along corridors, for instance, will improve traffic flow and the efficiency of the road.

**U** – for Utility relocation phase of project

**UNL** – Unscheduled Needs List (formerly Unscheduled Projects List, or UPL) - A list maintained by the Division of Planning, of potential transportation projects with project data derived from the KYTC Project Identification Form.

**Urban Area** – Defined as a place of 5,000 or more in population, including the urbanized area as defined by the Bureau of Census. An urban area boundary, which encircles the urbanized areas in a region, may be developed by states in cooperation with local officials. This boundary is the line of demarcation for rural/urban functional classification of roadways.

**VMT** – Vehicle Miles of Travel - VMT is a measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of trip by the total number of trips. As vehicle miles of travel increase, congestion and auto emissions that degrade air quality may be expected to increase (see PMT).

**V/SF** – Volume to Service Flow ratio - A quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume. A ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.

# **APPENDIX D**

## **IMPORTANT ADDRESSES AND PHONE NUMBERS**



# KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

## EXECUTIVE OFFICES

### SECRETARY, OFFICE OF THE

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
SECRETARY	JIM GRAY	<b>564-5102</b>	564-9540	6
DEPUTY SECRETARY	MIKE HANCOCK			
LEGISLATIVE LIAISON	KENNY BISHOP			
CHIEF OF STAFF	JAMIE EMMONS			

### BUDGET & FISCAL MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	ROBIN BREWER	<b>564-4550</b>	564-9454	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
ACCOUNTS, DIRECTOR	(VACANT)	<b>564-7334</b>	564-5621	4
PURCHASES, DIRECTOR	JODYI HALL	<b>564-4630</b>	564-7069	4

### CIVIL RIGHTS & SMALL BUSINESS DEVELOPMENT, OFFICE FOR

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	MELVIN BYNES**	<b>564-3601</b>	564-1491	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)		564-2114	

### INFORMATION TECHNOLOGY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	HEATHER STOUT	<b>564-8900</b>	564-3174	4
DEPUTY EXECUTIVE DIRECTOR	KENNETH JONES			

### INSPECTOR GENERAL, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	MARYELLEN MYNEAR	<b>564-0501</b>	564-6862	700 LOUISVILLE RD (BERRY MANSION)
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

### LEGAL SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	(VACANT)	<b>564-7650</b>	564-5238	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

### HUMAN RESOURCE MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR*	TRACY HYATT	<b>564-4610</b>	564-0845 564-6683	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
PERSONNEL ADMINISTRATION, DIRECTOR	(VACANT)			
EMPLOYEE MANAGEMENT, DIRECTOR	(VACANT)			
PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR	(VACANT)			

### PUBLIC AFFAIRS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	NAITORE DJIGBENOU	<b>564-3419</b>	564-4809	6
DEPUTY EXECUTIVE DIRECTOR	CHUCK WOLFE	<b>564-3419</b>	564-4809	6

\*Acting  
\*\*Detailed to Special Duty

## KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

### SUPPORT SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	(VACANT)	564-2326	564-6754	1219 WILKINSON
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	564-7740		
FACILITIES SUPPORT, DIRECTOR	(VACANT)	564-3274		
GRAPHIC DESIGN & PRINTING, DIRECTOR	(VACANT)	564-3880	564-6849	1

### TRANSPORTATION DELIVERY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	(VACANT)	564-7433	564-2058	3
Deputy Executive Director	(VACANT)			

### AUDITS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	RANDALL ROYER	564-6760	564-6766	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
ROAD FUND AUDITS, DIRECTOR	(VACANT)			
AUDIT SERVICES, DIRECTOR	(VACANT)			

## DEPARTMENTS

### AVIATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	TODD BLOCH	564-4480	564-7953	90 AIRPORT RD
DEPUTY COMMISSIONER	BRAD SCHWANDT			
KENTUCKY AIRPORT ZONING COMMISSION, ADMINISTRATOR	JOHN HOULIHAN	564-0099	564-0172	
CAPITAL CITY AIRPORT, DIRECTOR	(VACANT)			
GREATER COMMONWEALTH AVIATION, DIRECTOR	(VACANT)		564-7953	

### VEHICLE REGULATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	(VACANT)	564-7000	564-6403	2
DEPUTY COMMISSIONER	(VACANT)			
DRIVER LICENSING, DIRECTOR	MATTHEW COLE	564-1257	564-0839	
MOTOR CARRIERS, DIRECTOR	(VACANT)		564-2132	
MOTOR VEHICLE LICENSING, DIRECTOR	BRIAN INGLE		696-3948	
CUSTOMER SERVICE, DIRECTOR	(VACANT)		564-1485	

### RURAL & MUNICIPAL AID, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	BOBBI JO LEWIS	564-2060	564-6615	6
DEPUTY COMMISSIONER	(VACANT)			
LOCAL PROGRAMS, EXECUTIVE DIRECTOR	(VACANT)			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
RURAL & SEC ROADS, EXECUTIVE DIRECTOR	CRAIG CAUDILL**			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

\*Acting  
\*\*Detailed to Special Duty

# KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

## HIGHWAYS, DEPARTMENT OF -----

## OFFICE OF COMMISSIONER

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	(VACANT)			
STATE HIGHWAY ENGINEER	JAMES BALLINGER			
ASSISTANT STATE HIGHWAY ENGINEER -INNOVATION	JASON SIWULA			
ASSISTANT STATE HIGHWAY ENGINEER (LOUISVILLE)	(VACANT)			
ASSISTANT STATE HIGHWAY ENGINEER (PROJECT DEVELOPMENT)	JOHN MOORE	502-564-3730	502-564-2277	6
ASSISTANT STATE HIGHWAY ENGINEER (PROJECT DELIVERY AND PRESERVATION)	JON WILCOXSON			
PROJECT MANAGER	MARSHALL CARRIER			
EXECUTIVE ADVISOR (OFFICE OF PROJECT DELIVERY & PRESERVATION)	(VACANT)			
EXECUTIVE ADVISOR (OFFICE OF PROJECT DEVELOPMENT)	GARY VALENTINE			
PROGRAM MANAGEMENT, TE DIRECTOR	RON RIGNEY	502-564-3388	502-564-4809	6

## HIGHWAYS, DEPARTMENT OF -----

## OFFICE OF PROJECT DEVELOPMENT

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
PLANNING, TE DIRECTOR	(VACANT)	564-7183	564-2865	
HIGHWAY DESIGN, TE DIRECTOR	JILL ASHER	564-3280	564-3324	5
ENVIRONMENTAL ANALYSIS, TE DIRECTOR	DANNY PEAKE	564-7250	564-5655	
RIGHT OF WAY & UTILITIES, TE DIRECTOR	DEAN LOY	564-3210	564-0505	
STRUCTURAL DESIGN, TE DIRECTOR	BART ASHER	564-4560	564-2581	3
PROFESSIONAL SERVICES, TE DIRECTOR	ERIC PELFREY	564-4555	564-4422	

## HIGHWAYS, DEPARTMENT OF -----

## OFFICE OF PROJECT DELIVERY & PRESERVATION

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
CONSTRUCTION, TE DIRECTOR	MATT SIMPSON	564-4780	564-8388	3
CONSTRUCTION PROCUREMENT, TE DIRECTOR	RACHEL MILLS	564-3500	564-8961	
TRAFFIC OPERATIONS, TE DIRECTOR	JEFF WOLFE	564-3020	564-3532	
MAINTENANCE, TE DIRECTOR	TRACY NOWACZYK	564-4556	564-3532	
MATERIALS, TE DIRECTOR	ALLEN MYERS	564-3160	564-7034	1227 WILKINSON
EQUIPMENT, TE DIRECTOR	(VACANT)	564-3916	564-3198	1234 WILKINSON

## HIGHWAYS, DEPARTMENT OF -----

## OFFICE OF HIGHWAY SAFETY

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
HIGHWAY SAFETY, EXECUTIVE DIRECTOR	JASON SIWULA*	564-1438	564-2629	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
HIGHWAY SAFETY PROGRAMS, DIRECTOR	(VACANT)			
INCIDENT MANAGEMENT, DIRECTOR	(VACANT)	564-2080	564-2978	1

\*Acting  
\*\*Detailed to Special Duty

# KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

## HIGHWAY DISTRICT OFFICES

### **DISTRICT 1 – PADUCAH**

EXECUTIVE DIRECTOR	KYLE POAT	5501 KENTUCKY DAM ROAD	PH: <b>(270) 898-2431</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	PADUCAH, KY 42003-9322	FX: (270) 898-7457

### **DISTRICT 2 – MADISONVILLE**

EXECUTIVE DIRECTOR	DENEATRA HENDERSON	1840 NORTH MAIN STREET	PH: <b>(270) 824-7080</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	MADISONVILLE, KY 42431	FX: (270) 824-7091

### **DISTRICT 3 – BOWLING GREEN**

EXECUTIVE DIRECTOR	JOE PLUNK	900 MORGANTOWN ROAD	PH: <b>(270) 746-7898</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	BOWLING GREEN, KY 42101	FX: (270) 746-7643

### **DISTRICT 4 – ELIZABETHTOWN**

EXECUTIVE DIRECTOR	PAUL SANDERS	634 EAST DIXIE HIGHWAY	PH: <b>(270) 766-5066</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 309	<b>1-800-459-3566</b>
		ELIZABETHTOWN, KY 42702-0309	FX: (270) 766-5069

### **DISTRICT 5 – LOUISVILLE**

EXECUTIVE DIRECTOR	MATT BULLOCK	8310 WESTPORT ROAD	PH: <b>(502) 210-5400</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 22129	<b>1-800-903-5844</b>
		LOUISVILLE, KY 40242-3042	FX: (502) 210-5494

### **DISTRICT 6 – COVINGTON**

EXECUTIVE DIRECTOR	BOB YEAGER	421 BUTTERMILK PIKE	PH: <b>(859) 341-2700</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	FT. MITCHELL, KY 41017	FX: (859) 341-3661

### **DISTRICT 7 – LEXINGTON**

EXECUTIVE DIRECTOR	KELLY BAKER	800 NEWTOWN COURT	PH: <b>(859) 246-2355</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 11127	FX: (859) 246-2354
		LEXINGTON, KY 40512-0127	

### **DISTRICT 8 – SOMERSET**

EXECUTIVE DIRECTOR	TAMRA WILSON	1660 SOUTH HIGHWAY 27	PH: <b>(606) 677-4017</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 780	FX: (606) 677-4013
		SOMERSET, KY 42502-0780	

### **DISTRICT 9 – FLEMINGSBURG**

EXECUTIVE DIRECTOR	STEVE GUNNELL	822 ELIZAVILLE AVENUE	PH: <b>(606) 845-2551</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 347	FX: (606) 849-2286
		FLEMINGSBURG, KY 41041-0347	

### **DISTRICT 10 – JACKSON**

EXECUTIVE DIRECTOR	CORBETT CAUDILL	473 HIGHWAY 15 SOUTH	PH: <b>(606) 666-8841</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 621	FX: (606) 666-7074
		JACKSON, KY 41339-0621	

### **DISTRICT 11 – MANCHESTER**

EXECUTIVE DIRECTOR	MICHAEL CALEBS	603 RAILROAD AVENUE	PH: <b>(606) 598-2145</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	MANCHESTER, KY 40962	FX: (606) 598-8269

### **DISTRICT 12 – PIKEVILLE**

EXECUTIVE DIRECTOR	MARY WESTFALL-HOLBROOK	109 LORAIN STREET	PH: <b>(606) 433-7791</b>
ADMINISTRATIVE COORDINATOR	(VACANT)	PIKEVILLE, KY 41501-2486	FX: (606) 433-7765

*\*Acting*

*\*\*Detailed to Special Duty*

*Organizational Management Branch  
Effective 07/2020*



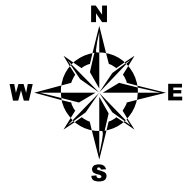
# Kentucky's Highway Districts

- 1 Paducah
- 2 Madisonville
- 3 Bowling Green
- 4 Elizabethtown
- 5 Louisville
- 6 Covington
- 7 Lexington
- 8 Somerset
- 9 Flemingsburg
- 10 Jackson
- 11 Manchester
- 12 Pikeville



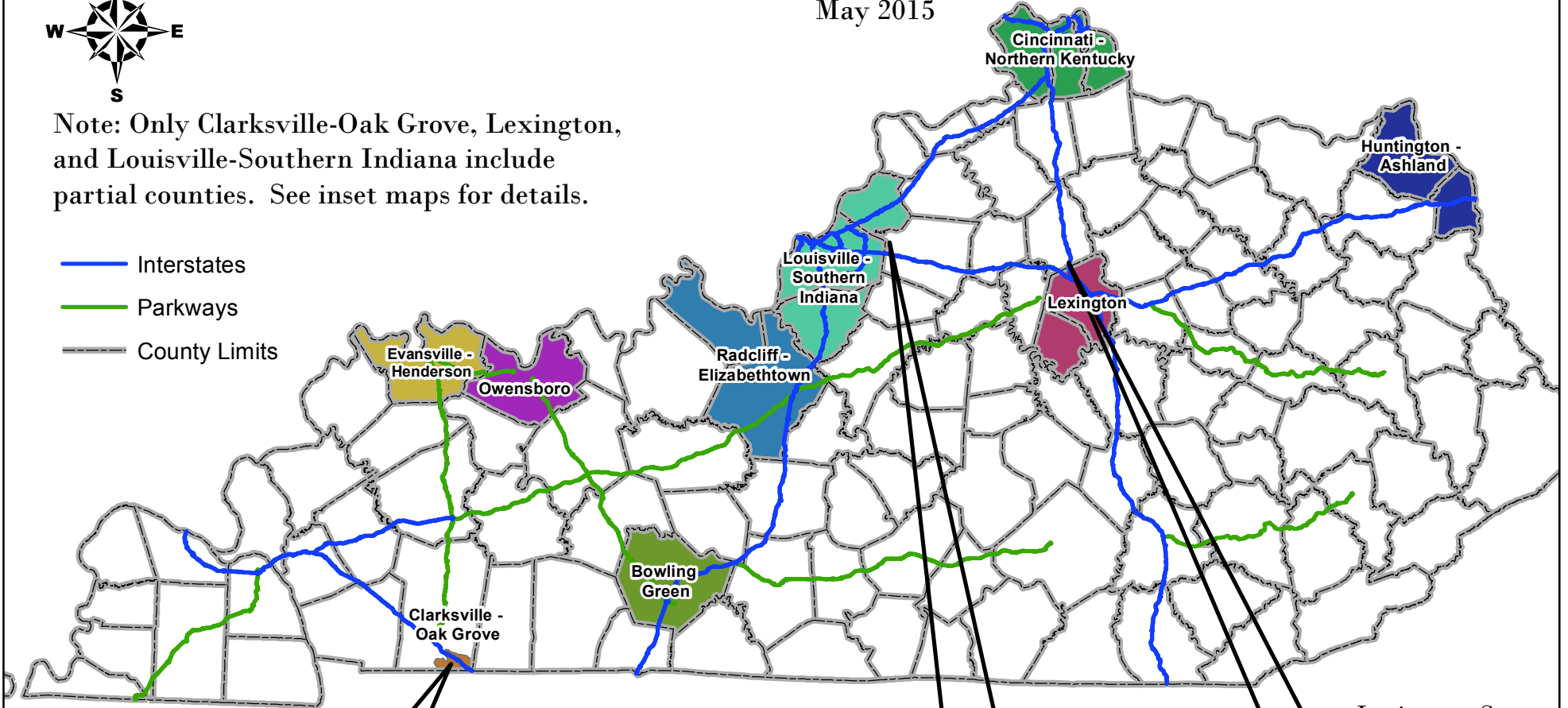
# Kentucky MPO Planning Boundaries

May 2015

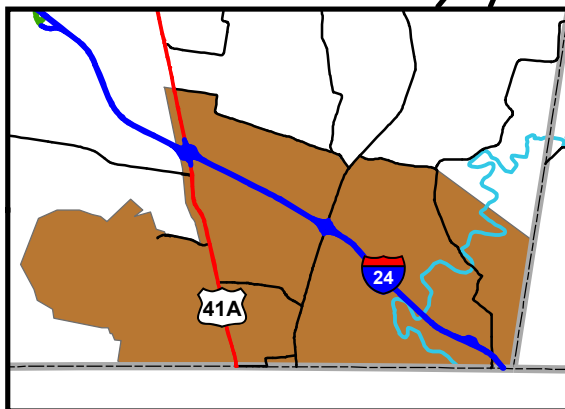


Note: Only Clarksville-Oak Grove, Lexington, and Louisville-Southern Indiana include partial counties. See inset maps for details.

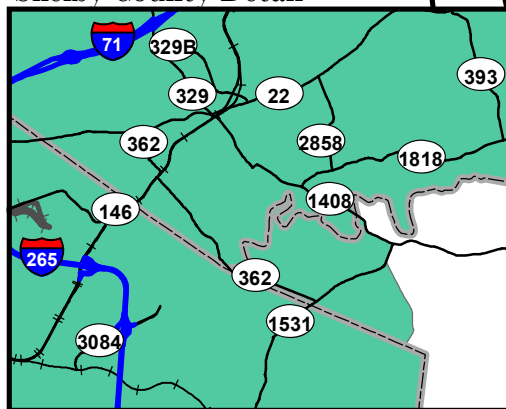
- Interstates
- Parkways
- County Limits



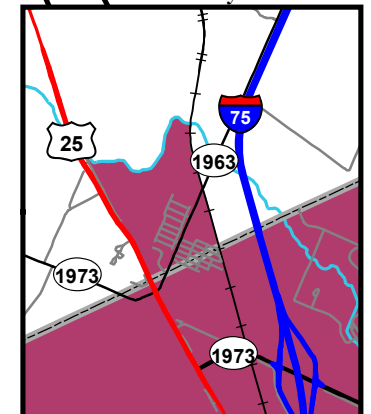
Clarksville-Oak Grove



Louisville-Southern Indiana:  
Shelby County Detail



Lexington: Scott  
County Detail



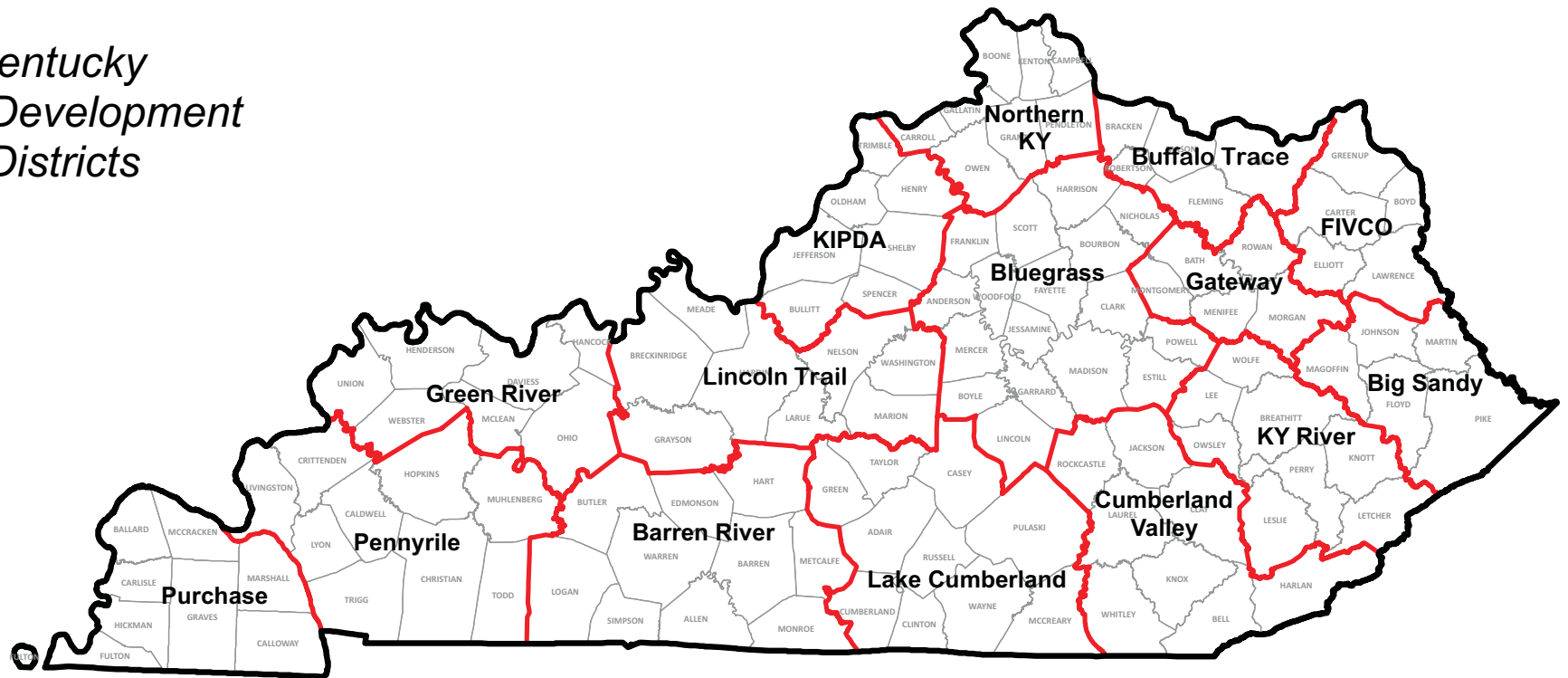


## Kentucky's Metropolitan Planning Organizations

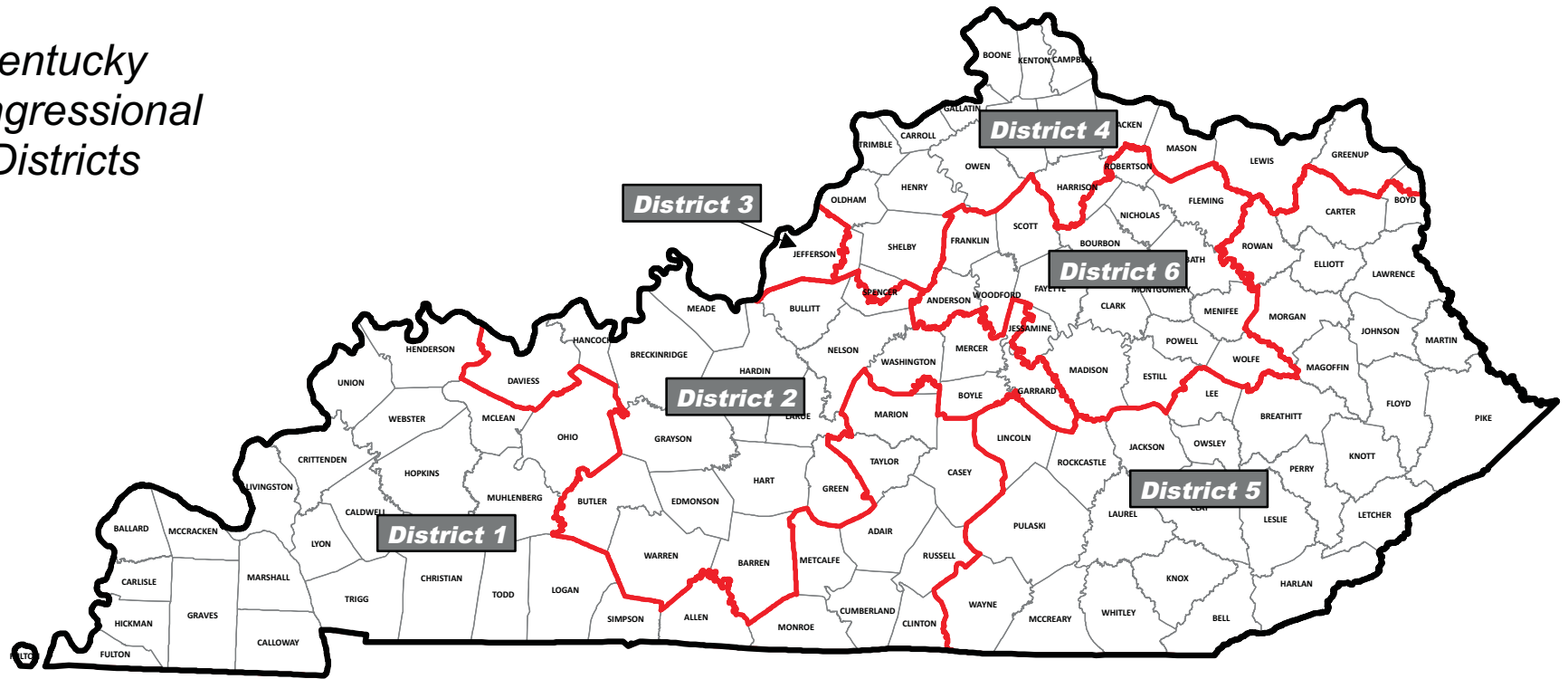
Urbanized Area	Planning Area Counties	MPO Staff Agency	Address	Phone/Fax/Website	Highway District
Bowling Green	KY-Warren	City-County Planning Commission of Warren County	922 State Street #200 Bowling Green, KY 42101	270-842-1953 270-842-1282 <a href="http://www.bgareampo.org">www.bgareampo.org</a>	3
Cincinnati-Northern Kentucky	KY-Boone, Kenton, Campbell; OH-Butler, Clermont, Hamilton, Warren; IN-Deerborn	Ohio-Kentucky-Indiana Reg. Council of Govts.	720 East Pete Rose Way Suite 420 Cincinnati, OH 45202	513-621-6300 513-621-9325 <a href="http://www.oki.org">www.oki.org</a>	6
Clarksville-Oak Grove	KY-Christian^; TN-Montgomery	Clarksville-Montgomery Co. Regional Planning Commission	329 Main Street Clarksville, TN 37040	931-645-7448 931-645-7481 <a href="http://www.cuampo.com">www.cuampo.com</a>	2
Elizabethtown-Radcliff	KY-Hardin, Meade	Lincoln Trail ADD	613 College Street Road Elizabethtown, KY 42702-0604	270-769-2393 270-769-2993 <a href="http://radcliff-elizabethtown-mpo.">http://radcliff-elizabethtown-mpo.</a>	4
Evansville-Henderson	KY-Henderson; IN-Vanderburg, Gibson, Posey, Warrick	Evansville Metropolitan Planning Organization	1 N.W. Martin Luther King Jr. Blvd. Civic Center Complex, Rm. 316 Evansville, IN 47708	812-436-7833 812-436-7834 <a href="http://www.evansvillempo.com">www.evansvillempo.com</a>	2
Huntington-Ashland-Ironton	KY-Boyd, Greenup; OH-Lawrence; WV-Cabell, Wayne	KYOVA Interstate Planning Commission	400 Third Avenue P.O. Box 939 Huntington, WV 25712	304-523-7434 304-529-7229 <a href="http://www.kyovaipc.org/">http://www.kyovaipc.org/</a>	9
Lexington	KY-Fayette, Jessamine, Scott^	Lexington-Fayette Urban County Govt.	200 East Main St., 6th Floor Lexington, KY 40507	859-258-3160 859-258-3163 <a href="http://www.lexareampo.org">www.lexareampo.org</a>	7
Louisville-Southern Indiana	KY-Jefferson, Bullitt, Oldham, Shelby^; IN-Clark, Floyd, Harrison^	Kentuckiana Regional Planning and Development Agency	11520 Commonwealth Drive Louisville, KY 40299	502-266-6084 502-266-5047 <a href="http://www.kipda.org">www.kipda.org</a>	5
Owensboro	KY-Daviess	Green River ADD	300 GRADD Way Owensboro, KY 42301	270-926-4433 270-684-0714 <a href="http://www.gradd.com">www.gradd.com</a>	2

^Partial County

# Kentucky Area Development Districts



# Kentucky Congressional Districts



## KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director	Executive Director Email Address	Telephone #	Address	City	ZipCode
Barren River ADD Eric Sexton, Executive Director	Eric Sexton	<a href="mailto:eric.sexton@bradd.org">eric.sexton@bradd.org</a>	270-781-2381	177 Graham Avenue	Bowling Green	42102-9005
Big Sandy ADD Ben Hale, Executive Director	Ben Hale	<a href="mailto:ben.hale@bigsandy.org">ben.hale@bigsandy.org</a>	606-886-2374	110 Resource Court	Prestonsburg	41653
Bluegrass ADD David Duttlinger, Executive Director	David Duttlinger	<a href="mailto:dduttlinger@bgadd.org">dduttlinger@bgadd.org</a>	859-269-8021	699 Perimeter Drive	Lexington	40517
Buffalo Trace ADD Amy Kennedy, Executive Director	Amy Kennedy	<a href="mailto:akennedy@btadd.com">akennedy@btadd.com</a>	606-564-6894	201 Government Street, Suite 300	Maysville	41056
Cumberland Valley ADD Whitney Chesnut, Executive Director	Whitney Chesnut	<a href="mailto:wchesnut@cvadd.org">wchesnut@cvadd.org</a>	606-864-7391	342 Old Whitley Road	London	40743-1740
FIVCO ADD Sherry R. McDavid, Executive Director	Sherry R. McDavid	<a href="mailto:sherry@fivco.org">sherry@fivco.org</a>	606-929-1366	32 FIVCO Court	Grayson	41143
Gateway ADD Joshua Farrow, Executive Director	Joshua Farrow	<a href="mailto:joshua.farrow@ky.gov">joshua.farrow@ky.gov</a>	606-780-0090	110 Lake Park Dr.	Morehead	40351-7985
Green River ADD Joanna Shake, Executive Director	Joanna Shake	<a href="mailto:jdshake@gradd.com">jdshake@gradd.com</a>	270-926-4433	300 GRADD Way	Owensboro	42301-0200
KIPDA ADD Jarrett Haley, Executive Director	Jarrett Haley	<a href="mailto:jarrett.haley@ky.gov">jarrett.haley@ky.gov</a>	502-266-6084	11520 Commonwealth Dr.	Louisville	40299
Kentucky River ADD Michelle Allen, Executive Director	Michelle Allen	<a href="mailto:michelle@kradd.org">michelle@kradd.org</a>	606-436-3158	941 N. Main Street	Hazard	41701
Lake Cumberland ADD Darryl McGaha, Executive Director	Darryl McGaha	<a href="mailto:darryl@lcadd.org">darryl@lcadd.org</a>	270-866-4200	2384 Lakeway Drive	Russell Springs	42642
Lincoln Trail ADD Mike Burress, Executive Director	Mike Burress	<a href="mailto:mike@ltadd.org">mike@ltadd.org</a>	270-769-2393	613 College Street Road	Elizabethtown	42702-0604
Northern KY ADD Lisa Cooper, Executive Director	Lisa Cooper	<a href="mailto:lisa.cooper@nkadd.org">lisa.cooper@nkadd.org</a>	859-283-1885	22 Spiral Drive	Florence	41042
Pennyrile ADD Jason Vincent, Executive Director	Jason Vincent	<a href="mailto:jason.vincent@ky.gov">jason.vincent@ky.gov</a>	270-886-9484	300 Hammond Drive	Hopkinsville	42240
Purchase ADD Jeremy Buchanan, Executive Director	Jeremy Buchanan	<a href="mailto:jeremy.buchanan@purchaseadd.org">jeremy.buchanan@purchaseadd.org</a>	270-247-7171	1002 Medical Drive	Mayfield	42066-0588
KY Council of ADDs Tony Wilder, Director	Tony Wilder	<a href="mailto:twilder@kcadd.org">twilder@kcadd.org</a>	502-875-2515	501 Capital Avenue	Frankfort	40601

## Staff Directory

**Kentucky Division  
Federal Highway Administration**  
John C. Watts Federal Building  
330 West Broadway  
Frankfort, Kentucky 40601  
  
Phone: (502) 223-6720  
FAX: (502) 223-6735  
[Kentucky.FHWA@dot.gov](mailto:Kentucky.FHWA@dot.gov)

### Organizational Chart

Office Of Division Administrator			
Todd Jeter	<a href="mailto:todd.jeter@dot.gov">todd.jeter@dot.gov</a>	Division Administrator	(502) 223-6721
Boday Borres	<a href="mailto:boday.borres@dot.gov">boday.borres@dot.gov</a>	Deputy Division Administrator	(502) 223-6723
Leslie O'Brien	<a href="mailto:leslie.obrien@dot.gov">leslie.obrien@dot.gov</a>	Program Coordinator	(502) 223-6760
Engineering & Operations			
David Whitworth	<a href="mailto:david.whitworth@dot.gov">david.whitworth@dot.gov</a>	Engineering & Operations - Team Leader	(502) 223-6741
Michael Loyselle	<a href="mailto:michael.loyselle@dot.gov">michael.loyselle@dot.gov</a>	Major Projects Engineer	(502) 223-6748
Aaron Buckner	<a href="mailto:aaron.buckner@dot.gov">aaron.buckner@dot.gov</a>	Transportation Specialist	(502) 223-6749
Blake Combs	<a href="mailto:blake.combs@dot.gov">blake.combs@dot.gov</a>	Civil Engineer - Structural	(502) 223-6763
Eileen Vaughan	<a href="mailto:eileen.vaughan@dot.gov">eileen.vaughan@dot.gov</a>	Civil Engineer - Highway	(502) 223-6740
Jill Asher	<a href="mailto:jill.asher@dot.gov">jill.asher@dot.gov</a>	Civil Engineer - Highway	(502) 223-6757
Environment, Planning & System Performance			
John Ballantyne	<a href="mailto:john.ballantyne@dot.gov">john.ballantyne@dot.gov</a>	Environment, Planning & System Performance - Team Leader	(502) 223-6747
Darrin Grenfell	<a href="mailto:darrin.grenfell@dot.gov">darrin.grenfell@dot.gov</a>	Pavement & Materials Engineer	(502) 223-6727
Bernadette Dupont	<a href="mailto:bernadette.dupont@dot.gov">bernadette.dupont@dot.gov</a>	Transportation Specialist	(502) 223-6729
Eric Rothermel	<a href="mailto:eric.rothermel@dot.gov">eric.rothermel@dot.gov</a>	Environmental Protection Specialist	(502) 223-6742
Vacant	Vacant	Community Planner	(502) 223-xxxx
Finance & Program Management			
Steven Jacobs	<a href="mailto:steven.jacobs@dot.gov">steven.jacobs@dot.gov</a>	Finance & Program Management - Team Leader	(502) 223-6731
Keenan Clarke	<a href="mailto:keenan.clarke@dot.gov">keenan.clarke@dot.gov</a>	Financial Specialist	(502) 223-6752
Ryan Tenges	<a href="mailto:ryan.tenges@dot.gov">ryan.tenges@dot.gov</a>	Highway Safety Engineer	(502) 223-6750
Laura Thur	<a href="mailto:laura.thur@dot.gov">laura.thur@dot.gov</a>	Program Management Analyst	(502) 223-6751
Thava Overstreet	<a href="mailto:thava.overstreet@dot.gov">thava.overstreet@dot.gov</a>	PDP - Finance	(502) 223-6745
Information & Technology Services			
Larin Vonnahme	<a href="mailto:larin.vonnahme.ctr@dot.gov">larin.vonnahme.ctr@dot.gov</a>	Contractor - Shared IT Services	(502) 223-6746
Alternate Duty Location			
Andrea Kirk	<a href="mailto:andrea.kirk@dot.gov">andrea.kirk@dot.gov</a>	Transportation Specialist	(502) 223-6759

[Return to top](#)

August 5, 2020

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

330 W. Broadway, Room 124

Frankfort, Kentucky

<u>Employee, Title</u>	<u>Email Address</u>	<u>Office Phone</u>	<u>Cell Phone</u>
Linda Goodman, Division Administrator	<a href="mailto:linda.goodman@dot.gov">linda.goodman@dot.gov</a>	502-223-6768	502-330-6974
Sean Anderson, Federal Program Specialist	<a href="mailto:sean.anderson@dot.gov">sean.anderson@dot.gov</a>	502-223-6766	502-330-6973
Tony Young, State Program Specialist	<a href="mailto:tony.young@dot.gov">tony.young@dot.gov</a>	502-223-6775	502-269-4446
Lolita Kendrick, Safety Investigator	<a href="mailto:lolita.kendrick@dot.gov">lolita.kendrick@dot.gov</a>	502-223-6774	502-631-3927
William Rein, Safety Investigator	<a href="mailto:william.rein@dot.gov">william.rein@dot.gov</a>	502-223-6776	502-395-1129
P. Michael Stewart, Safety Investigator	<a href="mailto:paul.stewart@dot.gov">paul.stewart@dot.gov</a>	502-223-6772	502-395-2648
Serena Shelton, Transportation Assistant	<a href="mailto:serena.shelton@dot.gov">serena.shelton@dot.gov</a>	502-223-6769	





# **APPENDIX E**

## **EASTERN FEDERAL LANDS PROJECTS**

# FY2020-FY2023 Transportation Improvement Program Mid-Year Update

Last Printed: 7/13/2020

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA
<b>Kentucky</b>													
KY ERFO FS 2016-1(1)	2019	KY	Menifee	Daniel Boone National Forest	ERFO landslide and drainage repairs on Daniel Boone National Forest.	LSR	ERFO	\$ 491,332.00	Title 23	EFLHD	Planned	KY-06	USFS
NP_MACA_13(1)_14(2)	2019	KY	Shelby	Mammoth Cave National Park	Parks western Boundary Green River Ferry Crossing Roads.	MISC	REIMB	\$ 340,000.00	Other	EFLHD	Under Construction	KY-02	NPS
MACA 15(3)	2020	KY	Edmonson	Mammoth Cave National Park	Reconstruct Brownsville Rd RT 015 Sloan's Crossing	3RH	FLTP	\$ 2,820,998.00	Title 23	EFLHD	In Acquisitions	KY-02	NPS
KY ERFO COE 2019-1(1)	2021	KY	Russell	USACE Kendall Campground	Repairs at Kendall Campground.	3RH	ERFO	\$ 1,010,190.00	Title 23	EFLHD	Planning	KY-03	X_NA_OTH
NP MACA 12(1) 908(1) SPEC	2021	KY	Hill	Mammoth Cave National Park	NP MACA 12(1) 908(1) SPEC	3RL_NE W	NPS	\$ 7,275,000.00	Other	EFLHD	Planned	KY-02	NPS