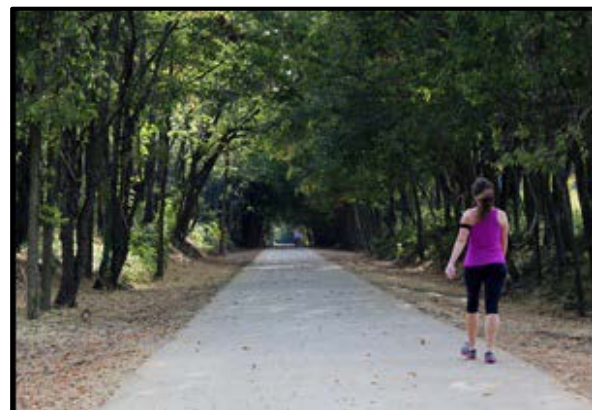




LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY 2017 through FY 2020



August 2016

Prepared in Cooperation with:

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

FEDERAL TRANSIT ADMINISTRATION (FTA)

KENTUCKY TRANSPORTATION CABINET (KYTC)

TRANSIT AUTHORITY OF LEXINGTON-FAYETTE

URBAN COUNTY GOVERNMENT (LEXTRAN)

BLUEGRASS COMMUNITY ACTION PARTNERSHIP (BUS)

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Executive Summary

The Lexington Area Metropolitan Planning Organization (MPO) is the designated metropolitan transportation planning organization for the Lexington Urbanized Area which includes Fayette and Jessamine Counties and a small portion of Scott County.

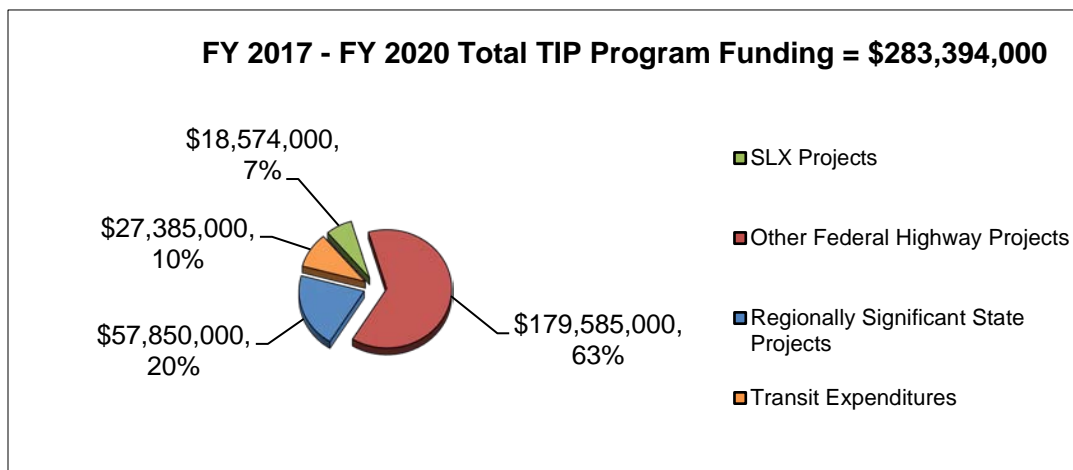
One of the primary responsibilities of an MPO is the development of a Transportation Improvement Program (TIP). The TIP is the near-term (4 year) program of scheduled transportation improvements that implement the long-range 2040 Metropolitan Transportation Plan (MTP). Projects that seek the use of federal transportation funds are required by federal legislation to be included in the TIP.

The FY 2017 through FY 2020 TIP contains transportation projects requesting federal funds through the Fixing America’s Surface Transportation Act (FAST Act). All federal and regionally significant state funded projects that have an implementation phase occurring within this four year period are presented in this document. The TIP is a dynamic document and has the flexibility to be amended and modified as programs and projects are implemented. A major update to the TIP occurs at least every four years.

The 2017-2020 TIP was developed in cooperation with the Kentucky Transportation Cabinet (KYTC) and transit providers. It is consistent with the MPO 2040 Metropolitan Transportation Plan (MTP), the Congestion Management Process, and the Comprehensive Plans for Fayette and Jessamine County. Citizens, local, state and federal public agencies, representatives of transportation providers, and other interested parties/stakeholders were provided with the opportunity to assist in the TIP’s development and to comment on the program prior to approval.

All project costs within the TIP are consistent with expected revenues and the TIP was determined to be fiscally constrained. Projects sponsored by KYTC and included in this document are based on the fiscally constrained Statewide Transportation Improvement Program (STIP).

Transportation Improvement Program (TIP):
A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the MTP, and required for projects to be eligible for federal funding.



Chapter 1 INTRODUCTION

In 1973, the Lexington Area Metropolitan Planning Organization (MPO) was designated by the Governor of Kentucky to carry out the federally-mandated metropolitan transportation planning process, including the development of a long range Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP).

1.1 Purpose of the TIP

The TIP is a phased, multiyear, multimodal program of transportation projects that describes the schedule for obligating federal funds to projects in the Lexington area. The TIP is the official process by which the MPO requests Federal-aid Highway Program funds through the Commonwealth of Kentucky and funds from the Federal Transit Administration to support project and program implementation. The TIP development process involves a comprehensive and realistic appraisal of the transportation priorities of the community, balanced with an analysis of available resources to finance them. The FY 2017 through FY 2020 TIP contains the MPO's priority list of programs and projects to be implemented during this four year time period.

While estimated implementation dates are given for projects in the plan, it should be noted that both project development and the TIP are dynamic. The TIP is not as much a construction timeline as it is a financial program for scheduling and obligating federal funds; it represents an agency's intent to construct or implement a specific project and the anticipated flow of federal funds and matching state or local contributions.

Transit projects must also be included in the TIP to be eligible for Federal Transit Administration (FTA) funding. The transit portion of the TIP is used by the FTA for allocating FTA funding to transit providers for capital and operating assistance.

1.2 Legal Framework & Role of the MPO

Federal law requires all urbanized areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. The Lexington Area MPO is thereby federally designated to conduct these activities for Fayette and Jessamine Counties (and a small section of Scott County). A core function of the MPO is to develop long-range and short-range transportation plans in consultation with area stakeholders. To that end, each MPO works with federal, state and local governments, transit agencies, transportation stakeholders and the public to ensure transportation policies, plans, projects and programs help move the region forward based upon mutually agreed upon goals. The MPO functions under a committee structure that includes a decision-making [Transportation Policy Committee](#) (TPC), several technical committees and staff.

The MPO planning area consists of the Fayette and Jessamine Counties, and the cities of Lexington, Nicholasville and Wilmore; an area of 458 square miles with a 2015 population of 366,449 persons. The 2010 U.S. Census also designated a small section of Scott County as part of the urbanized area and therefore part of the MPO planning area.

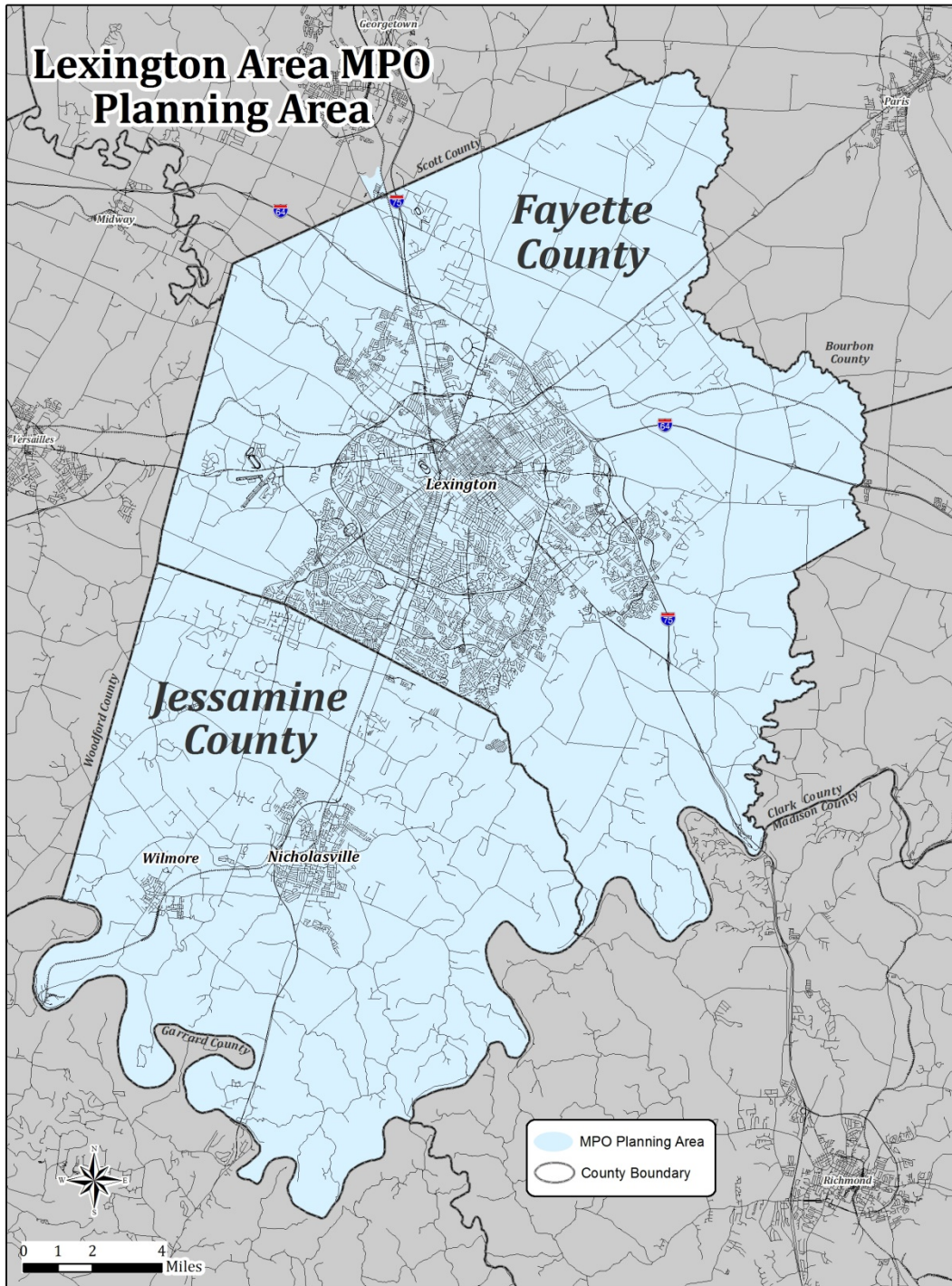


Figure 1.1 MPO Planning Area

Former federal legislation, as well as the current Fixing America's Surface Transportation (FAST) Act (December 4, 2015) provides the legislative background for MPO planning efforts. MPOs are directed to facilitate a continuing, cooperative and comprehensive planning process. Considering local input and the FAST Act goals and emphasis areas, the Lexington Area MPO sets forth goals for the Lexington Area in the long range 2040 Metropolitan Transportation Plan (MTP). These establish a foundation for the selection of projects, programs and investments in both the MTP and the TIP.

- Provide for safe travel for all users
- Provide access and choices
- Provide connectivity within and between modes
- Be efficient, reliable and well maintained
- Support economic vitality and competitiveness
- Contribute to community character
- Enhance the environment
- Support health and wellness

Furthermore, the Lexington Area MPO has adopted and continues to implement the six "Livability Principles" set forth in the 2009 coordinated policy of the U.S. Dept. of Transportation, U.S. Dept. of Housing and Urban Development, and the U.S. Environmental Protection Agency. The principles are:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

In addition to these planning goals and principles, the new FAST Act Legislation also stipulates a performance-based planning framework for the following areas:

- Safety
- State of good repair
- Congestion
- Reliability
- Freight
- Environmental Sustainability
- Project Delivery

The US Department of Transportation (USDOT) recently established national performance measures for these goal areas. In the near future, State DOTs and MPOs are required to establish performance targets and to include these in their planning process, linking them to investment priorities. DOTs and MPOs will also report progress toward achieving these targets. The purpose is to promote the most efficient use of limited funds, to attain critical outcomes and enhance decision-making. Future updates and amendments to the Lexington Area MPO TIP and plans shall reflect these new performance requirements according to federal timelines and regulations.

TIPs are also required to meet all other federal requirements in [CFR 450.324](#) including fiscal constraint, consistency with the [2040 Metropolitan Transportation Plan \(MTP\)](#) and conformity with the Clean Air Act (CAA) designated air quality standards. The Lexington Area MPO is designated by the Environmental Protection Area (EPA) as an “attainment area” for current eight-hour ground-level ozone and particulate matter (soot) air quality standards; therefore, no air quality conformity demonstration is required for the Lexington MPO’s TIP.

Chapter 2 TIP DEVELOPMENT

2.1 TIP Project Selection

The initial concept and development of a transportation project can originate from a variety of sources, including technical analysis, public input, and input from government or stakeholder agencies as well as local and state elected officials. These sources inform the [Transportation Policy Committee \(TPC\)](#) in their development and adoption of the long-range [Metropolitan Transportation Plan \(MTP\)](#). The TPC and MTP set forth transportation policy and priorities for the Lexington region and it is from this document/committee that projects move into the TIP for implementation. The TPC and MTP also inform state-level decision-makers about the priorities of the region to assist the Kentucky Transportation Cabinet and State Legislature in selecting projects for inclusion in the State Transportation Improvement Program (STIP) and Kentucky State Highway Plan. Once a project is included in the STIP it must also be included in the MPO's TIP and vice versa.

Technical analysis, which includes the [Congestion Management Process \(CMP\)](#), transportation studies, and other technical data, provides planners and decision-makers with up-to-date quantitative and qualitative information concerning roadway conditions and project specific "purpose and need." The CMP is a systematic process for monitoring and managing the mobility of people and goods. CMP strategies help identify and prioritize projects that enhance the transportation system.

Public input and interested stakeholders provide focus to the CMP and transportation planning efforts through the MPO and KYTC participation process. These sources coalesce in the MPO's [Metropolitan Transportation Plan \(MTP\)](#). The MTP, which is updated every 5 years, identifies long range needs and priorities and is the guiding document for transportation planning over a 20+ year timeframe. The results of these efforts (technical analysis and stakeholder input) are integrated into a criteria-based scoring procedure to rank projects on how they meet federal, state, and local goals and objectives that are adopted by the TPC including safety, economic development, multimodalism, congestion reduction, air quality improvements, etc. A full description of the prioritization process is found in [Appendix D](#) of the MTP. In order to become eligible for federal funding, transportation improvements must initially be identified in the MPO's MTP either specifically or as a general project type as in the case of Grouped Projects. Once a project is included in the adopted plan, it can be then be programmed in the TIP.

Federally funded projects may also be added to the TIP through means other than the MPO planning process. Local governments, private and public entities may apply for special grant funded programs which follow an official application process. These programs include: Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Transportation Investment Generating Economic Recovery (TIGER) and others. After projects are selected and awarded by the KYTC, FTA or FHWA, they are added to the TIP for project tracking purposes. KYTC and FTA may also elect to fund projects that address a safety or deficiency problem that has been identified through operational and maintenance functions. These grant programs and selected projects, referred to as "Grouped Projects" are also folded into the TIP for tracking purposes. [Group Projects](#) are described in greater detail in Chapter 4.

In addition to all federally-funded projects, the TIP also includes regionally significant projects that use state and local funds. Thus, a total program of transportation projects for the region is presented in the TIP.

2.2 Consistency with Regional Plans

Projects in the TIP must be consistent with the MPO's [Metropolitan Transportation Plan \(MTP\)](#). Projects that are included in the TIP are drawn from the highest priority transportation projects in the near term of the 2040 MTP. The MTP's list of projects are identified by the TPC as a regional priority utilizing established MPO prioritization and participation processes that consider the region's transportation goals and objectives. The MTP must be updated every 5 years and will be reviewed and updated in 2019.

The TIP is also consistent with other transportation plans and programs of the MPO that inform the development of the MTP including:

- FY 2013 – FY 2016 Transportation Improvement Program (previous TIP)
- MPO Regional Bicycle and Pedestrian Master Plan
- Congestion Management Process
- Lexington-Fayette Urban County Comprehensive Plan
- Jessamine County Joint Planning Commission Comprehensive Plan
- Other studies such as Small Area Plans, Corridor Studies, etc

2.3 Participation in TIP Development

Public and stakeholder participation is an important part of the TIP development process. Participation and public outreach activities are directed by the MPO [Participation Plan \(PP\)](#) which includes coordination and consultation with regional stakeholders. This includes citizens, affected public agencies, representatives of public transportation agency employees, freight providers, private transportation providers, users of public transportation, users of bicycle and pedestrian transportation facilities, people with disabilities and other interested parties who are given the opportunity to provide input into the document. The full list of consultation contacts/agencies who are notified to review and provide feedback on the TIP are included in Appendix A of the [Participation Plan](#).

The MPO's method for engaging and notifying the public on the development of the TIP is also outlined in the PP. A summary of public input efforts, their comments and how the comments were addressed in the TIP are located in [Appendix E](#) of this document.

MPO committee work is one way in which regional stakeholders can provide input on the TIP. Through the MPO Transportation Technical Advisory Committee (TTCC), local and regional partners coordinate, discuss project/program needs and status. Members of the TTCC include:

- LFUCG Divisions of Planning, Engineering, and Traffic Engineering;
- Representatives from Jessamine County;
- Representatives of the Jessamine County Transportation Task Force;

- Representatives from the cities of Nicholasville and Wilmore;
- School transportation representatives including Fayette and Jessamine Counties Public Schools and University of Kentucky Parking and Transportation;
- Maintenance, operations, and public safety agencies;
- Bluegrass Area Development District (BGADD);
- Federated Transportation Services of the Bluegrass (FTSB);
- Transit Authority of Lexington-Fayette Urban County Government (Lextran);
- Bluegrass Community Action Partnership (Bluegrass Ultra-transit - BUS);
- Kentucky Transportation Cabinet (KYTC);
- Federal Highway Administration (FHWA);
- Bluegrass Airport;
- RJ Corman Railroad Company;

In accordance with federal law, TIP projects are selected and the document is developed and distributed for comment in such a way as to ensure compliance with all applicable requirements of the [Americans with Disabilities Act](#) and [Title VI of the Civil Rights Act of 1964](#). This means the MPO ensures: transportation services, facilities, information and other resources are distributed equitably throughout the MPO area; programs and practices do not adversely impact neighborhoods or groups; efforts are made to obtain minority participation/involvement in the process; and transportation projects and programs serve all members of the community regardless of income, race, age, ability and any other socioeconomic factors. Upon request, the MPO also provides assistance to anyone of Low English Proficiency (LEP). Title VI and ADA complaint procedures for the MPO are outlined in Chapter 4 of the [Participation Plan](#).

A summary of procedures for public and stakeholder involvement used during TIP development that are outlined in the Participation Plan include:

- Notifications for the availability of public drafts. Legal ads are published in the Lexington Herald-Leader and Jessamine Journal; advertisement on the MPO website; social media notifications; a media press release; notification to all MPO mailing lists including MPO Committees, Consultation Contacts and Outreach Contacts for the Traditionally Underserved.
- Notifications requesting public review and comment on the TIP shall include where to send written or digital comments and state that special provisions for persons with disabilities will be accommodated with 48 hour notice (i.e. large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). The notice shall also inform the public that copies of the draft TIP are available for review at local libraries, offices of member agencies, and other specified locations.
- All public notices issued by the MPO for public involvement activities related to the TIP (and time established for public review and comment will include an explicit statement that the public participation efforts for the TIP satisfy the public participation requirements for Lextran’s Program of Projects (POP). See the PP for further explanation.
- The public comment period is a minimum of thirty days effective from the date of the legal notice.
- MPO staff will assemble and provide a summary of all public comments to MPO

committees to be considered and addressed before adopting the final document.

- A summary of public involvement activities and input will be included in the final TIP document.
- Additional public review periods will be added if merited by public comments that warrant significant changes.

2.4 TIP Approval

The [MPO Transportation Policy Committee](#) (TPC) directs the development of the TIP. The TIP is updated at least every four years, although it may be amended or modified by the TPC at any time. The updating of the TIP document and subsequent amendments and modifications gives the TPC a direct, continuing role in the programming of transportation improvements.

Following public and stakeholder input and any subsequent adjustments, the TIP is formally adopted by the MPO Transportation Policy Committee and submitted to the Kentucky Transportation Cabinet (KYTC) for their approval and inclusion in the [Statewide Transportation Improvement Program](#) (STIP), the state's fiscally constrained programming document for federal funds. The TIP is also used by the KYTC in the preparation of the [Kentucky Highway Plan](#), a six-year plan approved by the state legislature every two years that includes both federal and state projects.

2.5 TIP Amendment & Modification

The TIP provides a "snapshot" of the region's transportation programming intent and the current schedule for implementation. As projects and programs are developed, amendments and modifications to the TIP are often necessary to allow the document and program funds to dynamically adjust to changing conditions, costs and schedules. Transportation priorities/needs of the community may also change during the four year period covered by the TIP. An amendment and modification process is provided to facilitate these changes. Major changes are accommodated through an "Amendment" process. Amendments to the TIP are required when there are significant changes that:

- Add/Delete a project or phase(s) that requires a federal action (authorization) and is not eligible for an Administrative Modification.
- Change in design concept and scope of the project.
- Change in cost estimates that affect fiscal constraint.
- Change that affects air quality conformity in non-attainment areas including regional significant projects funded with non-federal funds.
- Change from non-federal to federal funds unless a Grouped Project.

The MPO's [Participation Plan](#) (PP) outlines the notification and public/stakeholder involvement process that the MPO uses when these significant changes to the TIP occur. Other changes to the TIP that are considered minor are termed "Administrative Modifications" and include changes to:

- Correct obvious minor data entry errors.
- Split or combine projects without modifying the original project design, concept and scope.

- Change or clarify elements of a project description that do not alter the original project design, concept, and scope.
- Move a project from one federal funding category to another.
- Move a project from federal funding to state funding.
- Shift the schedule of a project or phase within the years covered by the TIP.
- Update project cost estimates (within the original project scope and intent).
- Move any identified project phase programmed for previous year into a new TIP.
- Add a project of a type listed as a Grouped Project.

An Administrative Modification does not require public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination (in nonattainment and maintenance areas). The process used by the MPO for Administrative Modifications is also found in the MPO PP. Both the PP and a running list/copy of [TIP amendments and modifications](#) for the MPO's current TIP are available on the MPO website www.lexareampo.org.

Chapter 3 FINANCIAL PLAN

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

3.1 Financial Resources

The FAST Act 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.

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

Major FAST Act programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Surface Transportation Block Grant (STBG) – formerly Transportation Alternatives Program (TAP)
- FTA Section 5307 transit urbanized area formula funds.
- FTA Section 5309 transit capital investment funds
- FTA Section 5310 elderly and disabled transportation funds
- FTA Section 5311 formula grants for rural areas
- FTA Section 5337 state of good repair
- FTA Section 5339 busses and bus facilities

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on [page 23](#) with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2017" cost column; the required FY 2017 through FY 2020 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However,

cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$8.0 million in SLX funds (\$6.4 million federal funds matched with \$1.6 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 SLX projects), it should be understood that the MPO does not have direct control over many sources of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address the full range of 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 (or funding types).

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in [Figure 3.2](#) which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with Lextran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data, 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.

The transit financial element is estimated to average \$34 million per year in funding over the TIP's four fiscal year period, totaling \$137 million from FY 2017 through 2020 as shown in [Figure 3.2](#).

3.1.3 Financial Constraint

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

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2017-2020 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table ([Table 7](#)).

| HIGHWAY ELEMENT | FY 2017 – FY 2020 TOTALS |
|----------------------------------|--------------------------|
| Total Programmed Expenditures | \$297,314,000 |
| Total Anticipated Revenues | \$297,314,000 |
| Ratio of Expenditures to Revenue | 1.0 |

Figure 3.1 Anticipated Highway Revenue and Expenditures

| TRANSIT ELEMENT | FY 2017 – FY 2020 TOTALS |
|--|--------------------------|
| Expenditures | |
| Total Operating Expenditures | \$ 109,692,000 |
| Total Capital Outlays | \$ 27,446,000 |
| Total | \$ 137,138,000 |
| Revenue | |
| FTA 5307 | \$ 23,230,000 |
| FTA 5310 | \$ 836,000 |
| FTA 5311 | \$ 699,000 |
| FTA 5337 | \$0 |
| FTA 5339 | \$ 2,540,000 |
| State Funding | \$ 840,000 |
| Local Tax Levy | \$ 66,000,000 |
| Passenger Fares & Other Operating Revenue | \$ 42,993,000 |
| Total | \$ 137,138,000 |
| Ratio of Expenditures to Revenue | 1.0 |
| Note: These totals are for Lextran and Bluegrass Community Action BUS. Lextran receives and expends a majority of transit funding. | |

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the program or planned revenue source and schedule shown in Project Tables 1-7 (beginning on [page 23](#)) 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.

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

[Table 7](#) of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2017-2020. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

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

3.1.4 Year of Expenditure

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

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

Project cost estimate adjustments should be expected due to variation in economic conditions. YOE financial planning ensures that inflation has been accounted for when demonstrating fiscal constraint so that adequate funding will be available to construct, operate and maintain the transportation improvements and existing transportation system.

3.2 Operations, Maintenance and Preservation

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

3.2.1 State Role

Kentucky's current [Statewide Transportation Improvement Program \(STIP\)](#) continues its emphasis on operating and maintaining existing transportation facilities. 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 four key areas to ensure routine maintenance and operation of the regional freeway/highway network including: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

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

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) 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 achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities similar to those listed above.

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, Lextran has estimated they will spend over \$109 million to operate and maintain transit service over the four year period of the TIP.

3.2.3 Funding

The TIP and 2040 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain an evolving transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2016-2020 are just over \$204 million, split nearly even between roadways and transit (see [Figure 3.3](#)).

| Maintenance/Operations Funding 2017 – 2020 | |
|---|-----------------------------|
| Major O/M Funding Sources | O/M Funding Estimate |
| State Funding (KYTC) | \$32,800,000 |
| Local Funding | \$61,600,000 |
| Lextran | \$109,692,000 |
| Total | \$204,092,000 |
| Source: KYTC (audited expenditures), LFUCG (Traffic Engineering + Streets & Roads + audited expenditures), Lextran (operations) | |

Figure 3.3 Maintenance/Operations Funding Estimates

Chapter 4 PROGRAM & PROJECT TABLES

The following project tables show programmed highway projects by funding type; transit projects with programmed FTA funds; placeholders for group projects; and informational/supplemental project tables.

4.1 Federal & Regionally Significant Projects

These tables address projects which are scheduled to receive federal and state funds for regionally significant projects. Each project table includes information on the funding allocated to that project prior to 2017, the current TIP FY 2017—2020 funding and estimated future funding. Funding estimates were provided by project sponsors. All funding references are denoted in [Year of Expenditure](#) (YOE) dollars to provide a more-realistic and accurate future project cost estimate. Project tables include:

[**Table 1**](#) – *SLX Funded Project* – Projects funded with federal funds that are dedicated to Lexington planning area and selected by the local MPO.

[**Table 2**](#) – *Other Federally Funded Projects* – Projects that are funded with all other (non-SLX) federal funds that are selected by KYTC & State Legislature in consultation with the MPO.

[**Table 3**](#) – *Regionally Significant State Funded Projects* – Projects that are of regional significance and are funded with state funds that are selected by KYTC and state Legislature in consultation with the MPO. These are state funded projects that the MPO can reasonably expect to receive.

4.2 Non-Regionally Significant & Unfunded Projects

This section includes State-funded projects either:

1. Not classified as “regionally significant” and thus not required to be formally included in the TIP; and/or
2. That appear in the Kentucky State Highway Plan which has over-programmed state funding sources (thus funding may not be readily available for these projects as scheduled in the State Highway Plan).

These two project types are not officially part of the TIP but are listed for informational purposes.

[**Table 4**](#) – *Information Supplement of Unfunded and/or Non-Regionally Significant Projects*

4.3 Federal Transit Administration Projects

These projects are funded with FTA funds and are selected by FTA, KYTC and local transit providers. These include operating and capital funds for public transit and paratransit.

[**Table 5**](#) – *Federal Transit Administration Projects*

4.4 Grouped Projects

Transportation planning regulations allow projects of a smaller scale to be grouped in the TIP by function, work type or geographic area. Such projects are usually not controversial, produce negligible impacts and positive benefits for safety, traffic operations or system preservation. The TIP includes placeholders for these projects that may be allocated federal funding through a variety of federal funding programs. These projects are typically identified through the day to day operations of the transportation system or as a result of competitive grant awards. These include safety projects, operational improvements targeted to reduce congestion, transit projects and bicycle & pedestrian projects among others. The KYTC and FHWA allow these projects to be added to the TIP by Administrative Modification when they are identified and awarded. In instances of a project being identified by the KYTC, a project description, estimated cost and funding source are forwarded to the MPO for inclusion in the TIP. This includes a commitment of funds from the KYTC as part of the Statewide Transportation Improvement Program (STIP). Financial constraint for Grouped Projects is demonstrated in the STIP by KYTC.

Grouped Project categories are shown in [Table 6](#). 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 the streamlined Administrative Modification process. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint in the local TIP, or an air-quality conformity determination (if applicable).

The dollar amounts shown in the Grouped Projects [Table 6](#) are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Similarly, the Grouped Projects line item in [Table 7](#) should be interpreted in the same way. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year.

[Table 6](#) – Grouped Projects – Illustrative list of the amount of funding that the MPO may potentially receive for any Grouped Project type based on past experience and reasonableness.

[Table 6a](#) – Grouped Projects Selected – Grouped Projects that have been identified and funded in the Lexington Area through the various processes described above.

4.5 Funding Summary Table

A summary table that shows the total of all TIP funding and revenue grouped by funding source category and year is provided in [Table 7](#). This table demonstrates fiscal constraint for all funding types.

[Table 7](#) – TIP Summary Table

4.6 Project Reference Table

An alphabetical index of all projects, their Item Number and the funding tables on which they appear in the TIP can be found on [page 21](#). Projects that appear on this table more than once have multiple funding sources that are being utilized for the project. This allows the reader to find projects by name, rather than Item Number. Tables 1-6 above are arranged by Item Number. This number is assigned by KYTC and used by the MPO as a project identification reference number for tracking purposes.

[Project Reference Table](#) – Alphabetical summary of all projects and table reference.

4.7 Project Map

The project map that depicts the FY 2017-2020 TIP project locations, shown by funding type, is on the following page in [Figure 4.1](#).

Project Map

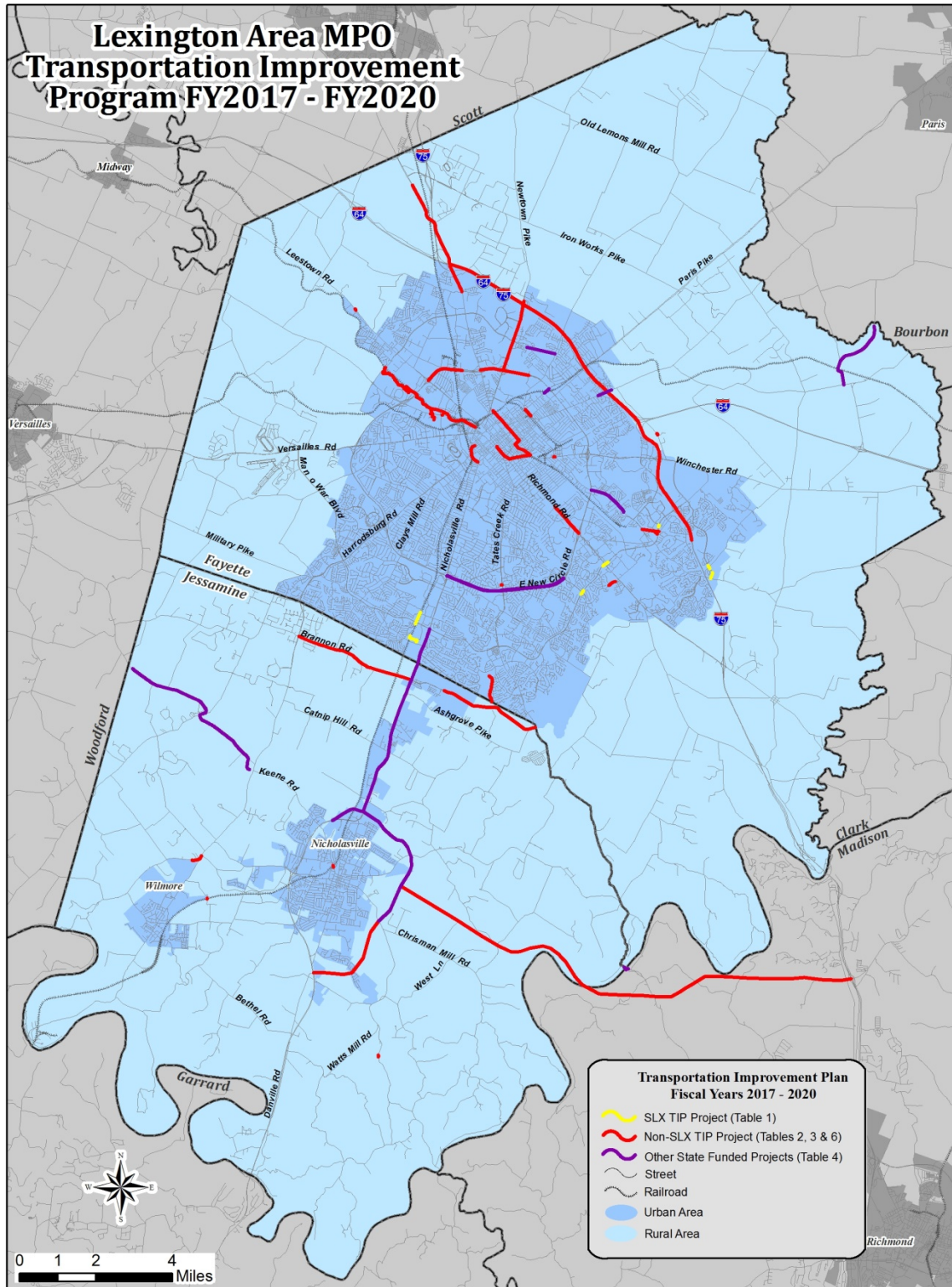


Figure 4.1 TIP Projects

Project Reference Table

An alphabetical index of all projects, their Item Number and the funding tables on which they appear in the TIP. Projects that appear on this table more than once utilize multiple funding sources. This Table allows the reader to find projects by name, rather than Item Number.

| Projects in Alphabetical Order | | | | |
|---|---------------|--------------|-----------|---------|
| Description | Project ID | Sponsor | Facility | Table # |
| 4th Street Corridor improvements | | LFUCG/Transy | CS 1375 | 6A |
| Armstrong Mill sidewalks | 7-3213.00 | LFUCG | CS 3037 | 6A |
| Beaumont YMCA Trail | 7-3218.00 | LFUCG | | 6A |
| Brannon Rd - US 68 to US 27 | 7-414.00 | KYTC | KY 1980 | 2 & 3 |
| Brighton Rail Trail Bridge Phase IV | 7-3717.00 | LFUCG | Trail | 6A |
| Citation Trail | 7-3223.00 | LFUCG | Trail | 6A |
| Clays Mill Rd widen from Harrodsburg Rd to New Circle Rd | 7-224.10 | LFUCG | CS - 4174 | 1 |
| Compressed natural gas (CNG) fueling station | | LFUCG | | 6A |
| CR-1121 Repair McCall's Mill Rd. bridge over Boggs Creek | 7-10009.00 | KYTC | CR-1121 | 2 |
| CR-1238 replace bridge over NS System | 7-1144.00 | KYTC | CR-1238 | 2 |
| East Brannon Rd extend to Tates Creek Rd (KY 1974) | 7-376.00 | KYTC | CS 1486 | 3 |
| East High Shared Use Trail | 7-3214.00 | Nich. | Trail | 6A |
| East Nicholasville Bypass Section II | 7-87.50 & .51 | KYTC | New Route | 2 |
| Elizabeth Street sidewalks | 7-3217.00 | LFUCG | CS 4284 | 6A |
| Fayette County Elementary School Zone Enhancements | | LFUCG | | 6A |
| Fiber Optic Cable | | LFUCG | | 6A |
| Hume Rd replace bridge over branch of North Elkhorn Creek | 7-1141.00 | KYTC | CR 1001 | 2 |
| I-64 Address pavement condition both directions - MP 73.940 - 74.729 | 7-20009.00 | KYTC | I-64 | 2 |
| I-64/I-75 widen to 8 lanes - Bryan Station overpass to northern split | 7-8909.00 | KYTC | I-75 | 2 |
| I-64/I-75 widen to 8 lanes - C&O RR bridge to Bryan Station overpass | 7-8910.00 | KYTC | I-75 | 2 |
| I-75 Address pavement condition both directions - MP 111.82 to 120.792 | 7-20015.00 | KYTC | I-75 | 2 |
| I-75 Connector | 7-8404.00 | KYTC | US 27 | 2 |
| I-75 SB Exit Ramp at Man O' War Blvd. | 7-227.13 | KYTC | I-75 | 1 |
| ITN Bluegrass – Transportation for over 60 and visually impaired | | | | |
| KY 1268 Repair bridge over Hickman Creek | 7-10011.00 | KYTC | KY 1268 | 2 |
| KY 169 Safety Improvements | 7-931.00 | KYTC | KY 169 | 6A |
| KY 1968 Improvements | 7-944.00 | KYTC | KY 1968 | 6A |
| KY 1974 Safety Improvements | 7-9003.30 | KYTC | KY 1974 | 6A |
| KY 29 N of Wilmore | 7-915.00 | KYTC | US 68 | 2 |
| KY 39 replace bridge over Hickman Creek | 7-1136.00 | KYTC | KY 39 | 2 |
| L&N RR bridge overpass on North Broadway | 7-412.00 | KYTC | US 27 | 4 |
| Legacy Trail Phase III | 7-3103.00 | LFUCG | | 6A |
| Lextran Buses - Purchase 6 CNG buses | | Lextran | | 6A |
| Lextran Buses - Purchase 12 electric buses and charging stations | | Lextran | | 6A |
| Lextran Bus Stops – Improve Access | | Lextran | | 6A |
| Liberty Rd | 7-8902.00 | KYTC / LFUCG | KY 1927 | 4 |
| Malabu Dr replace bridge over branch of Hickman Creek | 7-1132.00 | KYTC | CS 3605 | 2 |
| Man O' War Blvd at Alumni Dr | 7-427.00 | LFUCG | CS 4524 | 1 |
| Man O' War Blvd at Pink Pigeon Pkwy | 7-426.00 | LFUCG | CS 4524 | 1 |
| Man O' War Blvd at Richmond Road | 7-428.00 | LFUCG | CS 4524 | 1 |
| Manchester St left turn lanes at Forbes Rd | 7-3718.00 | LFUCG | | 6A |
| Mercer Rd at Greendale Road Turn Lanes | | LFUCG | CS 1257 | 6A |
| Mt. Tabor Rd Multimodal Improvements | | LFUCG | CS 3663 | 6A |
| New Circle Rd sound barriers | 7-8801.00 | KYTC | KY 4 | 4 |

Projects in Alphabetical Order

| Description | Project ID | Sponsor | Facility | Table # |
|--|----------------|-------------------|----------|---------|
| New Circle Road from Leestown Rd to near Georgetown Rd. | 7-113.02 | KYTC | KY 4 | 2 |
| New Circle Road widening from Georgetown Rd. to Boardwalk | 7-366.00 – 0.3 | KYTC | KY 4 | 2 |
| Newtown Pike six-lane from KY 4 to I-75 | 7-252.00 | KYTC | KY 922 | 2 |
| Newtown Pk – turn lane at Pintail | 7-413.00 | KYTC | KY 922 | 2 |
| Newtown Pk. Extension - Priority 4 (Scott St. Connector) | 7-593.30 | KYTC / LFUCG | KY 922 | 3 |
| Old Frankfort Pike Scenic Byway Viewing Area | 7-3201.00 | LFUCG | KY 1681 | 6A |
| Old Frankfort Pike Corridor Management Plan | | Lex-Frank SCI | KY 1681 | 6A |
| Old Todds Road Sidewalks | 7-3221.00 | LFUCG | CS 2690 | 6A |
| Oxford Circle Sidewalks | 7-3220.00 | LFUCG | CS 4634 | 6A |
| Pink Pigeon/MOW Safety Improvements | 7-9003.20 | KYTC | CS 2540 | 6A |
| Pleasant Ridge/MOW Safety Improvements | 7-9003.40 | KYTC | CS 4524 | 6A |
| Polo Club Blvd | 7-8507.00 | LFUCG | New Blvd | 1 |
| Richmond Rd (US 25) access management | 7-9002.00 | KYTC | | 6A |
| RJ Corman Railroad Group | | Jess. Co. Fis Ct. | | 6A |
| Rosemont Garden Sidewalks | 7-3219.00 | LFUCG | CS 4735 | 6A |
| South Elkhorn Trail Section 2 | 7-229.20 | LFUCG | Trail | 1 |
| South Elkhorn Trail Section 3 | 7-229.30 | LFUCG | Trail | 1 |
| South Elkhorn Trail | 7-3222.00 | LFUCG | Trail | 6A |
| Squires Rd sidewalk | | LFUCG | CS 3886 | 6A |
| Town Branch Commons - Midland Section | 7-3714.00 | LFUCG | US 60 | 6A |
| Town Branch Commons - Vine St. Section | 7-3207.00 | LFUCG | US 60 | 6A |
| Town Branch Trail Crossing at Old Frankfort Pk | 7-3702.00 | LFUCG | Trail | 6A |
| Town Branch Trail Phase 3 | 7-3224.00 | LFUCG | Trail | 6A |
| Town Branch Trail Phase 4 | 7-3708.00 | LFUCG | Trail | 6A |
| Town Branch Trail Phase 5 | 7-3709.00 | LFUCG | Trail | 6A |
| Town Branch Trail Phase 6 | 7-3710.00 | LFUCG | Trail | 6A |
| US 169 (North 3rd St) replace railroad bridge | 7-8851.00 | KYTC | KY 169 | 2 |
| US 25 (Georgetown Rd) | 7-122.10 | KYTC | US 25 | 3 |
| US 25 Safety Improvements | 7-9003.10 | KYTC | US 25 | 6A |
| US 27 & Cooper/Waller Safety Improvements | 7-9003.60 | KYTC | CS 3223 | 6A |
| US 421 Address pavement condition | 7-20016.00 | KYTC | US 421 | 2 |
| US 421 replace bridge over fork of Town Branch | 7-1129.00 | KYTC | US 421 | 2 |
| US 60 (Winchester Rd) Scoping Study | 7-8340.00 | KYTC | US 60 | 4 |
| US 68 – Safety Improvements near Mercer Co Line | 7-09009.00 | KYTC | US 68 | 6A |
| Valley View Ferry - Operations | 7-357.14 - .19 | KYTC | NA | 4 |
| Valley View Ferry - ramp, parking area and retaining wall | | LFUCG | NA | 6A |
| Valley View Ferry – Restore car barge and pulley system | | FBP | NA | 6A |
| Various Continuing Programs | 7-227.00 | LFUCG | NA | 1 |
| Virginia Avenue Turn Lane at US 27 | 7-9003.00 | KYTC | CS 4904 | 6A |
| West Hickman Trail South | 7-3713.00 | LFUCG | Trail | 6A |
| West High Shared Use Trail | 7-3215.00 | Nich. | Trail | 6A |
| West Loudon Improvements - S. Broadway to Limestone | 7-3203.00 | LFUCG | | 6A |
| Wheels Vehicles - Purchase 7 vehicles | | WHEELS | | 6A |
| Wilson Downing sidewalks | 7-3216 | LFUCG | CS 7038 | 6A |
| Wilson Downing Rd Bridge Replacement | 7-1145.00 | LFUCG | CS 7038 | 1 |
| Winchester Rd/E. 7th St./Liberty Rd intersection improvements | 7-3204.00 | LFUCG | | 6A |

PROJECT TABLES

Table 1 – SLX Projects (\$1,000) (Federal-aid Highway projects with a 20 % match)

| Table 1 - SLX Projects (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | 2017 - 2020 | | | | | | | |
|---|---------|----------|---|-----------|-------|-----------|---------|---------|----------|---------|-------------|------------|---------------|-------------|-------------|---------|-------|-------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds | | | |
| F 224.10 | LFUCG | CS 4174 | Clays Mill Rd widen from Harrodsburg Rd to New Circle Rd - Section 1; Length=2.0 mi (Mod #10) | SLX | D | \$1,400 | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | R | | | | | | | \$1,400 | | | | | \$0 | \$0 |
| | | | | | U | | | | \$280 | | | \$280 | \$224 | \$0 | \$56 | | | |
| | | | | | C | | | | \$11,000 | | | \$11,000 | \$8,800 | \$0 | \$2,200 | | | |
| | | | | | Total | \$1,400 | \$0 | \$0 | \$11,280 | \$0 | \$0 | \$12,680 | \$9,024 | \$0 | \$2,256 | | | |
| F 227.00 | LFUCG | NA | Various Continuing Programs [Rideshare/Mobility (MB), Air Quality & Cong. Management (CM), Bike/Ped Planning (BP), Traffic Signal Upgrades (ITS)] | SLX | MB | \$128 | \$128 | \$128 | \$128 | \$128 | \$128 | \$128 | \$768 | \$410 | \$0 | \$102 | | |
| | | | | | CM | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$912 | \$486 | \$0 | \$122 |
| | | | | | BP | \$66 | \$66 | \$66 | \$66 | \$66 | \$66 | \$66 | \$66 | \$66 | \$396 | \$211 | \$0 | \$53 |
| | | | | | ITS | \$575 | \$575 | \$575 | \$600 | \$600 | \$600 | \$600 | \$600 | \$600 | \$3,525 | \$1,880 | \$0 | \$470 |
| | | | | | Total | \$921 | \$921 | \$921 | \$946 | \$946 | \$946 | \$946 | \$946 | \$946 | \$5,601 | \$2,987 | \$0 | \$747 |
| F 229.20 | LFUCG | NA | South Elkhorn Trail from Joseph Bryan Way through NS RR tunnel to Waveland - Section 2; Length=0.3 mi (Mod #10) | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | R | | | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | C | | | | \$400 | | | \$400 | \$320 | \$0 | \$80 | | | |
| | | | | | Total | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$400 | \$320 | \$0 | \$80 | | | |
| F 229.30 | LFUCG | NA | South Elkhorn Trail from Lochdale Terrace extending N under Man o' War Blvd to Shillito Park - Section 3; Length=0.3 mi (Mod #10) | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | R | | | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | C | | | | \$625 | | | \$625 | \$500 | \$0 | \$125 | | | |
| | | | | | Total | \$0 | \$0 | \$0 | \$625 | \$0 | \$0 | \$625 | \$500 | \$0 | \$125 | | | |
| F 427.00 | LFUCG | CS 4524 | Man O' War Blvd at Alumni Dr turn lane improvement | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 | | | |
| | | | | | R/U | \$18 | | | | | | | | \$18 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$725 | | | | | | | \$725 | \$580 | \$0 | \$145 | |
| | | | | | Total | \$18 | \$725 | \$0 | \$0 | \$0 | \$0 | \$743 | \$580 | \$0 | \$145 | | | |

| Table 1 - SLX Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | |
|---|---------|----------|---|-----------|-------|----------------|----------------|----------------|-----------------|--------------|--------------|-----------------|-----------------|-------------|----------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 428.00 | LFUCG | CS 4524 | Man O' War Blvd at Richmond Road turn lane improvement | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R/U | \$40 | | | | | \$40 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$262 | | | | \$262 | \$210 | \$0 | \$52 | |
| | | | | | Total | \$40 | \$0 | \$262 | \$0 | \$0 | \$0 | \$302 | \$210 | \$0 | \$52 |
| F 9002.00 | KYTC | US 25 | Richmond Rd (US 25) access management and offset turn lanes from New Circle Rd to Shriners Ln including improvements to approaches at Lakeshore & Fontaine (Mod #2 - see HSIP funded portion in Table 6A) | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$71 | | | | \$71 | \$57 | \$0 | \$14 | |
| Total | \$0 | \$71 | \$0 | \$0 | \$0 | \$0 | \$0 | \$71 | \$57 | \$0 | \$14 | | | | |
| F 8507.00 | LFUCG | CS 2548 | Polo Club Blvd complete construction at Deerhaven Lane and Todds Rd; Length=0.2 mi (Mod #10, #15 & #19) | SLX | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$2,891 | | | | \$2,891 | \$2,759 | \$0 | \$132 | |
| Total | \$0 | \$0 | \$0 | \$2,891 | \$0 | \$0 | \$2,891 | \$2,759 | \$0 | \$132 | | | | | |
| F 1145.00 | LFUCG | CS 7038 | Wilson Downing Rd Bridge Replacement - replace deteriorated bridge section across West Hickman Creek along west bound lane of Wilson Downing Rd (Mod #5) | SLX | D | | | \$75 | | | | \$75 | \$60 | \$0 | \$15 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$275 | | | | \$275 | \$220 | \$0 | \$55 | |
| Total | \$0 | \$0 | \$350 | \$0 | \$0 | \$0 | \$350 | \$280 | \$0 | \$70 | | | | | |
| F 227.13 | LFUCG | I-75 | I-75 SB Exit Ramp at Man O' War Blvd. – safety project to widen I-75 SB exit ramp at Man O' War to construct left turn lanes and install traffic signal (Mod #17) | SPP | D | | | | \$50 | | | \$50 | \$0 | \$50 | \$0 |
| | | | | SLX | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | | |
| | | | | C | | \$500 | | | | \$500 | \$500 | \$0 | \$0 | | |
| Total | \$0 | \$0 | \$0 | \$550 | \$0 | \$0 | \$550 | \$500 | \$0 | \$0 | | | | | |
| Totals: | | | | | | \$2,379 | \$1,717 | \$1,533 | \$16,692 | \$946 | \$946 | \$24,213 | \$17,157 | \$0 | \$3,731 |

Table 2 – NON-SLX Projects (\$1,000) (Federal-aid Highway projects)

| Table 2 - Non SLX Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|---|---------|-----------|---|-----------|-------|----------|-----------|----------|----------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| J 87.50 | KYTC | New Route | East Nicholasville Bypass Section II from KY 39 to US 27 S of Nicholasville; Length=4.3 mi | STP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$12,500 | | | \$12,500 | \$12,500 | \$0 | \$0 |
| Total | | | | | | \$0 | \$0 | \$12,500 | \$0 | \$0 | \$0 | \$12,500 | \$12,500 | \$0 | \$0 |
| J 87.51 | KYTC | New Route | East Nicholasville Bypass Section II from KY 39 to US 27 S of Nicholasville; Length=4.3 mi | STP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$10,000 | | | \$10,000 | \$10,000 | \$0 | \$0 |
| Total | | | | | | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 | \$10,000 | \$0 | \$0 |
| F 113.02 | KYTC | KY 4 | New Circle Road rehab and widening from Leestown Rd to near Georgetown Rd.; Length=3.4 mi (Mod #10) | NH | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$1,300 | \$1,300 | \$0 | \$0 | |
| | | | | | U | | | | | | \$3,000 | \$3,000 | \$0 | \$0 | |
| | | | | | C | | | | | | \$11,780 | \$11,780 | \$0 | \$0 | |
| Total | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,080 | \$16,080 | \$0 | \$0 | |
| F 252.00 | KYTC | KY 922 | Newtown Pike six-lane from KY 4 to I-75; Length=1.8 mi (Mod #10) | STP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | \$2,000 | | | \$2,000 | \$2,000 | \$0 | \$0 |
| | | | | | U | | | | \$3,000 | | | \$3,000 | \$3,000 | \$0 | \$0 |
| | | | | | C | | | | | | \$15,000 | \$15,000 | \$0 | \$0 | |
| Total | | | | | | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$15,000 | \$20,000 | \$5,000 | \$0 | \$0 |
| F 366.00 - .03 | KYTC | KY 4 | New Circle Road widening from Georgetown Rd. to Boardwalk including Newtown interchange frontage roads and ramps at Georgetown; Length=1.3 mi (Mod #6 - Rev.) | NH | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | \$45,900 | | | \$45,900 | \$45,900 | \$0 | \$0 |
| Total | | | | | | \$0 | \$0 | \$45,900 | \$0 | \$0 | \$0 | \$45,900 | \$45,900 | \$0 | \$0 |

| Table 2 - Non SLX Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|---|---------|----------|---|-----------|-------|----------|-----------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 413.00 | KYTC | KY 922 | Newtown Pk (KY 922) construct an additional lane from Pintail Dr (main entrance to Marriott Griffen Gate) to SB I-75 entrance ramp; Length=0.3 mi | NH | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | \$1,500 | | | | | \$1,500 | \$0 | \$0 | \$0 | |
| | | | | | U | \$500 | | | | | \$500 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$800 | | | | \$800 | \$800 | \$0 | \$0 | |
| | | | | | Total | \$2,000 | \$800 | \$0 | \$0 | \$0 | \$0 | \$2,800 | \$800 | \$0 | \$0 |
| J 414.00 | KYTC | KY 1980 | Brannon Rd improve geometrics, typical section, and roadway hazards from US 68 (Harrodsburg Rd) to US 27 (Nicholasville Rd); Length=3.2 mi | STP | D | \$2,000 | | | | | | \$2,000 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | Total | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$0 |
| J 915.00 | KYTC | US 68 | KY 29 N of Wilmore reconstruct intersection with US 68; Length=0.7 mi (Mod #10) | STP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | \$2,630 | | | | | \$2,630 | \$2,630 | \$0 | \$0 |
| | | | | | U | | | | \$650 | | | \$650 | \$650 | \$0 | \$0 |
| | | | | | C | | | | | \$1,080 | | \$1,080 | \$1,080 | \$0 | \$0 |
| | | | | | Total | \$0 | \$2,630 | \$0 | \$650 | \$1,080 | \$0 | \$4,360 | \$4,360 | \$0 | \$0 |
| F 1129.00 | KYTC | US 421 | Leestown Rd. - Replace bridge over fork of Town Branch at intersection with Bracktown Rd; Length=0.1 mi (Mod #10) | BR | D | \$300 | | | | | | \$300 | \$0 | \$0 | \$0 |
| | | | | | R | \$55 | | | | | | \$55 | \$0 | \$0 | \$0 |
| | | | | | U | \$350 | | | | | | \$350 | \$0 | \$0 | \$0 |
| | | | | | C | | | | \$800 | | | \$800 | \$800 | \$0 | \$0 |
| | | | | | Total | \$705 | \$0 | \$0 | \$800 | \$0 | \$0 | \$1,505 | \$800 | \$0 | \$0 |
| F 1132.00 | KYTC | CS 3605 | Malabu Dr replace bridge over branch of Hickman Creek at Tates Creek Rd; Length=0.1 mi | BR | D | \$300 | | | | | | \$300 | \$0 | \$0 | \$0 |
| | | | | | R | \$70 | | | | | | \$70 | \$0 | \$0 | \$0 |
| | | | | | U | \$110 | | | | | | \$110 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$427 | | | | \$427 | \$427 | \$0 | \$0 |
| | | | | | Total | \$480 | \$0 | \$427 | \$0 | \$0 | \$0 | \$907 | \$427 | \$0 | \$0 |
| J 1136.00 | KYTC | KY 39 | Sulphur Well Pike replace bridge over Hickman Creek at Black Bridge 1.3 mi north of KY 1268; Length=0.1 mi (Mod #10) | BR | D | | | | \$350 | | | \$350 | \$350 | \$0 | \$0 |
| | | | | | R | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$1,365 | | \$1,365 | \$1,365 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$350 | \$1,365 | \$0 | \$1,715 | \$1,715 | \$0 | \$0 |

| Table 2 - Non SLX Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|---|---------|----------|--|-----------|-------|----------|-----------|---------|----------|----------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 1141.00 | KYTC | CR 1001 | Hume Rd replace bridge over branch of North Elkhorn Creek 0.7 mi NW of US 60; Length=0.1 mi (Mod #10) | BR | D | | | | \$210 | | | \$210 | \$210 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | | | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$735 | \$735 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$210 | \$0 | \$735 | \$945 | \$210 | \$0 | \$0 |
| J 1144.00 | KYTC | CR 1238 | Drake Lane - replace bridge over NS System; Length=0.1 mi (Mod #10) | BR | D | | | | \$260 | | | \$260 | \$260 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | | | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$805 | | \$805 | \$805 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$260 | \$805 | \$0 | \$1,065 | \$1,065 | \$0 | \$0 |
| J 8404.00 | KYTC | New Road | I-75 Connector construct a new 4-lane connector between US 27 and I-75; Length=13.0 mi | STP | D | | \$2,000 | | | | | \$2,000 | \$2,000 | \$0 | \$0 |
| | | | | | R | | | | | \$10,000 | | | \$10,000 | \$10,000 | \$0 |
| | | | | | U | | | | | \$3,000 | | \$3,000 | \$3,000 | \$0 | \$0 |
| | | | | | C | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$2,000 | \$0 | \$10,000 | \$3,000 | \$0 | \$15,000 | \$15,000 | \$0 | \$0 |
| J 8851.00 | KYTC | KY 169 | US 169 (North 3rd St) replace railroad bridge between Meadowlark Ln and Ilhardt Ave; Length=0.1 mi (Mod #10) | BR | D | \$500 | | | | | | \$500 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | | | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$1,500 | | \$1,500 | \$1,500 | \$0 | \$0 |
| | | | | | Total | \$500 | \$0 | \$0 | \$0 | \$1,500 | \$0 | \$2,000 | \$1,500 | \$0 | \$0 |
| F 8902.00 | KYTC | KY-1927 | Liberty Rd extend the existing 4-lane on Liberty Rd from Graftons Mill Ln (MP 1.145) to New Circle Rd (MP 0.0) and improve intersection with New Circle Rd; Length=1.1 mi (Amend #1) (Mod #10) | STP | D | | \$1,600 | | | | | \$1,600 | \$1,600 | \$0 | \$0 |
| | | | | | R | | | | | | \$4,300 | \$4,300 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | \$4,330 | \$4,330 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$6,190 | \$6,190 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$14,820 | \$16,420 | \$1,600 | \$0 | \$0 |
| F 8909.00 | KYTC | I-75 | I-64/I-75 reduce congestion from southern split (MP 111.00) to the northern split (MP 117.67) (16CCN); length=6.7 mi (Mod#7) (Mod #10) | IM | D | | | \$1,750 | | | | \$1,750 | \$1,750 | \$0 | \$0 |
| | | | | | R | | | | | | \$1,000 | \$1,000 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | \$1,000 | \$1,000 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$25,000 | \$25,000 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$1,750 | \$0 | \$0 | \$27,000 | \$28,750 | \$1,750 | \$0 | \$0 |

| Table 2 - Non SLX Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|---|---------|----------|---|-----------|-------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 10009.00 | KYTC | CR 1121 | McCall's Mill Rd. – Repair bridge over Boggs Creek (Mod #10) | BR | D | | | | \$158 | | | \$158 | \$158 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$360 | | \$360 | \$360 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$158 | \$360 | \$0 | \$518 | \$518 | \$0 | \$0 |
| J 10011.00 | KYTC | KY 1268 | Sugar Creek Pike - Repair bridge over Hickman Creek (Mod #10) | BR | D | | | | \$308 | | | \$308 | \$308 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$1,232 | | \$1,232 | \$1,232 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$308 | \$1,232 | \$0 | \$1,540 | \$1,540 | \$0 | \$0 |
| F 20009.00 | KYTC | I-64 | I-64 Address pavement condition both directions from MP 73.94 to MP 74.729 Length = 0.79 mi (Mod #10) | PM | D | | | | \$30 | | | \$30 | \$30 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | \$3,000 | | | \$3,000 | \$3,000 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$3,030 | \$0 | \$0 | \$3,030 | \$3,030 | \$0 | \$0 |
| F 20015.00 | KYTC | I-75 | I-75 Address pavement condition both directions from MP 111.82 to MP 120.792 Length = 8.97 mi (Mod #10) | PM | D | | | | | \$1,080 | | \$1,080 | \$1,080 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$10,800 | | \$10,800 | \$10,800 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$11,880 | \$0 | \$11,880 | \$11,880 | \$0 | \$0 |
| F 20016.00 | KYTC | US 421 | Leestown Rd. - Address pavement condition (Mod #10) | PM | D | | | \$50 | | | | \$50 | \$50 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$500 | | | | \$500 | \$500 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$550 | \$0 | \$0 | \$0 | \$550 | \$550 | \$0 | \$0 |
| Totals: | | | | | | \$5,685 | \$7,030 | \$61,127 | \$30,766 | \$21,222 | \$73,635 | \$199,465 | \$120,145 | \$0 | \$0 |

Table 3 – Regionally Significant State Funded Projects (\$1,000)

| Table 3 - Regionally Significant State Funded Projects (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | | 2017 - 2020 | | | |
|--|--------------|----------|--|-----------|-------|-----------------|-----------------|-----------------|------------|----------------|-----------------|-----------------|---------------|-----------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 122.10 | KYTC | US 25 | US 25 (Georgetown Rd) reconstruct/widen from Spurr Rd. south of I-75 to 1400 ft. south of Ironworks Rd; Length=3.2 mi | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | \$12,170 | | | | | \$12,170 | \$0 | \$12,170 | \$0 | |
| | | | | | U | \$3,520 | | | | | \$3,520 | \$0 | \$3,520 | \$0 | |
| | | | | | C | | \$19,280 | | | | \$19,280 | \$0 | \$19,280 | \$0 | |
| | | | | | Total | \$0 | \$15,690 | \$19,280 | \$0 | \$0 | \$0 | \$34,970 | \$0 | \$34,970 | \$0 |
| J 376.00 | KYTC | CS 1486 | East Brannon Rd extend from exiting road east of Lauderdale Dr to Tates Creek Rd (KY 1974); Length=2.5 mi | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | \$3,000 | | | | | \$3,000 | \$0 | \$0 | \$0 | |
| | | | | | U | \$4,980 | | | | | \$4,980 | \$0 | \$0 | \$0 | |
| | | | | | C | \$14,400 | | | | | \$14,400 | \$0 | \$0 | \$0 | |
| | | | | | Total | \$22,380 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,380 | \$0 | \$0 | \$0 |
| J 414.00 | KYTC | KY 1980 | Brannon Rd improve geometrics, typical section, and roadway hazards from US 68 (Harrodsburg Rd) to US 27 (Nicholasville Rd); Length=3.2 mi (Mod #10) | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | \$2,000 | | \$2,000 | \$0 | \$2,000 | \$0 |
| | | | | | U | | | | | | \$5,000 | \$5,000 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$12,000 | \$12,000 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$2,000 | \$17,000 | \$19,000 | \$0 | \$2,000 | \$0 |
| F 593.30 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension - Priority 4: From Existing Newtown & Patterson to S. Limestone (Phase III - Scott St. Connector); Length=0.5 mi | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | \$8,657 | | | | | \$8,657 | \$0 | \$8,657 | \$0 | |
| | | | | | U | \$3,468 | | | | | \$3,468 | \$0 | \$3,468 | \$0 | |
| | | | | | C | | \$10,755 | | | | \$10,755 | \$0 | \$10,755 | \$0 | |
| | | | | | Total | \$0 | \$12,125 | \$10,755 | \$0 | \$0 | \$0 | \$22,880 | \$0 | \$22,880 | \$0 |
| Totals | | | | | | \$22,380 | \$27,815 | \$30,035 | \$0 | \$2,000 | \$17,000 | \$99,230 | \$0 | \$59,850 | \$0 |

Table 4 – Informational Supplement – Unfunded and/or Non-Regionally Significant State Projects (\$1,000)

| Table 4 – Informational Supplement; Unfunded and/or Non-Regionally Significant State Projects (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|--|---------|----------|--|-----------|-------|------------|--------------|--------------|--------------|----------------|-----------------|-----------------|---------------|----------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 357.14 - 357.19 | KYTC | KY 169 | Valley View Ferry at KY River operations | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | \$330 | \$330 | \$330 | \$330 | \$660 | \$1,980 | \$0 | \$1,320 | \$0 |
| | | | | | Total | \$0 | \$330 | \$330 | \$330 | \$330 | \$660 | \$1,980 | \$0 | \$1,320 | \$0 |
| F 412.00 | KYTC | US 27 | L&N RR bridge overpass replace, improve drainage and typical section on North Broadway; Length=0.3 mi (Mod #10) | SPP | D | | | | | \$2,440 | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$1,550 | \$2,440 | \$0 | \$2,440 | \$0 |
| | | | | | U | | | | | | \$12,040 | \$1,550 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$12,040 | \$12,040 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$2,440 | \$13,590 | \$16,030 | \$0 | \$2,440 | \$0 |
| F 8340.00 | KYTC | US 60 | US 60 (Winchester Rd) Scoping Study to reconstruct/widen to 4 lanes; Length=0.9 mi (Mod #10) | SPP | P | | | | | | \$280 | \$280 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$280 | \$280 | \$0 | \$0 | \$0 |
| F 8801.00 | KYTC | KY 4 | New Circle Rd sound barriers along outer loop between Tates Creek Rd and Nicholasville Rd; Length=1.2 mi (Mod #10) | SPP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | \$2,300 | \$2,300 | \$4,600 | \$0 | \$2,300 | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$2,300 | \$2,300 | \$4,600 | \$0 | \$2,300 | \$0 |
| Totals: | | | | | | \$0 | \$330 | \$330 | \$330 | \$5,070 | \$16,830 | \$22,890 | \$0 | \$6,060 | \$0 |

Table 5 – Federal Transit Administration Projects (\$1,000)

| Table 5 - Federal Transit Administration Projects | | | | | | | TIP Years | | | | | 2017 - 2020 | | | |
|---|---------|----------|--|-----------|--|------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-------------|----------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| | Lextran | | Lextran Urbanized Area Formula Grant (capital, planning, JARC, operating expenditures) | 5307 | Bus: Support Equipment & Facilities | | \$500 | \$505 | \$510 | \$515 | \$520 | \$2,550 | \$1,624 | \$0 | \$406 |
| | | | | | Other Capital Items (bus) - Preventative Maintenance | | \$2,600 | \$2,626 | \$2,652 | \$2,679 | \$2,706 | \$13,263 | \$8,446 | \$0 | \$2,111 |
| | | | | | Bus Associated Transit Improvements | | \$85 | \$86 | \$87 | \$88 | \$88 | \$434 | \$277 | \$0 | \$69 |
| | | | | | Other Capital Items (bus) - ADA Paratransit Service | | \$2,536 | \$2,561 | \$2,587 | \$2,613 | \$2,639 | \$12,936 | \$8,238 | \$0 | \$2,059 |
| | | | | | Total | | \$5,721 | \$5,778 | \$5,836 | \$5,895 | \$5,953 | \$29,183 | \$18,584 | \$0 | \$4,646 |
| | Lextran | | Lextran Elderly and Disability Transportation Services - Wheels expenditures | 5310 | New Freedom Capital Assistance | | \$127 | \$128 | \$130 | \$131 | | | \$413 | | \$103 |
| | Lextran | | Lextran Buses and Bus Facilities | 5339 | Bus: 40' CNG bus | | \$585 | \$585 | \$585 | \$585 | \$585 | \$2,925 | \$1,872 | \$0 | \$468 |
| | | | | | Bus Shelters | | \$40 | \$40 | \$40 | \$40 | | \$160 | \$128 | \$0 | \$32 |
| | | | | | Total | | \$625 | \$625 | \$625 | \$625 | \$585 | \$3,085 | \$2,000 | \$0 | \$500 |
| | BUS | | Bluegrass Ultra-transit Service in Jessamine Co. expenditures | 5310 | Transit Capital Improvements | | \$100 | \$100 | \$100 | \$100 | | \$400 | \$320 | \$40 | \$40 |
| | BUS | | Bluegrass Ultra-transit Service in Jessamine Co. expenditures | 5311 | Operating (other than maintenance) | | \$145 | \$145 | \$145 | \$145 | | \$580 | \$464 | \$0 | \$116 |
| | | | | | Maintenance | | \$28 | \$29 | \$30 | \$32 | | \$119 | \$95 | \$0 | \$24 |
| | | | | | Total | | \$173 | \$174 | \$175 | \$177 | \$0 | \$699 | \$559 | \$0 | \$140 |
| | BUS | | Bluegrass Ultra-transit Service in Jessamine Co. expenditures | 5339 | | | \$10 | \$10 | \$10 | \$10 | | \$40 | \$40 | \$0 | \$0 |
| Totals | | | | | | \$0 | \$6,756 | \$6,815 | \$6,876 | \$6,938 | \$6,538 | \$33,407 | \$21,916 | \$40 | \$5,429 |

Table 6 – Grouped Projects (\$1,000)

| Table 6 - Grouped Projects * | TIP Years | | | |
|--|-------------|-------------|-------------|-------------|
| | 2017 | 2018 | 2019 | 2020 |
| HSIP - High Cost Safety Improvements | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Low Cost Safety Improvements | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| HSIP - Lane Departure Resurfacing Improvements | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Lane Departure Roadway Section Improvements | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Drive Smart Safety Corridors | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Older Driver | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| HSIP - High Risk Rural Roads | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Median Guardrail/Cable Projects | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Rail Crossing Protection | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Rail Crossing Separation | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Intersection Improvements for Safety or Efficiency | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Other Highway Safety Improvements | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Intelligent Transportation System (ITS) Projects | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Traffic Signal System Improvements | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Highway Signing | \$10,000 | \$10,000 | \$10,000 | \$10,000 |
| Pavement Resurfacing, Restoration, and Rehabilitation | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Pavement Markers and Striping | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Bridge Replacement | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| Bridge Rehabilitation | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Bridge Inspection | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Bridge Painting | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Surface Transportation Block Grant - Transportation Alternatives | \$600,000 | \$600,000 | \$600,000 | \$600,000 |
| Transportation, Community, and System Preservation (TCSP) | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Congestion Mitigation Air Quality (CMAQ) Projects | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Recreational Trails Program | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Commuter Ridesharing Programs | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Bicycle and Pedestrian Facilities | \$250,000 | \$250,000 | \$250,000 | \$250,000 |
| Park & Ride Facilities | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Ferry Boat Capital and Operating Assistance | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Purchase of New Buses (replace existing or minor expansion) | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Rehabilitation of Transit Vehicles | \$250,000 | \$250,000 | \$250,000 | \$250,000 |
| Transit Operating Assistance | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 |
| Transit Operating Equipment | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| Transit Passenger Shelters and Information Kiosks | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Construction or Renovation of Transit Facilities | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| *Illustrative Costs Only - Please refer to text (4.4 Grouped Projects) for explanation. | | | | |

Table 6A – Grouped Projects Selected

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | |
|--|------------------------|----------|---|--------------|---------|----------|-----------|---------|---------|---------|--------|-------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3103.00 | LFUCG | | Legacy Trail Phase III (Mod #6) | TE | R | | | \$102 | | | | \$102 | \$83 | | \$19 |
| | | | | | C | | | \$3,640 | | | | \$3,640 | \$2,978 | | \$662 |
| | | | | | Total | \$0 | \$0 | \$3,742 | \$0 | \$0 | \$0 | \$3,742 | \$3,061 | | \$681 |
| | LFUCG | | Fiber Optic Cable | CMAQ | C | \$400 | | | | | | \$400 | \$0 | \$0 | \$0 |
| | | | | | Total | \$400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 |
| F 3702.00 | LFUCG | | Town Branch Trail Crossing at Old Frankfort Pk and McConnell Springs Rd; includes ped signal, pavement markings, traffic calming, signage, and sight distance imp. (Mod #8 & #16) | CMAQ | D | \$92 | | | | | | \$92 | \$0 | \$0 | \$0 |
| | | | | | R | | | \$117 | | | | \$117 | \$96 | \$0 | \$21 |
| | | | | | C | | | | | \$2,198 | | \$2,198 | \$1,758 | \$0 | \$440 |
| Total | \$92 | \$0 | \$117 | \$0 | \$2,198 | \$0 | \$2,407 | \$1,854 | \$0 | \$461 | | | | | |
| F 3224.00 | LFUCG | | Town Branch Trail Phase 3 Alex to Bizzell; Length= 1.1 mi | CMAQ | D | \$90 | | | | | | \$90 | \$0 | \$0 | \$0 |
| | | | | | R | \$253 | | | | | | \$253 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$555 | | | | \$555 | \$444 | \$0 | \$111 |
| Total | \$343 | \$0 | \$555 | \$0 | \$0 | \$0 | \$898 | \$444 | \$0 | \$111 | | | | | |
| | Lex-Frank SCI | KY 1681 | Old Frankfort Pk. Corridor Management Plan | Scenic Byway | C | \$65 | | | | | | \$65 | \$0 | \$0 | \$0 |
| | | | | | Total | \$65 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65 | \$0 | \$0 | \$0 |
| F 3201.00 | LFUCG | KY 1681 | Old Frankfort Pike Scenic Byway Viewing Area at the intersection with Alexandria Dr. | TAP | D | \$63 | | | | | | \$63 | \$0 | \$0 | \$0 |
| | | | | | R | \$123 | | | | | | \$123 | \$0 | \$0 | \$0 |
| | | | | | C | | \$569 | | | | | \$569 | \$455 | \$0 | \$114 |
| Total | \$186 | \$569 | \$0 | \$0 | \$0 | \$0 | \$755 | \$455 | \$0 | \$114 | | | | | |
| | Jess. Co. Fiscal Court | | Replace 2 RJ Corman Railroad Group conventional diesel locomotive engines with Gen-Set locomotive engines | CMAQ | C | \$4,118 | | | | | | \$4,118 | \$0 | \$0 | \$0 |
| | | | | | Total | \$4,118 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,118 | \$0 | \$0 | \$0 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | | |
|--|---------|----------|--|-----------|-------|----------|-----------|---------|---------|---------|--------|-------------|---------------|-------------|-------------|-------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds | |
| | LFUCG | | Construction of a compressed natural gas (CNG) fueling station | CMAQ | C | \$1,573 | | | | | | \$1,573 | \$0 | \$0 | \$0 | |
| | | | | | Total | | \$1,573 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,573 | \$0 | \$0 |
| F 3708.00 | LFUCG | | Town Branch Trail Phase 4 construct 2800 feet of trail from Bizzell Dr to Townley Shopping Center | CMAQ | D | \$106 | | | | | | \$106 | \$0 | \$0 | \$0 | |
| | | | | | R | \$162 | | | | | | | \$162 | \$0 | \$0 | \$0 |
| | | | | | U | \$58 | | | | | | | \$58 | \$0 | \$0 | \$0 |
| | | | | | C | | \$684 | | | | | | \$684 | \$547 | \$0 | \$137 |
| | | | | | Total | | \$326 | \$684 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,010 | \$547 | \$0 |
| F 3709.00 | LFUCG | | Town Branch Trail Phase 5 construct 1mile of trail from New Circle Rd to McConnell Springs Park | CMAQ | D | \$742 | | | | | | \$742 | \$0 | \$0 | \$0 | |
| | | | | | R | \$276 | | | | | | | \$276 | \$0 | \$0 | \$0 |
| | | | | | U | \$115 | | | | | | | \$115 | \$0 | \$0 | \$0 |
| | | | | | C | | \$3,958 | | | | | | \$3,958 | \$3,166 | \$0 | \$792 |
| | | | | | Total | | \$1,133 | \$3,958 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,091 | \$3,166 | \$0 |
| F 3710.00 | LFUCG | | Town Branch Trail Phase 6 construct 1.5 mile of trail from McConnell Springs Park to Oliver Lewis Way (See also item # F 3212.00) | CMAQ | D | \$430 | | | | | | \$430 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | | \$430 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$430 | \$0 | \$0 |
| | Lextran | | Purchase 5 electric buses and charging stations | FTA 5312 | C | \$7,504 | | | | | | \$7,504 | \$0 | \$0 | \$0 | |
| | | | | | Total | | \$7,504 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,504 | \$0 | \$0 |
| F 9002.00 | KYTC | US 25 | Richmond Rd (US 25) access management and offset turn lanes from New Circle Rd to Shriners Ln including improvements to approaches at Lakeshore & Fontaine (Mod #2) See SLX funded portion in Table 1 | HSIP | D | \$50 | | | | | | \$50 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | \$400 | | | | | | \$400 | \$400 | \$0 | \$0 |
| | | | | | Total | | \$50 | \$400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$450 | \$400 | \$0 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | 2017 - 2020 | | | | |
|--|---------|----------|--|-----------|-------|-----------|---------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3203.00 | LFUCG | CS 1376 | West Loudon Streetscape complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone | TAP | D | \$96 | | | | | | \$96 | \$0 | \$0 | \$0 |
| | | | | | R | | \$20 | | | | | \$20 | \$16 | \$0 | \$4 |
| | | | | | U | | \$10 | | | | | \$10 | \$8 | \$0 | \$2 |
| | | | | | C | | \$349 | | | | | \$349 | \$279 | \$0 | \$70 |
| | | | | | Total | \$96 | \$379 | \$0 | \$0 | \$0 | \$0 | \$475 | \$303 | \$0 | \$76 |
| F 3204.00 | LFUCG | | Winchester Rd/E. 7th St./Liberty Rd intersection improvements | TAP | D | \$10 | | | | | | \$10 | \$0 | \$0 | \$0 |
| | | | | | R | | \$2 | | | | | \$2 | \$0 | \$0 | \$0 |
| | | | | | U | | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | \$268 | | | | | \$268 | \$0 | \$0 | \$0 |
| | | | | | Total | \$280 | \$0 | \$0 | \$0 | \$0 | \$0 | \$280 | \$0 | \$0 | \$0 |
| | LFUCG | | Fayette County Elementary School Zone Enhancements | TAP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | \$340 | | | | | \$340 | \$0 | \$0 | \$0 |
| | | | | | Total | \$340 | \$0 | \$0 | \$0 | \$0 | \$0 | \$340 | \$0 | \$0 | \$0 |
| | WHEELS | | Purchase 7 wheel-chair accessible vehicles | FTA 5310 | C | \$303 | | | | | | \$303 | \$0 | \$0 | \$0 |
| | | | | | Total | \$303 | \$0 | \$0 | \$0 | \$0 | \$0 | \$303 | \$0 | \$0 | \$0 |
| | Lextran | | Purchase 2 40' CNG buses | FTA 5339 | C | \$632 | | | | | | \$632 | \$0 | \$0 | \$0 |
| | | | | | Total | \$632 | \$0 | \$0 | \$0 | \$0 | \$0 | \$632 | \$0 | \$0 | \$0 |
| | Lextran | | Purchase 3 40' CNG buses | CMAQ | C | \$1,515 | | | | | | \$1,515 | \$0 | \$0 | \$0 |
| | | | | | Total | \$1,515 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,515 | \$0 | \$0 | \$0 |
| F 3715.00 | LFUCG | | Fiber Optic Cable | CMAQ | C | \$530 | | | | | | \$530 | \$0 | \$0 | \$0 |
| | | | | | Total | \$530 | \$0 | \$0 | \$0 | \$0 | \$0 | \$530 | \$0 | \$0 | \$0 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | 2017 - 2020 | | | | |
|--|--------------|----------|---|-----------|-------|-----------|---------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3717.00 | LFUCG | | Brighton Rail Trail Bridge Phase IV construct bridge and trail connections across Man O' War Blvd between Helmsdale Pl and Pink Pigeon Pkwy | CMAQ | D | \$45 | | | | | | \$45 | \$0 | \$0 | \$0 |
| | | | | | R | | \$96 | | | | \$96 | \$77 | \$0 | \$19 | |
| | | | | | U | | \$612 | | | | \$612 | \$490 | \$0 | \$122 | |
| | | | | | C | | | \$1,975 | | | \$1,975 | \$1,580 | \$0 | \$395 | |
| | | | | | Total | \$45 | \$708 | \$1,975 | \$0 | \$0 | \$0 | \$2,728 | \$2,146 | \$0 | \$537 |
| F 3718.00 | LFUCG | KY 1681 | Manchester St. left turn lanes at Forbes Rd | CMAQ | D | \$90 | | | | | | \$90 | \$0 | \$0 | \$0 |
| | | | | | R | | \$225 | | | | \$225 | \$180 | \$0 | \$45 | |
| | | | | | U | | \$10 | | | | \$10 | \$8 | \$0 | \$2 | |
| | | | | | C | | | \$568 | | | \$568 | \$454 | \$0 | \$114 | |
| | | | | | Total | \$90 | \$235 | \$568 | \$0 | \$0 | \$0 | \$893 | \$642 | \$0 | \$161 |
| | LFUCG | CS 3886 | Squires Rd sidewalk on the north side of the 200 block | CMAQ | D | \$30 | | | | | | \$30 | \$0 | \$0 | \$0 |
| | | | | | R | | \$6 | | | | \$6 | \$0 | \$0 | \$0 | |
| | | | | | U | | \$8 | | | | \$8 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$164 | | | \$164 | \$131 | \$0 | \$33 | |
| | | | | | Total | \$44 | \$164 | \$0 | \$0 | \$0 | \$0 | \$208 | \$131 | \$0 | \$33 |
| F 3713.00 | LFUCG | | West Hickman Trail South construct 4000 ft. shared use trail within Veterans Park that will extend existing trail to elementary school | CMAQ | D | \$140 | | | | | | \$140 | \$0 | \$0 | \$0 |
| | | | | | R | | \$12 | | | | \$12 | \$10 | \$0 | \$2 | |
| | | | | | U | | \$58 | | | | \$58 | \$46 | \$0 | \$12 | |
| | | | | | C | | | \$741 | | | \$741 | \$593 | \$0 | \$148 | |
| | | | | | Total | \$140 | \$70 | \$741 | \$0 | \$0 | \$0 | \$951 | \$649 | \$0 | \$162 |
| | LFUCG/Transy | CS 1375 | 4th Street Corridor improvements between Jefferson and Upper St; length=0.43 mi | CMAQ | D | \$45 | | | | | | \$45 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | \$55 | | | | \$55 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$1,200 | | | \$1,200 | \$960 | \$0 | \$240 | |
| | | | | | Total | \$100 | \$1,200 | \$0 | \$0 | \$0 | \$0 | \$1,300 | \$960 | \$0 | \$240 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | |
|--|---------|----------|---|-----------|-------|----------|-----------|----------|---------|---------|----------|-------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3714.00 | LFUCG | US 60 | Town Branch Commons - Midland Section construct bike/ped facilities from Vine/Quality St to Third St at the Legacy Trail; length=0.7 mi (Mod #9) | CMAQ | D | \$400 | | | | | | \$400 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$886 | \$709 | \$0 | \$177 | |
| | | | | | U | | | | | | \$350 | \$280 | \$0 | \$70 | |
| | | | | | C | | | | | | \$2,364 | \$1,891 | \$0 | \$473 | |
| | | | | | Total | \$400 | \$0 | \$3,600 | \$0 | \$0 | \$0 | \$4,000 | \$2,880 | \$0 | \$720 |
| F 3207.00 | LFUCG | US 60 | Town Branch Commons - Vine St. Section construct bike/ped facility from Limestone to Quality St.; length=0.3 mi | TAP | D | \$293 | | | | | | \$293 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | | | \$3,119 | \$2,495 | \$0 | \$624 | |
| | | | | | Total | \$293 | \$0 | \$3,119 | \$0 | \$0 | \$0 | \$3,412 | \$2,495 | \$0 | \$624 |
| | LFUCG | US 60 | Town Branch Commons Corridor - multimodal greenway connecting the Legacy Trail and the Town Branch Trail; length=2.5 mi (Mod #1) | TIGER | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | | | \$17,625 | \$14,100 | \$0 | \$3,525 | |
| | | | | | Total | \$0 | \$0 | \$17,625 | \$0 | \$0 | \$0 | \$17,625 | \$14,100 | \$0 | \$3,525 |
| | Lextran | | Purchase 1 40' CNG bus | Sec 5339 | C | \$585 | | | | | | \$585 | \$0 | \$0 | \$0 |
| | | | | | Total | \$585 | \$0 | \$0 | \$0 | \$0 | \$0 | \$585 | \$0 | \$0 | \$0 |
| | Lextran | | Purchase 1 40' electric bus (Mod #1) | Sec 5339 | C | | | \$804 | | | | \$804 | \$683 | \$0 | \$121 |
| | | | | | Total | \$0 | \$0 | \$804 | \$0 | \$0 | \$0 | \$804 | \$683 | \$0 | \$121 |
| F 3212.00 | LFUCG | | *Town Branch Trail Phase 6 - multiuse trail from the end of Phase 5 just W of Forbes Rd through the Distillery District to Town Branch Commons near Oliver Lewis Way; length=1.5 mi (Mod #1) | TAP | D | | \$847 | | | | | \$847 | \$693 | \$0 | \$154 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$847 | \$0 | \$0 | \$0 | \$0 | \$847 | \$693 | \$0 | \$154 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | | |
|--|---------------|----------|---|-----------|-------|----------|-----------|---------|---------|---------|---------|-------------|---------------|-------------|-------------|-------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds | |
| F 3213.00 | LFUCG | CS 3037 | *Armstrong Mill sidewalks - construct sidewalks between Tates Creek Rd and Greentree Rd; length=0.3 mi (Mod #1, 3 & 14) | TAP | D | | \$88 | | | | | \$88 | \$72 | \$0 | \$16 | |
| | | | | CMAQ | D | | | | | \$112 | | | \$112 | \$90 | \$0 | \$22 |
| | | | | | R | | | | | \$15 | | | \$15 | \$12 | \$0 | \$3 |
| | | | | | U | | | | | \$25 | | | \$25 | \$20 | \$0 | \$5 |
| | | | | | C | | | | | | \$1,176 | | \$1,176 | \$941 | \$0 | \$235 |
| | Total | | \$0 | \$88 | \$0 | \$152 | \$1,176 | \$0 | \$1,416 | \$1,135 | \$0 | \$281 | | | | |
| J 3214.00 | Nicholasville | KY 39 | *East High Shared Use Trail - construct trail along West Maple St (KY 39) from Cental Ave to the proposed Eastern Bypass Trail; length=0.7 mi (Mod #1) | TAP | D | | \$143 | | | | | \$143 | \$117 | \$0 | \$26 | |
| | | | | | R | | | | | \$400 | \$400 | \$0 | \$0 | \$0 | | |
| | | | | | U | | | | | \$20 | \$20 | \$0 | \$0 | \$0 | | |
| | | | | | C | | | | | \$1,110 | \$1,110 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$143 | \$0 | \$0 | \$0 | \$1,530 | \$1,673 | \$117 | \$0 | \$26 | |
| J 3215.00 | Nicholasville | KY 29 | *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 (Mod #1) | TAP | D | | \$154 | | | | | \$154 | \$126 | \$0 | \$28 | |
| | | | | | R | | | | | \$160 | \$160 | \$0 | \$0 | \$0 | | |
| | | | | | U | | | | | \$10 | \$10 | \$0 | \$0 | \$0 | | |
| | | | | | C | | | | | \$1,150 | \$1,150 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$154 | \$0 | \$0 | \$0 | \$1,320 | \$1,474 | \$126 | \$0 | \$28 | |
| F 3216.00 | LFUCG | CS 7038 | *Wilson Downing sidewalks - construct sidewalk to connect various sections of existing sidewalk; length=1.1 mi (Mod #1) (Mod #16) | TAP | D | | \$110 | | | | | \$110 | \$90 | \$0 | \$20 | |
| | | | | CMAQ | R | | | | | | \$81 | | \$81 | \$65 | \$0 | \$16 |
| | | | | | U | | | | | | \$30 | | \$30 | \$24 | \$0 | \$6 |
| | | | | | C | | | | | | \$824 | | \$824 | \$659 | \$0 | \$165 |
| | | | | | | Total | \$0 | \$110 | \$0 | \$0 | \$935 | \$0 | \$1,045 | \$838 | \$0 | \$207 |
| F 3217.00 | LFUCG | CS 4284 | *Elizabeth Street sidewalks - construct sidewalks along both sides between Waller Ave and Transcript Ave; length=0.3 mi (Mod #1) | TAP | D | | \$138 | | | | | \$138 | \$113 | \$0 | \$25 | |
| | | | | | R | | | | | | \$140 | \$140 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | \$25 | \$25 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | | | \$1,100 | \$1,100 | \$0 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$138 | \$0 | \$0 | \$0 | \$1,265 | \$1,403 | \$113 | \$0 | \$25 | |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | | 2017 - 2020 | | | |
|--|---------|----------|---|-------------|-------|----------|-----------|---------|---------|---------|--------|-------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3218.00 | LFUCG | | *Beaumont YMCA trail and crossing - construct trail connecting the Beaumont YMCA to Harrods Hill Park and surrounding neighborhoods; length=0.2 mi (Mod #1) | TAP | D | | \$28 | | | | | \$28 | \$23 | \$0 | \$5 |
| | | | | | R | | | | | \$0 | \$0 | \$0 | \$0 | | |
| | | | | | U | | | | | \$0 | \$0 | \$0 | \$0 | | |
| | | | | | C | | | | \$45 | \$45 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$28 | \$0 | \$0 | \$0 | \$45 | \$73 | \$23 | \$0 | \$5 |
| F 3219.00 | LFUCG | CS 4735 | *Rosemont Garden sidewalks - construct sidewalk along three blocks just east of Southland Dr; length=0.2 mi (Mod #1) | TAP | D | | \$138 | | | | | \$138 | \$113 | \$0 | \$25 |
| | | | | | R | | | | | \$240 | \$240 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | \$25 | \$25 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$560 | \$560 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$138 | \$0 | \$0 | \$0 | \$825 | \$963 | \$113 | \$0 | \$25 |
| F 3220.00 | LFUCG | CS 4634 | *Oxford Circle sidewalks - construct sidewalk to connect Cambridge Dr to Versailles Rd; length=0.1 mi (Mod #1 & 3) (Mod #12) | TAP CMAQ | D | | \$28 | | | | | \$28 | \$23 | \$0 | \$5 |
| | | | | | R | | | | | \$7 | \$7 | \$6 | \$0 | \$1 | |
| | | | | | U | | | | \$3 | \$3 | \$2 | \$0 | \$1 | | |
| | | | | | C | | | \$61 | \$61 | \$49 | \$0 | \$12 | | | |
| | | | | | Total | \$0 | \$28 | \$64 | \$7 | \$0 | \$0 | \$99 | \$80 | \$0 | \$19 |
| F 3221.00 | LFUCG | CS 2690 | *Old Todds Road sidewalks - construct sidewalk along the north side between Catera Trace and Woodhill Dr; length=0.3 mi (Mod #1) | TAP | D | | \$110 | | | | | \$110 | \$90 | \$0 | \$20 |
| | | | | | R | | | | | \$25 | \$25 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | \$33 | \$33 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$313 | \$313 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$110 | \$0 | \$0 | \$0 | \$371 | \$481 | \$90 | \$0 | \$20 |
| F 3222.00 | LFUCG | | *South Elkhorn Trail - construct a shared use trail to connect existing trail segments within Shillito Park and south of Man O' War; length=0.1 mi (Mod #1) | TAP | D | | \$83 | | | | | \$83 | \$68 | \$0 | \$15 |
| | | | | | R | | | | | \$10 | \$10 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | \$5 | \$5 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$450 | \$450 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$83 | \$0 | \$0 | \$0 | \$465 | \$548 | \$68 | \$0 | \$15 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | 2017 - 2020 | | | | |
|--|---------------|----------|--|-----------|-------|-----------|---------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| F 3223.00 | LFUCG | | *Citation Trail - construct shared use trail from existing bike lanes/sidewalk on Citation Blvd through Mable Ln Greenway continuing to Masterson Hills Park to Jacquelyn Dr; length=0.7 mi (Mod #1) | TAP | D | | \$165 | | | | | \$165 | \$135 | \$0 | \$30 |
| | | | | | R | | | | | \$10 | \$10 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | | \$550 | \$550 | \$0 | \$0 | \$0 | | |
| | | | | | Total | \$0 | \$165 | \$0 | \$0 | \$0 | \$560 | \$725 | \$135 | \$0 | \$30 |
| | Lextran | | Improve access at a number of bus stops (Mod #1) | 5310 | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | \$176 | | | \$176 | \$141 | \$0 | \$35 | | |
| | | | | | Total | \$0 | \$176 | \$0 | \$0 | \$0 | \$0 | \$176 | \$141 | \$0 | \$35 |
| | ITN Bluegrass | | Continue transportation for persons 60 and over and adults with visual impairment (Mod #1) | 5310 | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | \$0 | \$0 | \$0 | \$0 | | |
| | | | | | C | | \$120 | | | \$120 | \$60 | \$0 | \$60 | | |
| | | | | | Total | \$0 | \$120 | \$0 | \$0 | \$0 | \$0 | \$120 | \$60 | \$0 | \$60 |
| | LFUCG | CS 1257 | Mercer Rd at Greendale Road Turn Lanes (Mod #3) | CMAQ | D | | | \$85 | | | | \$85 | \$68 | \$0 | \$17 |
| | | | | | R | | | \$75 | | | | \$75 | \$60 | \$0 | \$15 |
| | | | | | U | | | \$60 | | | | \$60 | \$48 | \$0 | \$12 |
| | | | | | C | | \$772 | | | \$772 | \$618 | \$0 | \$154 | | |
| | | | | | Total | \$0 | \$0 | \$992 | \$0 | \$0 | \$0 | \$992 | \$794 | \$0 | \$198 |
| | LFUCG | KY 169 | Valley View Ferry - purchase 4 acres, construct new ramp, parking area and retaining wall (Mod #4) | FBP | D | | | \$137 | | | | \$137 | \$109 | \$0 | \$27 |
| | | | | | R | | | \$39 | | | | \$39 | \$31 | \$0 | \$8 |
| | | | | | U | | | \$9 | | | | \$9 | \$7 | \$0 | \$2 |
| | | | | | C | | \$268 | | | \$268 | \$215 | \$0 | \$54 | | |
| | | | | | Total | \$0 | \$0 | \$452 | \$0 | \$0 | \$0 | \$452 | \$362 | \$0 | \$90 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | | TIP Years | | | | 2017 - 2020 | | | | |
|--|---------|-----------------|---|-----------|-------|----------|-----------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds |
| pink | Lextran | | Purchase 1 40' electric bus and on-route electric bus charger (Mod #4) | Sec 5339 | C | | | \$1,250 | | | | \$1,250 | \$1,000 | \$0 | \$250 |
| | | | | | Total | \$0 | \$0 | \$1,250 | \$0 | \$0 | \$0 | \$0 | \$1,250 | \$1,000 | \$0 |
| F 9003.50 | KYTC | US 27 & CS 4904 | Virginia Ave - extend right turn lane on EB Virginia Ave at US 27, including signal and striping updates (Mod #7) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$111 | | | | \$111 | \$111 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$111 | \$0 | \$0 | \$0 | \$111 | \$111 | \$0 | \$0 |
| J 931.00 | KYTC | KY 169 | KY 169 Safety Improvements - Improve superelevation, add embankment, improve sight-distance and remove roadside hazards on KY 169 from KY 1267 (MP 16.685) to Jessamine-Woodford County Line (MP 19.180). Length = 2.495 mi. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$57 | \$57 | \$57 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$300 | | | | \$300 | \$300 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$357 | \$0 | \$0 | \$0 | \$357 | \$357 | \$0 | \$0 |
| F 9003.10 | KYTC | US 25 | US 25 Safety Improvements - Reconfigure the median noses, update the signing and striping, reconstruct the sidewalk ramps, and install a right turn overlap at the intersection of US 25 and Man O War Blvd. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$52 | | | | \$52 | \$52 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$52 | \$0 | \$0 | \$0 | \$52 | \$52 | \$0 | \$0 |
| F 9003.20 | KYTC | CS 2540 | Pink Pigeon/MOW Safety Improvements - Update the signal to include reflective backplates, and update the signing, striping, and sidewalk ramps at the intersection of Pink Pigeon Pkwy and Man O War Blvd. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 |
| | | | | | C | | | \$26 | | | | \$26 | \$26 | \$0 | \$0 |
| | | | | | Total | \$0 | \$0 | \$26 | \$0 | \$0 | \$0 | \$26 | \$26 | \$0 | \$0 |
| | Lextran | | Purchase 3 40' electric buses (Mod #13) | Sec 5339 | C | | | \$2,863 | | | | \$2,863 | \$2,290 | \$0 | \$573 |
| | | | | | Total | \$0 | \$0 | \$2,863 | \$0 | \$0 | \$0 | \$2,863 | \$2,290 | \$0 | \$573 |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | 2017 - 2020 | | | | | | |
|--|---------|-----------------|--|-----------|-------|-----------|---------|---------|---------|-------------|---------|------------|---------------|-------------|-------------|-------|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds | |
| F 9003.30 | KYTC | KY 1974 | KY 1974 Safety Improvements - Cross-hatch paved median along the NB Tates Creek Rd approach, update signing, and update signal to include reflective backplates at the intersection of Tates Creek Rd and Man O War Blvd. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$64 | | | | \$64 | \$64 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$0 | \$64 | \$0 | \$0 | \$0 | \$64 | \$64 | \$0 | \$0 | |
| F 9003.40 | KYTC | CS-4524 | Pleasant Ridge/MOW Safety Improvements - Add a second left turn lane along WB Man O War Blvd., and update the striping, signing, and sidewalk ramps at the intersection of Man O War Blvd. and Pleasant Ridge Dr. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$162 | | | | \$162 | \$162 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$0 | \$162 | \$0 | \$0 | \$0 | \$162 | \$162 | \$0 | \$0 | |
| F 9003.60 | KYTC | US 27 & CS 3223 | US 27 & Cooper/Waller Safety Improvements - Update the signal to include reflective backplates, construct a bus turnout, and update the signing at the intersection of US 27 with Waller Ave. and Cooper Dr. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$85 | | | | \$85 | \$85 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$0 | \$85 | \$0 | \$0 | \$0 | \$85 | \$85 | \$0 | \$0 | |
| F 944.00 | KYTC | KY 1968 | KY 1968 - Parkers Mill Road - Roadside Improvements 4tgh (MP 4.942). Length = 4.942 mi. (Mod #8) | HSIP | D | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | R | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | U | | | | | | | \$0 | \$0 | \$0 | \$0 | |
| | | | | | C | | | \$350 | | | | \$350 | \$350 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$0 | \$350 | \$0 | \$0 | \$0 | \$350 | \$350 | \$0 | \$0 | |
| | Lextran | | Purchase 2 40' electric buses and 2 charging stations (Mod #16) | CMAQ | C | | | | | | | \$1,736 | \$1,736 | \$1,389 | \$0 | \$347 |
| | | | | Total | \$0 | \$0 | \$0 | \$0 | \$1,736 | \$0 | \$1,736 | \$1,389 | \$0 | \$347 | | |
| | LFUCG | CS 3663 | Mt. Tabor Rd Multimodal Improvements Construction of sidewalks, bike lanes and associated infrastructure along Mt. Tabor Rd between Patchen Dr and the Richmond Rd service road (Mod #16) | CMAQ | D | | | | | | | \$54 | \$43 | \$0 | \$11 | |
| | | | | | R | | | | | | \$30 | \$24 | \$0 | \$6 | | |
| | | | | | U | | | | | | | \$1,286 | \$1,029 | \$0 | \$257 | |
| | | | | | C | | | | | | | \$1,286 | \$1,029 | \$0 | \$257 | |
| | | | | | Total | \$0 | \$0 | \$0 | \$0 | \$1,370 | \$0 | \$1,370 | \$1,096 | \$0 | \$274 | |

| Table 6A - Grouped Projects Selected (F-Fayette; J-Jessamine) | | | | | | TIP Years | | | | | 2017 - 2020 | | | | | |
|--|-----------------------------|----------|---|-----------|------------------|-----------|---------|---------|---------|---------|-------------|------------|---------------|-------------|-------------|--|
| Project ID | Sponsor | Facility | Description | Fund Type | Phase | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Federal Funds | State Funds | Local Funds | |
| | Valley View Ferry Authority | | Restoration and Preservation of the Valley View Ferry car barge and safety cable guidance system (Mod #18) | FBP | D R U C | | | | | | | | | | | |
| | | | | | Total | \$0 | \$0 | \$0 | \$80 | \$0 | \$0 | \$80 | \$64 | \$0 | \$16 | |
| J 09009.00 | KYTC | US 68 | US 68 – Harrodsburg Road – Perform low cost safety improvements from Mercer County Line (MP 0.000) to NE of Clear Creek Road (MP 4.807). Length = 4.807 (Mod #11) | HSIP | D R U C | | | \$175 | | | | \$175 | \$175 | \$0 | \$0 | |
| | | | | | Total | \$0 | \$0 | \$175 | \$0 | \$2,000 | \$0 | \$2,000 | \$2,000 | \$0 | \$0 | |

* TAP projects reflect 81.81% federal funds in design phases and 18.18% local funds due to state forces (equal to 10% of total project cost) being 100% federal funds

| | | | | | | | | | | |
|---------------|-----------------|-----------------|-----------------|--------------|----------------|----------------|-----------------|-----------------|------------|-----------------|
| Totals | \$21,134 | \$10,695 | \$39,849 | \$239 | \$9,415 | \$6,381 | \$87,713 | \$49,027 | \$0 | \$11,172 |
|---------------|-----------------|-----------------|-----------------|--------------|----------------|----------------|-----------------|-----------------|------------|-----------------|

Table 7 – TIP Summary Table (\$1,000)

| Table 7- Summary Table | | TIP Years | | | | | 2017 - 2020 | | | | | | | | |
|--|-----------------|-----------------|------------------|-----------------|-----------------|------------------|------------------|------------------|--|-----------------|----------------|-----------------|-----------------|----------------|--|
| Fund Type | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Total Cost | Federal Cost | State Cost | Local Cost | Federal Revenue | State Revenue | Local Revenue | |
| Bridge Replacement (BR) | \$1,685 | \$0 | \$427 | \$2,086 | \$5,262 | \$735 | \$10,195 | \$7,775 | \$7,775 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Congestion Mitigation and Air Quality (CMAQ) | \$11,279 | \$7,019 | \$8,613 | \$159 | \$4,744 | \$0 | \$31,814 | \$20,535 | \$16,430 | \$0 | \$4,105 | \$16,430 | \$0 | \$4,105 | |
| Hazard Elimination (HSIP) | \$50 | \$400 | \$1,382 | \$0 | \$2,000 | \$0 | \$3,832 | \$3,782 | \$3,782 | \$0 | \$0 | \$3,782 | \$0 | \$0 | |
| Interstate Maintenance (IM) | \$0 | \$0 | \$1,750 | \$0 | \$0 | \$27,000 | \$28,750 | \$1,750 | \$1,750 | \$0 | \$0 | \$1,750 | \$0 | \$0 | |
| National Highway (NH) | \$2,000 | \$800 | \$45,900 | \$5,000 | \$0 | \$31,080 | \$84,780 | \$51,700 | \$51,700 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| State Construction (SPP) | \$22,380 | \$27,815 | \$30,035 | \$0 | \$2,000 | \$17,000 | \$99,230 | \$59,850 | \$0 | \$59,850 | \$0 | \$0 | \$59,850 | \$0 | |
| State Construction (SP or SPP) Info. Supplement | \$0 | \$330 | \$330 | \$330 | \$5,070 | \$16,830 | \$22,890 | \$6,060 | \$0 | \$6,060 | \$0 | \$0 | \$6,060 | \$0 | |
| Surface Transportation Block Grant Program (STP) | \$2,000 | \$6,230 | \$12,500 | \$20,650 | \$4,080 | \$14,820 | \$60,280 | \$43,460 | \$43,460 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Surface Transportation Block Grant Program - dedicated Lexington (SLX) | \$2,379 | \$1,717 | \$1,533 | \$16,031 | \$946 | \$946 | \$23,552 | \$20,227 | \$16,628 | \$0 | \$3,599 | \$16,628 | \$0 | \$3,599 | |
| Surface Transportation Block Grant - Transportation Alternatives (TAP) | \$1,195 | \$2,980 | \$3,119 | \$0 | \$935 | \$6,381 | \$14,610 | \$7,034 | \$5,664 | \$0 | \$1,370 | \$5,664 | \$0 | \$1,370 | |
| Maintenance and Operations (O & M) | \$8,563 | \$23,600 | \$23,600 | \$23,600 | \$23,600 | | \$102,963 | \$102,963 | Cost and revenue for maintenance and operations is split between federal, state and local sources and varies by year | | | | | | |
| Grouped Projects - Highway | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$30,000 | \$20,000 | Cost and revenue for grouped projects varies by program but is usually 80% federal funds matched with 20% state or local funds | | | | | | |
| Highway Totals | \$56,531 | \$75,891 | \$134,189 | \$73,517 | \$53,637 | \$119,792 | \$513,557 | \$345,797 | \$147,718 | \$65,910 | \$9,206 | \$44,783 | \$65,910 | \$9,206 | |

| Table 7- Summary Table | | TIP Years | | | | | | | 2017 - 2020 | | | | | |
|----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---|-------------|----------------|-----------------|---------------|----------------|
| Fund Type | Pre 2017 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Future | Total Cost | Total Cost | Federal Cost | State Cost | Local Cost | Federal Revenue | State Revenue | Local Revenue |
| Grouped Projects - Transit | \$7,500 | \$7,500 | \$7,500 | \$7,500 | \$7,500 | \$7,500 | \$45,000 | \$30,000 | Cost and revenue for transit projects varies by program | | | | | |
| Transit Program (FTA) | \$0 | \$6,756 | \$6,815 | \$6,876 | \$6,938 | \$6,538 | \$33,407 | \$27,385 | \$21,916 | \$40 | \$5,429 | \$21,916 | \$40 | \$5,429 |
| Transit Totals | \$7,500 | \$14,256 | \$14,315 | \$14,376 | \$14,438 | \$14,038 | \$78,407 | \$57,385 | \$21,916 | \$40 | \$5,429 | \$21,916 | \$40 | \$5,429 |

APPENDIX A - Status of Projects not in FY2017-2020 TIP

The following is a summary of major projects from the previous TIP (FY 2013-2016) that are not part of the new FY2017 – FY2020 TIP and their status:

| Project ID | Sponsor | Facility | Description | Status |
|----------------------|----------------|-------------|--|--------------------|
| 7-223.02 | KYTC | US 421 | Leestown Rd. widen to 4 lanes from existing 4-lane to Masterson Park; Length=1.6 mi | constructed |
| 7-224.53 | LFUCG | CS - 4174 | Clays Mill Rd widen from Higbee Mill Rd to Twain Ridge Dr - Section 2B; Length=0.3 mi | constructed |
| 7-224.55 | LFUCG | CS - 4174 | Clays Mill Rd widen from New Circle Rd to Keithshire Way - Section 2C; Length=0.6 mi | constructed |
| 7-396.00 | KYTC/Jess. Co. | KY 1268 | Wilmore downtown drainage and street improvements | constructed |
| 7-398.00 | KYTC/Jess. Co. | KY 169 | Culvert replacement 0.5 mi W of US 68 | constructed |
| | LFUCG | KY 1974 | Tates Creek Rd signal upgrades to replace inadequate facilities, upgrade signal faces and to accommodate upgraded street crosswalks | constructed |
| 7-403.00 | KYTC/Jess. Co. | | Nicholasville/Jessamine Co. pedestrian connections to schools study and preliminary engineering | complete in 2016 |
| 7-223.00 | KYTC | US 421 | Leestown Rd. widen to 4 lanes from existing 4-lane to Masterson Park; Length=1.5 mi | constructed |
| 7-430.00 | KYTC | US 27 | Nicholasville Rd Access Management between Nicholasville and Man O' War Blvd; Length=5.4 mi | D phase 2016 |
| 7-225.00 7-225.01 | LFUCG | KY 1927 | Liberty Rd/Todds Rd widen from 0.2 mi S. of Andover Forest Dr/Forest Hill Dr to Polo Club Blvd - Section 2A & 2B; L=1.6 mi | constructed |
| 7-231.00 | LFUCG | Rose Street | Rose Street add a bike lane from Rose Lane to Euclid; Length=0.2 mi | under construction |
| 7-237.00 | KYTC | | Pedestrian mall and streetscape improvements on Lexington College, Walnut and Gilespie Sts. Wilmore | constructed |
| 7-593.04 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension from Main St. to S. Limestone (additional funding for CLT); Length=2.5 mi | completed |
| 7-593.10 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension - Priority 2: Redevelopment of Southend Park Neighborhood | under construction |
| 7-593.12 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension - Priority 2: redevelopment of Southend Park neighborhood | under construction |
| 7-593.14 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension - Priority 2: redevelopment of Southend Park neighborhood | under construction |
| 7-1111.00 | KYTC | CR-1122 | Bridge over Boone Creek @ Clark Co. line; Length=0.1 mi | constructed |
| 7-1134.00 | KYTC | KY 353 | Russell Cave bridge over I-64/75; overlay bridge deck; Length=0.1 mi | constructed |
| 7-1135.00 | KYTC | KY 57 | Bryan Station bridge over I-64/75; overlay bridge deck; Length=0.1 mi | constructed |
| 7-2033.00 | KYTC | US 60 | US 60 pavement rehab from Bluegrass Pkwy to KY 4; Length=8.0 mi | constructed |
| 7-2045.00 | KYTC | US 60 | Versailles Rd. pavement rehab from Bennett Ave to Oliver Lewis Way; Length=0.5 mi | constructed |

| Project ID | Sponsor | Facility | Description | Status |
|------------|--------------|-----------|---|---------------------|
| 7-226.10 | KYTC | New Route | Citation Boulevard - Phase IIA from Southern RR to Mercer Rd; Length=1.7 mi | constructed |
| 7-226.40 | KYTC | New Route | Citation Boulevard - Phase IIB from Mercer Rd to Leestown Rd.; Length=0.8 mi | constructed |
| 7-101.00 | KYTC | KY 4 | New Circle Rd bridge painting | completed |
| 7-421.00 | KYTC | CS 1375 | 4th Street widen to 3 lanes from Henry St to Newtown Pk (KY922) including a new S entrance to BCTC; 0.2 mi | constructed |
| 7-422.00 | KYTC | CS 1376 | N entrance to BCTC construct with turn lanes on Loudon Ave and Newtown Pk; Length=0.1 mi | constructed |
| 7-429.00 | KYTC | CS 3016 | Alumni Dr upgrade between Nicholasville Rd and Tates Creek Rd; Length=1.2 mi | constructed |
| 7-8502.00 | KYTC | US 27X | Main Street provide streetlights from Oak Street to Chestnut Street; Length=0.2 mi | completed |
| 7-87.10 | KYTC | New Route | East Nicholasville Bypass Section 1 from US 27 N of Nicholasville to KY 39; Length=4.3 mi | split in 2 sections |
| 7-279.00 | KYTC | KY 4 | New Circle Road reconstruct Versailles Rd interchange; Length=0.1 mi | under construction |
| 7-3107.00 | LFUCG | New Trail | Legacy Trail amenities and enhancements including the Isaac Murphy Memorial Art Garden trailhead | completed |
| 7-3701.00 | KYTC | IC-8104W | University Dr bike lane extension from Cooper Dr to Alumni Dr; Length=0.4 mi | constructed |
| 7-3706.00 | LFUCG | | Gainesway Trail from Tates Creek School to Gainesway Park; Length= 0.8 mi | constructed |
| 7-113.00 | KYTC | KY 4 | New Circle Road improvements between Versailles Rd and Georgetown Rd.; Length=4.1 mi | constructed |
| 7-593.20 | KYTC / LFUCG | KY 922 | Newtown Pk. Extension - Priority 3: From Versailles Rd to Broadway (Phase II); Length=0.6 mi | under construction |
| 7-410.00 | KYTC | | New Connector preliminary engineering and evaluate the financial feasibility of design/build/toll between US 27 N of Nicholasville and I-75 at the KY 627 interchange; Length=2.5 mi | in D phase |
| 7-230.00 | LFUCG | NA | West Hickman Trail Phase 1B from Clearwater Way at Man o' War Blvd. to Veterans Park; length=1.5 mi | constructed |
| 7-3023.00 | LFUCG | | South Limestone Streetscape Improvements | completed |
| | KYTC | | Wilmore Transportation Museum | completed |
| 7-404.00 | LFUCG | | Southland Drive Bike/Pedestrian Improvements | constructed |
| 7-405.00 | LFUCG | | Loudon Avenue Sidewalk | constructed |
| | Lextran | | LexTran/Art in Motion "smART" Shelter | constructed |
| | Lextran | | Lextran Electronic Fare Payment System and Smart Cards | funded |
| | Jess. Co. | | RJ Corman The "Gen-Set Revolution" Project | funded |
| | Lextran | | Lextran construction and rehabilitation of administrative and maintenance facilities on Loudon Ave. | completed |
| 7-917.00 | KYTC | US 27 | Adaptive Signal Control - develop, implement and study use of adaptive signal control from MP 4.674 to MP 5.769 | completed |
| 7-923.00 | KYTC | US 60 | Versailles Rd rebuild traffic signal at Forbes/Red Mile Rd | completed |
| | KYTC | | Valley View Ferry capital improvements | funded |
| | Lextran | | Bus and bus facilities (shelters and operator seats) | funded |

| Project ID | Sponsor | Facility | Description | Status |
|------------|------------|----------|--|-------------------------------|
| | LFUCG | | Brighton Rail Trail Phase 4 construct 2600 feet of trail linking to the existing 1 mile trail from Liberty Rd to MOW | constructed |
| 7-392.00 | LFUCG | KY 1974 | Tates Creek Rd sidewalks from Dove Run Rd to just south of Montclair Dr; Length=1.7 mi | constructed |
| | Lextran | | FTA New Freedom funding: Bluegrass Cab Co. - purchase 4 wheelchair accessible vehicles; Yellow Cab - purchase 2 wheelchair accessible vehicles; ITN Bluegrass - transportation services for seniors and visually impaired | funded |
| | Lextran | | FTA JARC funding: Lextran - continue JOBS bus route; ITN Bluegrass - transportation services to employment | funded |
| | LFUCG | | Safe Routes to School - Fayette Co | funded |
| | KYTC/LFUCG | | Kentucky Horse Park Legacy Trail Extension shared use path along the S and W property boundaries connecting to the existing N terminus of the Legacy Trail includes trailhead | constructed |
| F 220.00 | LFUCG | US 25 | Richmond Rd. Multiuse Path between Eagle Creek Dr. and Coys Lane; Length=1.2 mi | delayed - right-of-way issues |

APPENDIX B - Resolutions

RESOLUTION OF THE POLICY COMMITTEE OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Section 134, Title 23, USC requires a continuing comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

WHEREAS, Section 134, Title 23, USC further requires that the urban transportation planning process shall include development of a Transportation Improvement Program (TIP) which shall be a staged multi-year program of transportation improvement projects consistent with the Metropolitan Transportation Plan (MTP) plan; and

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

WHEREAS, the fiscally-constrained FY 2017–FY 2020 TIP is the short-range element and a subset of the Year 2040 Metropolitan Transportation Plan;

THEREFORE BE IT RESOLVED, that the MPO Policy Committee at its regular public meeting of August 24, 2016, adopts the FY 2017–FY 2020 TIP for the Lexington Urbanized Area.



Judge David West, Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet - Governor's Designee

August 24, 2016
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

APPENDIX C - MPO COMMITTEE MEMBERSHIP

MPO Transportation Policy Committee (TPC)

Voting members:

Mayor Jim Gray

Lexington-Fayette Urban-Co. Gov.

Vice-Mayor Steve Kay

TPC Vice Chair, Councilmember-at-Large
LFUCG Council

Kevin Stinnett

Councilmember-at-Large
LFUCG Council

Richard Moloney

Councilmember-at-Large
LFUCG Council Office

Shevawn Akers

Councilmember, 2st District
LFUCG Council
(Representing districts 1, 2, and 6)

Fred Brown

Councilmember, 8th District
LFUCG Council
(Representing districts 4, 7, 8)

Peggy Henson

Councilmember, 11th District
LFUCG Council
(Representing districts 3, 5, 11)

Amanda Bledsoe

Councilmember, 10th District
LFUCG Council
(Representing districts 9, 10, 12)

Honorable John S. Roberts

Fayette County Judge/Executive

Hon. David West

TPC Chair – Jessamine Co. Judge/Executive

Mayor Pete Sutherland

Mayor, City of Nicholasville
Representative: Bob Amato

Greg Thomas, KYTC

Secretary, Kentucky Transportation Cabinet
Representative: Barry House

Mayor Harold Rainwater

City of Wilmore
Representative: David Carlstedt

Carrie Butler

LexTran

Pam Shepherd

Federated Transportation Services of the Bluegrass
(FTSB)

Non-Voting Members:

Thomas Nelson Jr. (Advisory Member)

Kentucky Division Administrator
Federal Highway Administration
Representative: Bernadette Dupont

Yvette B. Taylor (Advisory Member)

Region 4, Regional Administrator
Federal Transit Administration
Representative: Robert Buckley

MPO Transportation Technical Coordinating Committee (TTCC)

Stuart Kearns (Chairman)
UK Parking & Transportation

Julia Shaw (Vice-Chair)
LFUCG Division of Police

Jr Ham
Kentucky Transportation Cabinet
District Office 7

Barry House
KYTC Div. of Planning

Pete Wearstler
Bluegrass ADD

Bob Bayert
LFUCG Division of Engineering

George Thornsby
LFUCG Traffic Engineering

Mark Day
Planning & Development
Bluegrass Airport

Janice Westlund
LFUCG Division of Planning

Pam Shepard
Federated Transit Services of the Bluegrass

Betty Taylor
Jessamine County Planning Commission

Mary Piekarski
McLane Cumberland Trucking

Jolena Childers
AAA Bluegrass Lexington

Carrie Butler
LexTran

Rhonda Snow
WHEELS

Marcus Dobbs
Fayette County Public Schools

John Gowins
Division for Air Quality

Bernadette Dupont
Federal Highway Administration
Kentucky Division Office

Dean Anness
Planning – City of Nicholasville

Amy Cloud
Jessamine County
Chamber of Commerce

Derek Paulsen
LFUCG Commissioner of Planning

Paul Schoninger
LFUCG Council Office

Irene Gooding
LFUCG Community Development

Sally Hamilton
LFUCG Chief Administrator's Office

Doug Trulock
United Transportation Inc.

Gina Hampton
Lexington United

APPENDIX D - Public Notice

Lexington Herald-Leader Legal Ad

THURSDAY JULY 14 2016
KENTUCKY.COM

HERALD-LEADER

Classified

5C

Legals & Public Notices

THIRTY (30) DAY PUBLIC REVIEW OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION'S FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Metropolitan Planning Organization (MPO) will have a 30-day public review period for the FY 2017 - FY 2020 Transportation Improvement Program (TIP) beginning July 14, 2016 and ending on August 14, 2016. The MPO is the transportation planning agency that conducts a cooperative transportation planning process for Fayette and Jessamine County. The TIP is a listing of transportation programs and projects for which transportation funds will be used during this four year period. Projects that seek the use of federal transportation funds are required to be in the TIP. The MPO has coordinated with Lextran to ensure that this notice of time established for public review, involvement and comment on the TIP satisfies Federal Transit Administration's Program of Projects (POP) public participation requirements.

The TIP can be reviewed at <http://lexareampo.org> or printed copies and comments sheets are available from 8 a.m. - 4 p.m. Monday through Friday at: 1) the Lexington Area MPO, 101 E Vine St, Room 735, Lexington, KY 40507; or 2) the Nicholasville Planning Commission, Nicholasville City Hall, 517 N Main St, Nicholasville, KY 40356. Printed copies are also available at all Lexington Public Library Branches including Northside, Tates Creek, Beaumont, Central, Eastside, Village and the Jessamine County Public Library, 600 S Main St, Nicholasville during regular library hours.

Written comments on the TIP may be submitted to the MPO at the mailing address listed above or submitted digitally at the email address below. If you are a person with a disability and require assistance to participate in the review process (large print, audio material) or if you would like a translated copy in another language please contact Charles Schaub, Senior Planner, at 859-258-3180. Comments may also be sent by e-mail to cschaub@lexingtonky.gov (SUBJECT: Transportation Improvement Program).

0002561808-01

LEGALS

THIRTY (30) DAY PUBLIC REVIEW OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION'S FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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Press Release

July 25, 2016

MEDIA CONTACT:

Charles Schaub
859-258-3180

Lexington Area MPO seeking public input on Transportation Improvement Program.

The Lexington Area Metropolitan Planning Organization (MPO) is seeking public input on the FY 2017 – FY 2020 Transportation Improvement Program (TIP).

The MPO is the transportation planning agency for Fayette and Jessamine County and a small portion of Scott County. The TIP is a list of transportation programs and projects that transportation funds will be allocated to during the next four years. Projects that seek the use of federal transportation funds are required to be in the TIP.

Public review and comment on the Transportation Improvement Program will be accepted until August 14, 2016.

The TIP can be reviewed at <http://lexareampo.org/>. Printed copies are also available at all public libraries in Fayette and Jessamine County.

Questions and comments on the TIP may be directed to Charles Schaub with the Lexington Area MPO at cschaub@lexingtonky.gov or 859-258-3180. Written comments may be mailed to the MPO at:

Lexington Area MPO
101 East Vine Street, Suite 700
Lexington, KY 40507

APPENDIX E - Public Comments

- Has the MPO considered adding the Blackford Parkway extension to the TIP's list of projects? I'm concerned that the area's growth coupled with Garrett Morgan Elementary School opening this fall will create serious traffic congestion issues around the Blackford Pkwy – Man O War and Man O War – Polo Club Blvd intersections. The ½ mile connector from Blackford Pkwy to Polo Club Blvd should reduce this and other south-bound traffic issues.
- As many people do, I drive Nicholasville Road. Can a yellow turn signal be added to Malibu/Pasadena Drive? Who do I contact about the speed limit on Redding Road? I think it's a state road. There is a school (Lansdowne Elementary) and a park (Kirklevington) and the speed limit is 35 mph, which I think is way too high with a Kirklevington Park and a School on Redding Road,
- Richmond Rd access from Shriners Ln: I would like and encourage sidewalk installation to improve connectivity, pedestrian safety as well as economic sustainability allowing citizens to walk to shops, employment, bus stops, etc
Also, I am confused on the West Loudon project from S. Broadway to Limestone? Could you help explain that to me.
- Although I realize I am a few days late, I hope you will accept my concerns about the I-75 Connector. Despite repeated promises, we have yet to hear about the final choice for a route and yet, money continues to be allocated for the project. You've heard all our concerns so many times (and I appreciate the opportunity to voice concerns). This is such a poor use of public money that I am surprised anyone would continue to advocate for it. At some point, discredited projects should finally be eliminated from the planning process. Let that elimination happen now.
- In reviewing the current STIP Draft I see that the I75 Connector project from Nicholasville to Richmond continues to raise its ugly head and is threatening to siphon another \$15million from our already way overspent government. This is an absurd allocation of sparse resources and an insult to every hard working American taxpayer. Stop this nonsense. Too much time and money has been spent on this project. These resources should be spent maintaining, repairing, and improving those much used winding, hilly, dangerous roads and bridges that we all travel every day going to our grocery stores, schools, friends, and businesses in our own communities, not on this way too expensive boondoggle to improve connectivity between Jessamine and Madison Counties that the residents of these counties will use only occasionally. I was discussing this project with Nicholasville mayor Russ Meyer just 3 weeks ago and he assured me this project would never get built. What is with the continued spending of this kind of money on this project? Let the record show that I and virtually all of my friends in Jessamine County are opposed to spending another dime or another minute on this project while we drive narrow dangerous roads within our own communities every day.

- I am writing concerning the proposed I75 Connector Rd. I reside just across the Kentucky River in Clark County on highway 627 and regrettably next to the Allen company's Boonsboro rock quarry.

Upon attending the last public meeting in 2015 in Madison County Kentucky, I learned that there was no discussion or funds placed into this project for improving highway 627. Failing to consider the traffic increase on this major cut off between I75 and I64 is a huge mistake. Travelers on this road now face a serious traffic problem when they approach the Kentucky River from both north and south directions and specifically when heavy trucks are entering and leaving the quarry. Having property that joins Highway 627, I would never want to see this highway any more congested than it is now and I further would not want it to be expanded. However, should this connector Road extend Highway 627 there would be no question that in the near future this highway would need to be improved and another bridge built across the Kentucky River. I implore you to think this project fully through and get other parties to the table and develop a more long range plan than is currently being considered.
- Although I realize I am a few days late, I hope you will accept my concerns about the I-75 Connector. I recently had my home built here on Carvers Ferry Road and I did so because I want my 2 children to grow up out here in the country and I am an Iraq War veteran with PTSD. Living in the city was a nightmare. I am finally in a quiet place that doesn't trigger my anxiety. Now I learn that a road could destroy that. Despite repeated promises, we have yet to hear about the final choice for a route and yet, money continues to be allocated for the project. You've heard all our concerns so many times (and I appreciate the opportunity to voice concerns). This is such a poor use of public money that I am surprised anyone would continue to advocate for it. At some point, discredited projects should finally be eliminated from the planning process. Let that elimination happen now.
- As a tax payer and longtime resident of Central Kentucky I am writing to express my continuing opposition to the proposed I-75 connector between Nicholasville and Madison County. That \$15 million is earmarked for the continuation of such a destructive, low ROI project in today's economic climate is simply incomprehensible. As a marketing professional I am well aware of the fact that tourism is Kentucky's signature industry creating a colossal impact that trickles through our entire economy. The impact numbers in the recently released study conducted for the Tourism, Arts & Heritage Cabinet by Certec, Inc. tell an impressive story. The tourism and travel industry contributed nearly \$11.7 billion to Kentucky's economy in 2011. Direct expenditures by tourists accounted for \$7.4 billion of this total. The 2011 tourism industry generated over \$1.224 billion in tax revenues to government – \$1.06 billion to the state and \$157.5 million locally. Scenic beauty is invariably cited as the number one reason visitors come to Kentucky. And visitors mean jobs -- a total of 169,932 jobs in Kentucky resulted from the industry in 2011 and direct expenditures from tourists created 118,917 of these jobs. The tourism-generated jobs provided over \$2.6 billion in wages to Kentucky workers. In 2011, total travel expenditures in Jessamine County totaled \$83,635,372 and in Madison County, \$154,300,628. I find it hard to understand why elected officials in these counties, rather

than focusing on enhancing their appeal to visitors are actually bent on destroying the very Bluegrass countryside that puts our state on the world tourism map. And why, rather than working to capture even more visitor revenue, they seem intent on squandering \$350 million of taxpayer dollars on a road that will, at best, save truckers a mere 15 minutes in travel time. The unspoiled beauty of the Kentucky countryside attracts visitors from around the country and across the globe. What a shame we appear to have elected the few people who appear to be immune to its charm – and blind to its value. I trust you will do the right thing and pull the plug on this ill-considered project before it wastes any more money our economically strapped state can ill afford to squander. It's time to finally put a stake through the heart of the vampire road.

- Stop the I-75 connector project. Use the monies for this project to improve other roads and repair necessary bridges.
- This is a waste of money and will bring lots of unwanted traffic thru a very rural community causing many to have to uproot and leave their childhood homes. My entire family grew up in this area and many will lose land that has been in their family for generations I75 is fine the way it is without taking more farmland and killing more animals.
- As a tax paying citizen of this great country I'd like to express my opposition to the proposed monies spent/will spend for the I-75 Connector in Jessamine (and Madison) Co - - this is a total waste of taxpayer money, a waste of government time and effort spent on this proposal where the monies could be spent more wisely on existing infrastructure in need of critical repairs and improvements, this would destroy forever natural landscapes, historical places and critical farmland for future generations. This is an extremely and horrendously bad idea from start to end and I'm hoping that "BIG Government" will listen to the people living, working and enjoying the beautiful land that this proposed road would destroy. Please let's take this proposed road issue off the planning books once and for all and use the funds more wisely on much bigger and pressing issues.
- The proposed I-75 connector is an egregious waste of tax payer money that could be better spent on meeting Kentucky's pressing education needs than on an expensive gift to the City of Nicholasville.
- I am writing to you to express my opposition to the proposed connector road between Nicholasville and I-75 in Madison County. I have been to numerous public meetings about this project and have gathered quite a bit of information concerning it. The most recent estimates I have seen (at least a year ago) would put the cost of this project in excess of \$450. million dollars. The principal justification I have seen for this road is that it would save about 15-20 minutes travel time between Nicholasville and I-75. For that amount of tax dollars in an era when we are not maintaining the infrastructure that we have it seems at best a flimsy justification for this project. What's more, this road would necessitate building bridges over the ecologically sensitive Kentucky River Palisades area and over the equally sensitive and beautiful Marble Creek area. Enough of our tax dollars have been wasted on this project already. The time has come to end this ill-conceived idea once and for all.

- I apologize if this note is a few days past the deadline for comments but I have been out of town and have only now been able to send a response. I would like to express my opposition to the I-75 Connector Plan that the Transportation Improvement Plan may be considering that the state of Kentucky is also considering. At a time when infrastructure repairs are badly needed in Kentucky for existing roads and bridges, at a time when money is sorely needed in the teacher retirement fund, at a time when services for those in need of health care are being slashed, it seems ill advised to spent tens of millions for planning, then hundred of millions of dollars on construction for a project that will benefit very few people and all in the name of saving up to ten minutes of driving time. I strongly suggest this money be put to better use on other highway projects. This project will also cause extensive damage to the natural landscape and historic sites along Marble Creek, the Kentucky River Palisades, and in Fayette, Madison and Jessamine Counties. It will also disrupt a rural landscape that is part of the charm and attraction of Central Kentucky. The planning and discussion of this project was supposed to include a certain amount of transparency and openness to the public for input. But it seems if specific sums of money are already being suggested by the state before there has been any input, perhaps a bit of window cleaning needs to take place so the taxpayers can have a better view. Please pass along this feedback to the group making these preliminary plans on this project and thank you for your time.
- Hello, I am a resident of Jessamine County on Spurlock Lane. The connector will not be near my residence, but I understand you were interested in comments about the road. I am very much opposed to the road. Funding to even study further seems such a waste of our hard earned taxpayer dollars. The roads in Jessamine county would benefit from some of the dollars allocated to such an unnecessary and wasteful proposal. I found a statement in the Summer 2106 Jessamine Matters, page 3, attributed to an unnamed Jessamine County Judge/Executive "...Those roads and bridges are now getting older and falling in disrepair. At the same time, our county budget is under a tremendous strain, so we are working to do more with less."

APPENDIX F - Abbreviations & Acronyms

5303 – FTA – Metropolitan Transportation Transit Planning Program
5307 – FTA – LexTran Operating Expenditures
5309 – FTA – LexTran Capital Expenditures
5310 – FTA – Elderly and Persons with Disabilities Program
5311 – FTA – Non-Urbanized (Rural) Area Program
5337 – FTA – State of good repair
5339 – FTA – Busses and bus facilities
AADT – Annual Average Daily Traffic, expressed in vpd (vehicles per day)
ADA – Americans with Disabilities Act of 1990 and ADA Amendments Act of 2008
AQAC – Air Quality Advisory Committee
BGADD – Bluegrass Area Development District
BPAC – Bicycle and Pedestrian Advisory Committee
BPMP – Bicycle and Pedestrian Master Plan
BRO – Federal Bridge Replacement on Federal System
BRX – Federal Bridge Replacement off Federal System
BRZ – Federal Bridge Replacement Local System
BUS – Bluegrass Ultra Transit Service
CAAA – Clean Air Act Amendment of 1990
CATS – Campus Area Transit System at University of Kentucky
CBD – Central business district, a land use type used in modeling
CCR – Critical Crash Rate
CFR – Code of Federal Regulations
CMAQ – Congestion Mitigation and Air Quality Improvement
CMC – Congestion Management Committee
CMP – Congestion Management Process
CR – County Road
CTPP – Census Transportation Planning Package
Construction (C) – Project Construction Phase
DBE – Disadvantaged Business Enterprise
DOT – U.S. Department of Transportation
DESIGN (D) – Project Design Phase
E + C – existing road network and committed projects
EPA – United States Environmental Protection Agency
FAST ACT – Fixing America’s Surface Transportation ACT
FHWA – Federal Highway Administration
FR – Federal Register
FTA – Federal Transit Administration
FTSB – Federated Transportation Services of the Bluegrass
FY – Fiscal Year
GHG – Greenhouse Gas Emissions
GPS – Global Positioning System
HPP – High Priority Projects
HSIP – Safety – Highway Safety Improvement Program
HUD – U.S. Department of Housing and Urban Development
IM – Interstate Maintenance

ITN of the Bluegrass – An affiliate of the Independent Transportation Network America
 ITS – Intelligent Transportation System
 IVR – Interactive Voice Response
 JARC – Jobs Access & Reverse Commute
 KTC – Kentucky Transportation Center
 KYD – Demonstration Funds to Kentucky
 KYTC – Kentucky Transportation Cabinet
 LEP – low English proficiency
 LFUCG – Lexington Fayette Urban County Government
 LOS – Level of Service
 MAP-21 – Moving Ahead for Progress in the 21st Century Act of 2012
 MPO – Metropolitan Planning Organization
 MSA – Metropolitan Statistical Area
 MSAT – Mobile Source Air Toxics
 MTP – Metropolitan Transportation Plan
 NAAQS – National Ambient Air Quality Standards
 NEPA – National Environmental Protection Act
 NH – Federal National Highway System
 NHS – National Highway System
 NHTS – National Household Travel Survey
 NTMP – Neighborhood Traffic Management Program
 POP – Program of Projects
 PP – Participation Plan
 ROW (R) – Project Right of Way Phase
 RRP – Safety – Railroad Protection
 RRS – Safety – Railroad Separation
 SAF – Federal Safety
 SIP – State Implementation Plan (for air pollutants)
 SLX – Surface Transportation Program – Lexington
 SP – State Construction Program
 SPB – State Construction Bonds Program
 SPP – State Construction High Priority Projects
 SRTS – Safe Routes to School
 STIP – Statewide Transportation Improvement Program
 STP – Surface Transportation Program
 TAP – Transportation Alternative Program
 TAZ – Traffic Analysis Zone
 TCM – Transportation Control Measure
 TCSP – Transportation & Community System Preservation Funds
 TDM – Travel Demand Model or Transportation Demand Management
 TE – Transportation Enhancement Projects
 TIP – Transportation Improvement Program
 TMA – Transportation Management Area (an MPO with a population over 200,000)
 TPC – the MPO Transportation Policy Committee
 TSC – Traffic Safety Coalition
 TTCC – the MPO Transportation Technical Coordination Committee

