



## TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021 - FY 2024

Public Review Draft: July 2020

Prepared in Cooperation with:

THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

AND THE FEDERAL TRANSIT ADMINISTRATION (FTA)

OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)

THE KENTUCKY TRANSPORTATION CABINET (KYTC)

THE TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY  
GOVERNMENT (LEXTRAN)

AND THE 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.

A primary responsibility 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 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 2021 - FY 2024 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 FY 2021-2024 TIP is consistent with the [MPO 2045 Metropolitan Transportation Plan \(MTP\)](#), the [Enacted 2020 State Highway Plan](#), 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 comment on the draft TIP prior to approval.

Figure 1 shows the total TIP program spending for all project funding types. 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).

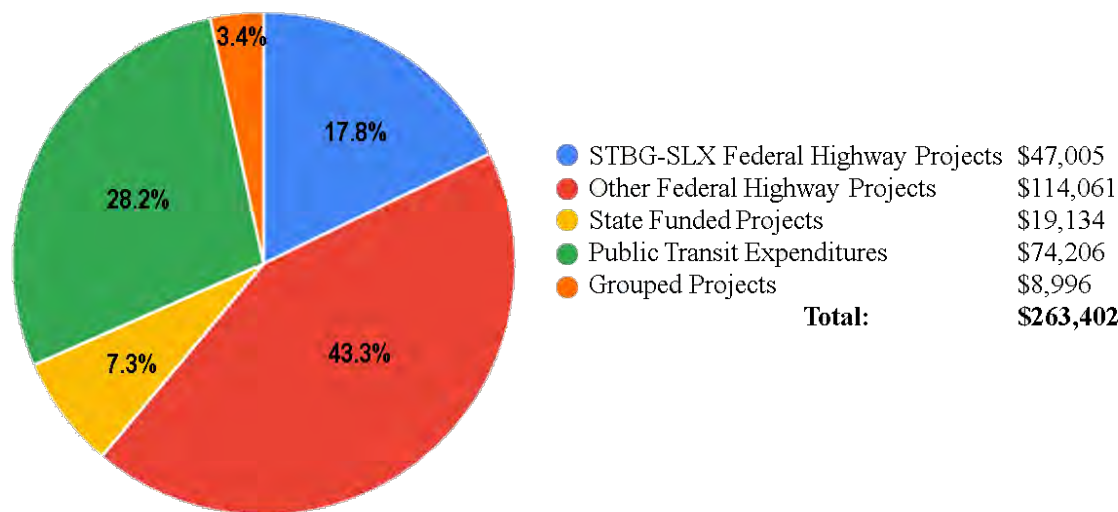


Figure 1: FY 2021 - FY 2024 Total TIP Program Funding (\$1,000)

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## 1.0 INTRODUCTION

### 1.1 Designation of the MPO

Federal law requires all urbanized areas with populations greater than 50,000 to designate a Metropolitan Planning Organization (MPO) 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). In 1973, the Lexington Area Metropolitan Planning Organization (MPO) was designated by the Governor of Kentucky.

### 1.2 The MPO Planning Area

The Lexington Area MPO planning area (Figure 2) consists of both Fayette and Jessamine Counties, including the cities of Lexington, Nicholasville and Wilmore; an area of 458 square miles with a 2019 population of 377,267. In 2010 the U.S. Census designated a small section of Scott County as part of the urbanized area and therefore part of the MPO planning area.

### 1.3 Legal Framework & Role of the MPO

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 current Fixing America's Surface Transportation (FAST) Act (December 4, 2015) as well as former federal legislation provides the legislative background for MPO planning efforts. MPOs are directed to facilitate a continuing, cooperative and comprehensive planning process. Considering local input and FAST Act goals and emphasis areas, the Lexington Area MPO set forth goals for the Lexington Area in the long range 2045 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, choices and equity
- Provide connectivity within and between modes
- Be efficient, reliable, resilient and well maintained
- Support economic vitality and competitiveness
- Contribute to community character
- Enhance the environment
- Support health and wellness



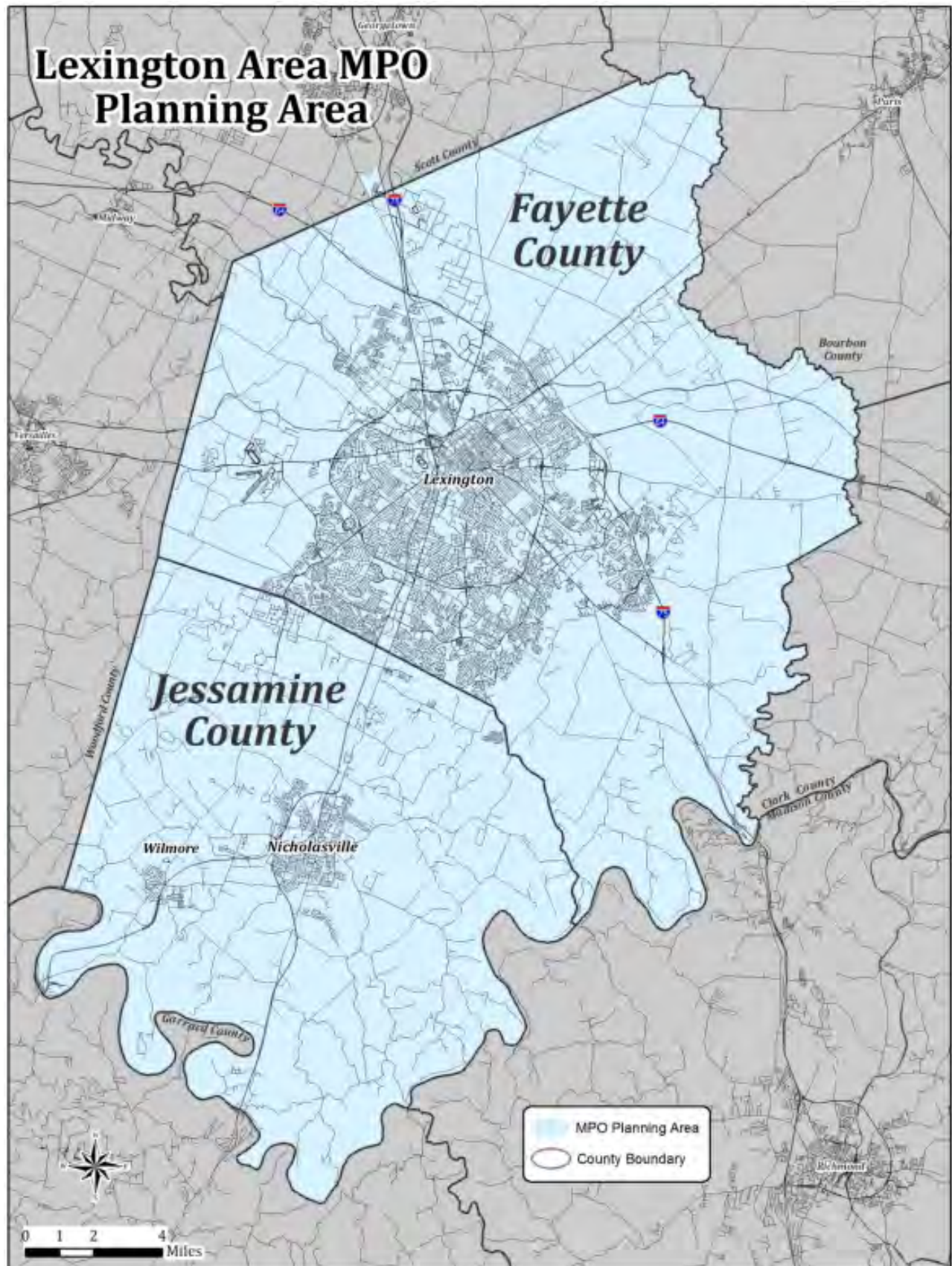


Figure 2: MPO Planning Area  
Lexington Area MPO FY 2021 - 2024 Transportation Improvement Program - Public Review Draft 5

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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
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

In order to promote the most efficient use of limited funds and enhance decision-making to attain critical outcomes, the US Department of Transportation (USDOT) has established national performance measures for these goal areas. State DOTs and MPOs are required to establish performance targets and to include these in their planning process, linking them to investment priorities and reporting progress toward achieving these targets. Section 2.6 and Appendix B provide an overview of how the projects in the TIP are linked to these performance targets.

TIPs are also required to meet all other federal requirements in CFR 450.324 including fiscal constraint, consistency with the 2045 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.



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## 1.4 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 2021 - FY 2024 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.



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## 2.0 TIP DEVELOPMENT

### 2.1 TIP Project Selection

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 through this process that projects move into the TIP for implementation. The TPC and MTP also inform state-level decision-makers about regional priorities 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. All TIP projects must be included in the STIP, and the TIP must include all STIP projects in the MPO planning area.

The Congestion Management Process (CMP), transportation studies, and other technical data analysis, provide 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 horizon. The results of these efforts 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), Better Utilizing Investments to Leverage Development (BUILD), Infrastructure for Rebuilding America (INFRA) and others. After projects are selected and awarded by the KTYC, 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 section 4.4. In addition to all federally-funded projects, the TIP also includes regionally significant projects that use state and local funds. Thus, a total regional program of transportation projects is presented in the TIP.

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## 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 2045 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 2024.

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

- FY 2017 – FY 2020 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.

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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
- Transportation representatives from Fayette and Jessamine County Public Schools
- 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.

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

- Visualization techniques including maps and Power Point presentations will be utilized as much as possible to describe the TIP.
- Notification for the availability of public drafts will include advertisement on the MPO website; social media notifications; a media press release and notification to all MPO mailing lists including MPO Committees, Consultation Contacts and Outreach Contacts for Equity, Diversity and Inclusion in the Transportation Planning Process. Other public notification efforts may be used.
- 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).
- 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.

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## **2.5 TIP Amendment & Modification**

### **TIP Amendment**

Amendments to the TIP are required when there are significant changes including:

- 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.

The Lexington Area MPO Participation Process for TIP Amendments shall be as follows:

- TIP Amendments shall include a description sufficient to clearly identify the project, location, estimated cost, phase years, project sponsor, and sources of funds.
- All TIP Amendments must be consistent with long range plans or include corresponding language to amend the MTP.
- TIP Amendments shall be posted to the website [www.lexareampo.org](http://www.lexareampo.org).
- A press release will be issued noting a 15 day public comment period effective from the date of the notice. Notifications shall include where to send written/digital comments and language regarding compliance with FTA Program of Projects (POP) requirements.
- The MPO shall notify appropriate MPO committees (TTCC and TPC) and distribute the Amendment to agencies/stakeholders identified on the most current KYTC Routing & Information Sheet. The notification shall describe the action taken and assurance that the Amendment process and appropriate public involvement procedures have been followed.

### **TIP Administrative Modification**

The following actions are eligible as Administrative Modifications to the TIP:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project design, concept and scope.
- Changing or clarifying elements of a project description such that the change does not alter the original project design, concept, and scope.
- Moving a project from one federal funding category to another. Conversion to/from SLX funding requires an evaluation/demonstration of fiscal balance.
- Moving a regionally significant state-funded project already identified in the TIP to a federal funding source.
- Moving a project from federal funding to state funding.



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- Shifting the schedule of a project or phase within the years covered by the TIP (only first 2 years for nonattainment and maintenance areas).
  - Updating project cost estimates (within the original project scope and intent).
  - Moving any identified project phase programmed for previous year into a new TIP (rollover provision).
  - Addition of a project of a type listed as a Grouped Project.

No additional public involvement is required for Administrative Modifications. However, they are tracked by the MPO, posted on the website [www.lexareampo.org](http://www.lexareampo.org), distributed to appropriate MPO committees (TTCC and TPC) and to agencies/stakeholders on the most current KYTC Routing & Information Sheet. The MPO staff is responsible for flagging potentially controversial projects or projects with negative impacts that may need more public discussion.

## **2.6 Grouped Projects Policy**

There are various transportation improvement projects that are considered non-controversial and produce negligible impacts while providing benefits to safety, traffic operations and system preservation. The projects typically address system maintenance needs, correct existing safety problems, or result from successful grant applications by local governments or entities. The projects are sometimes identified by category, rather than by location in the TIP.

Allowing Grouped Projects to be processed as Administrative Modifications streamlines the transportation planning process and allows authorization without unnecessary delay. The Grouped Projects that may be added to the TIP as Administrative Modifications are found in Table 6. These Grouped Project types are also listed in the Participation Plan to ensure that planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable). These Modifications are posted to the website and the public may offer comments in writing to the MPO at any time and at TPC meetings.

Any project listed in the Grouped Project table could be subject to additional public involvement requirements if the MPO or KYTC determines that public review is appropriate due to a potential for controversy, negative impacts, or other public concern. In instances of a grouped 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.



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## 2.7 Performance-Based Planning

Under federal regulations, all MPOs are required to adopt a performance-driven, outcome-based program. The Lexington Area MPO must report progress on Transportation Performance Measures (TPMs) established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). An MPO may either establish its own performance targets or support the targets established by the state and local transit agencies. The Lexington Area MPO currently elects to support targets established by KYTC and Lextran.

A table describing how the measures listed below are expected to be addressed by projects in the FY 2021 - FY 2024 TIP can be found in Appendix B.

### **FHWA-Required Measures:**

#### **PM 1: SAFETY**

- PM 1.1: Number of Fatalities
- PM 1.2: Number of Serious Injuries
- PM 1.3: Fatality Rate / 100 M VMT
- PM 1.4: Serious Injury Rate / 100 M VMT
- PM 1.5: Number of Non-Motorized Fatalities and Serious Injuries

#### **PM 2: ASSET MANAGEMENT**

- PM 2.1: Percent of Interstate in Good Condition
- PM 2.2: Percent of Interstate in Poor Condition
- PM 2.3: Percent of Non-Interstate NHS in Good Condition
- PM 2.4: Percent of Non-Interstate NHS in Poor Condition
- PM 2.5: Percent of NHS Bridges in Good Condition
- PM 2.6: Percent of NHS Bridges in Poor Condition

#### **PM 3: SYSTEM PERFORMANCE**

- PM 3.1: Percent of Reliable Interstate Miles Traveled
- PM 3.2: Percent of Reliable Non-Interstate (NHS) Miles Traveled
- PM 3.3: Interstate Truck Travel Time Reliability Index

### **FTA-Required Measures:**

#### **TRANSIT ASSET MANAGEMENT**

- FTA 1.1: Percent of Non-Revenue Service Vehicles Exceeding ULB
- FTA 1.2: Percent of Revenue Vehicles Exceeding ULB
- FTA 1.3: Percent of Facilities Rated Under 3.0 on the TERM Scale

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## 2.8 Annual List of Federal Obligations

Each year the Lexington Area MPO provides a listing of all projects and programs which received federal funds from the Federal Highway Administration and the Federal Transit Administration during the prior federal fiscal year (October 1 through September 30).

Developed cooperatively by the KYTC, public transportation operators and the MPO, the [Annual Obligations Report](#) is posted on the MPO website [www.lexareampo.org](http://www.lexareampo.org)



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## 3.0 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 aspects of the FAST Act include flexibility of funds, empowerment of local jurisdictions in assigning project priorities, an emphasis on public participation in planning and decision making, and fiscal constraint.

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

#### Major FAST Act Funding Programs:

- **Surface Transportation Block Grant Program (STBG)**<sup>1</sup> *States and localities may use these funds for projects to preserve or improve the condition and performance of any Federal-aid highway. Eligible activities also include bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.*<sup>2</sup>
- **Surface Transportation Block Grant Program Suballocation for Lexington (STBG-SLX)**<sup>3</sup> *STBG funding dedicated to the Lexington area*
- **Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (STBG-TA)**<sup>4</sup> *The FAST Act includes a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity*
- **National Highway Performance Program (NHPP)** *This program incorporates elements from several programs, including the National Highway System (NHS), Interstate Maintenance (IM) and Bridge programs.*

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<sup>1</sup>Formerly Surface Transportation Program (STP)

<sup>2</sup>Replaces and incorporates elements from the former Transportation Alternatives Program (TAP)

<sup>3</sup>Formerly Surface Transportation Program - Lexington (SLX)

<sup>4</sup>Formerly Transportation Alternatives Program (TAP)



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- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** *A category of federal-aid highway funds that may be used only to support projects in air quality designated areas of Kentucky. Such projects must demonstrate an air quality improvement as a result of their use.*
  - **Highway Safety Improvement Program (HSIP)** *These funds must be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.*
    - *Other minor funding sources include the Rail-Highway Crossings Program (RHCP), the National Highway Freight Program (NHFP), and an STBG set aside for off-system bridges.*
  - **Federal Transit Administration (FTA)**
    - Section 5303 – [Metropolitan Transportation Planning Program](#)
    - Section 5307 – [Urbanized Area Formula Program](#)
    - Section 5309 – [New Starts](#)
    - Section 5310 – [Enhanced Mobility of Seniors and Individuals with Disabilities](#)
    - Section 5311 – [Rural Areas Formula Program](#)
    - Section 5339 – [Bus and Bus Facility Formula](#)



### 3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables in Appendix A with various funding categories identified. Funding is shown by fiscal year including any and all costs previously authorized for the project, the required FY 2021 - FY 2024 costs and any future costs beyond the TIP period. The TIP provides programming information on planned future-year funding for projects to give a current and accurate total cost estimate. However, cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Block Grant Program funds dedicated to the Lexington MPO area (STBG-SLX). The STBG-SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the STBG-SLX funds and is responsible for selecting and prioritizing STBG-SLX projects within the fiscal constraints of the current STBG-SLX allocation (see Table 1 for STBG-SLX projects). The MPO currently receives approximately \$9.0 million available for programming projects and programs for STBG-SLX funds (\$7.2 million federal funds matched with \$1.8 million local funds) each fiscal year.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for STBG-SLX projects), it should be understood that the MPO does not have direct control over many funding sources identified in the TIP. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address transportation needs on a statewide level and within the Lexington urbanized area, the Cabinet and Legislature make use of a variety of available revenue sources.

HIGHWAY ELEMENT	FY 2021 - FY 2024 TOTALS
Total Programmed Expenditures	\$178,469
Total Anticipated Revenues	\$178,469
Ratio of Expenditures to Revenue	1.0

Figure 3: Anticipated Highway Revenue and Expenditures



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### 3.1.2 Transit Fiscal Considerations

The transit financial element (Figure 4) 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 approximately \$132 million from FY 2021 through FY 2024.

TRANSIT ELEMENT	FY 2021 - FY 2024 TOTALS
<b>Expenditures</b>	
Total Operating & Maintenance Expenditures	\$108,000,000
Total Capital Outlays	\$51,518,702
Total	\$159,518,702
<b>Revenue</b>	
FTA 5307	\$19,789,201
FTA 5310	\$4,972,120
FTA 5311	\$39,454,765
FTA 5339	\$9,990,200
Local Tax Levy	\$79,794,331
Passenger Fares	\$5,518,085
University of Kentucky Partnership	\$9,457,548
State Revenue	\$550,000
Lex MPO STBG-SLX Allocation	\$3,000,000
Fuel Tax Refund	\$651,214
Advertising	\$1,396,000
Total	\$159,518,702
Ratio of Expenditures to Revenue	1.0

Figure 4: Anticipated Transit Revenue and Expenditures

### 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 Figures 3 and 4, the estimated ratio of revenues to expenditures for all funding sources for FY 2021-2024 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in the TIP Summary Table (Table 7) in Appendix A.

The specific projects and the program or planned revenue source and schedule shown in Project Tables 1-7 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 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.

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 2021-2024. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Past and future year programming information is also included in project tables (outside of the fiscally constrained 4-yr period) to provide an overall picture of the TIP program/project allocations needed to complete the project.

### 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.





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### 3.2.1 State Role

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

The KYTC is organized to provide services in key areas to ensure routine maintenance and operation of the regional freeway/highway network. This includes maintenance of the state's roadways, bridges and rest areas as well as traffic operations on state maintained roads. Example activities include:

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

### 3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To 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 approximately \$108 million to operate and maintain transit service over the four year period of the TIP.

### 3.2.3 Funding

The TIP and 2045 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain an evolving transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding.

The estimated maintenance expenditures for major operation and maintenance agencies in FY-2021-2024 total \$192 million, split nearly even between roadways and transit (Figure 5).

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

Figure 5: Maintenance/Operations Funding Estimates



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## 4.0 USING THE PROJECT TABLES

The project tables in Appendix A show programmed highway projects by funding type; transit projects with programmed FTA funds; placeholders for group projects; and informational/supplemental project tables. The following is an overview of how to interpret these tables.

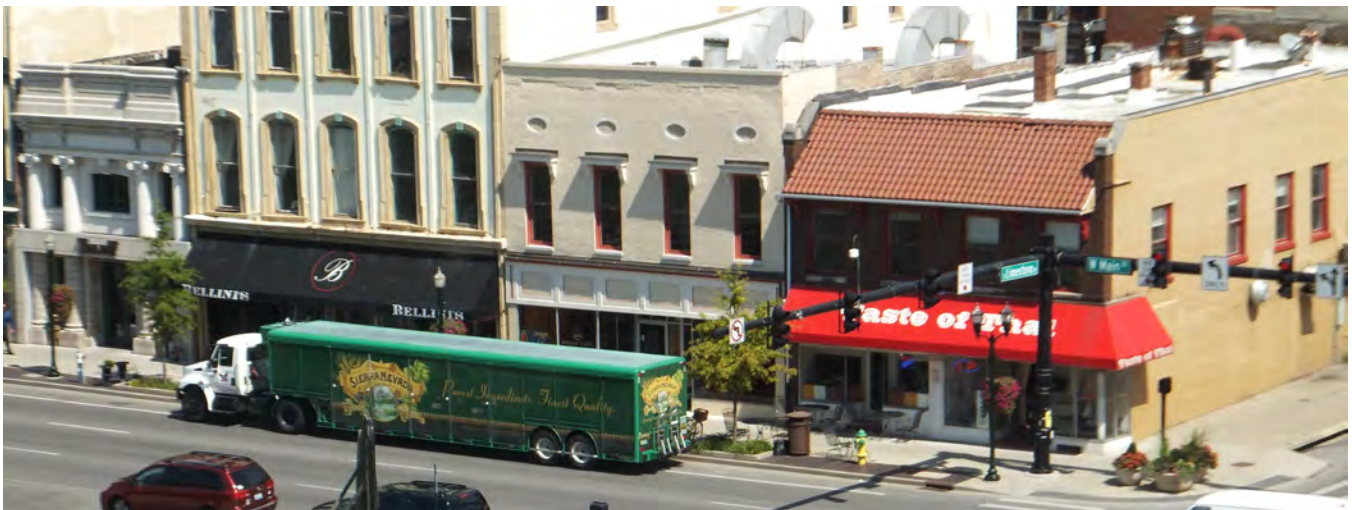
### 4.1 Federal & Regionally Significant Projects

The first 3 tables address those projects and programs which are scheduled to receive federal and state funds for regionally significant projects. Each project table includes information on any funding allocated to that project prior to 2021, the current TIP FY 2021—2024 funding and any estimated future funding. Funding estimates were provided by project sponsors.

The projects in Table 1 are programmed with federal funds that are dedicated to the Lexington planning area and selected by the local MPO. STBG-SLX projects are typically 80% federal with a 20% match.

The Table 2 projects are programmed with all other (non-STBG-SLX) federal funds that are selected by KYTC & State Legislature in consultation with the MPO.

The projects in Table 3 are of regional significance and are programmed with state funds. They are selected by KYTC and the state Legislature in consultation with the MPO. These are 100% state funded projects that the MPO can reasonably expect to be funded. The projects in these tables are included in the fiscal constraint determination.



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## 4.2 Non-Regionally Significant & Unfunded Projects

Table 4 – Non-Regionally Significant Projects includes State-funded projects that are not classified as “regionally significant” and thus not required to be formally included in the TIP and are not used in determining fiscal constraint. They are listed for informational purposes only.

## 4.3 Federal Transit Administration Projects

Table 5 includes projects and programs that 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 projects are also considered in the fiscal constraint calculations.

## 4.4 Grouped Projects

The Grouped Projects discussed in section 2.6 are shown in Tables 6 and 6A. The dollar amounts shown 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.

Table 6A – Grouped Projects Selected – contains Grouped Projects that have been identified and funded in the Lexington Area through the various processes described above.

## 4.5 Auxiliary Tables

Table 7 is a summary table that shows the total of all TIP funding and revenue grouped by funding source category and year. This table demonstrates fiscal constraint for all funding types.

The Project Reference Table is an alphabetical index of all projects showing the funding tables in which they can be found. 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.

The final table, Status of Projects not in FY 2021-2024 TIP is a summary of major projects from the previous TIP (FY 2017-2020) that have been completed or were not included in the new TIP for other reasons and their status.



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## APPENDICES



## APPENDIX A: Project Tables & Map

**Table 1: STBG-SLX Funded Projects**

<b>Table 1 – STBG-SLX Federal-aid Projects (\$1,000)</b>									
<b>MPO ID</b>	<b>SPONSOR</b>	<b>PROJECT DESCRIPTION</b>	<b>FUND TYPE</b>	<b>PHASE</b>	<b>FY</b>	<b>FY 2021 - FY 2024 TOTALS</b>			
<b>KYTC ITEM #</b>	<b>FACILITY</b>					<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>101</b>	LFUCG	<b>Various Continuing Programs:</b> Implement the Unified Planning Work Program (UPWP) to include updating and implementing the Metropolitan Transportation Plan, Bicycle & Pedestrian Master Plan and Congestion Management Process; public outreach & participation; traffic & land use impact analysis; and staff development.	STBG-SLX	P	2021	\$343		\$86	\$429
					2022	\$354		\$88	\$442
227.09					2023	\$362		\$91	\$453
					2024	\$371		\$93	\$464
<b>102</b>	LFUCG	<b>Intelligent Transportation Systems (ITS):</b> ITS upgrades and traffic management activities	STBG-SLX	P	2021	\$480		\$120	\$600
					2022	\$480		\$120	\$600
227.09					2023	\$480		\$120	\$600
					2024	\$480		\$120	\$600
<b>103</b>	LFUCG	<b>South Elkhorn Trail (Sec 2):</b> Construct shared use trail from Joseph Bryan Way through NS RR tunnel to Waveland; Length=0.3 mi	STBG-SLX	C	2022	\$320		\$80	\$400
229.20									
<b>104</b>	LFUCG	<b>South Elkhorn Trail (Sec 3):</b> Construct shared use trail from Lochdale Terrace extending north under Man O' War Blvd to Shillito Park; Length=0.3 mi	STBG-SLX	C	2022	\$500		\$125	\$625
229.30									
<b>109</b>	KYTC	<b>West Brannon Rd:</b> <b>Harrodsburg Rd. to Nicholasville Rd:</b> Improve Roadway Geometrics, Typical Section and Roadway hazards (FED funds in Table 2)	STBG-SLX	R	2021	\$1,600	\$400		\$2,000
414.00	KY 1980								
<b>105</b>	CITY OF NICH.	<b>East High Shared Use Trail</b> Construct shared use trail along West Maple St (KY 39) from Central Ave to the proposed Eastern Bypass Trail; Length=1.35 mi	STBG-SLX	C	2022	\$1,760		\$440	\$2,200
3214.00	KY 39								
<b>106</b>	CITY OF NICH.	<b>West High Shared Use Trail:</b> Construct shared use trail along Wilmore Rd (KY 29) from Cooks Lane to Allie Run, including realignment of offset intersection and traffic / ped signals; Length=0.9 mi	STBG-SLX	C	2024	\$1,606		\$401	\$2,007
3215.00	KY 29								
<b>107</b>	LFUCG	<b>Rosemont Garden Sidewalks:</b> Construct sidewalk along three blocks just east of Southland Dr.; Length=0.2 mi	TAP	D	PRE	\$110		\$28	\$138
			STBG-SLX	R	2021	\$24		\$6	\$30
3219.00	CS 4735			C	2021	\$288		\$72	\$360
<b>108</b>	LFUCG	<b>Town Branch Trail Phase 3:</b> Alex to Bizzell Length= 1.1 mi (CMAQ Funds in Table 6A)	STBG-SLX	C	2021	\$800		\$200	\$1,000
3224.00									
<b>110</b>	KYTC	<b>KY 169 North 3rd St)</b> replace railroad bridge between Meadowlark Ln and Ihardt Ave; Length=0.1 mi	STBG-SLX	C	2021	\$148		\$37	\$185
8851.00	KY 169								

MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	LOCAL
111	KYTC	<b>Liberty Rd</b> 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	STP	D	PRE	\$1,280		\$320	\$1,600
			STBG-SLX	R	2022	\$3,440		\$860	\$4,300
8902.00	KY 1927		STBG-SLX	U	2023	\$3,464		\$866	\$4,330
			FED	C	2025	\$9,360		\$2,340	\$11,700
112	KYTC	<b>Richmond Rd and Athens Boonesboro Rd. :</b> Intersection and Corridor Improvements to Reduce Conflict Points and Enhance Safety. Includes minor widening of Aphids Way.	STBG-SLX	C	2022	\$1,500			\$1,500
9012.50	US 25								
113	LFUCG	<b>Liberty Road: New Circle to Winchester Rd:</b> Improve typical section from New Circle Rd to Winchester Rd	STBG-SLX	D	2022	\$640		\$160	\$800
				R	2023	\$744		\$186	\$930
				R	2024	\$744		\$186	\$930
PENDING	KY 1927			U	2025	\$1,264			\$1,580
				C	2026	\$3,200			\$4,000
114	LFUCG	<b>North Limestone: Withers to New Circle Rd:</b> Improve typical section from Withers to New Circle Rd	STBG-SLX	D	2022	\$160		\$40	\$200
PENDING	CS 1001			R	2023	\$296		\$74	\$370
				C	2024	\$1,584		\$396	\$1,980
115	LFUCG	<b>Fieldstone Connector:</b> Extend Fieldstone from behind Beaumont Library to Snaffle Rd to alleviate congestion on Beaumont Center Pkwy.	STBG-SLX	D	2022	\$80		\$20	\$100
				R	2023	\$80		\$20	\$100
PENDING	NEW ROUTE			U	2023	\$80		\$20	\$100
				C	2024	\$320		\$80	\$400
116	LFUCG	<b>US 27 at KY 169:</b> Improve safety and turn lane improvements	STBG-SLX	D	2022	\$40		\$10	\$50
				R	2022	\$40		\$10	\$50
PENDING	US 27 KY 169			U	2022	\$40		\$10	\$50
				C	2022	\$800		\$200	\$1,000
117	LFUCG	<b>Wilson Downing Road Intersection Improvements:</b> Install right turn lane at Tates Creek Rd & traffic circle at Belleau Wood.	STBG-SLX	D	2022	\$120		\$30	\$150
PENDING	CS 7038			R	2023	\$40		\$10	\$50
				C	2023	\$400		\$100	\$500
118	LFUCG	<b>East Fayette Trail Connectivity Study:</b> Study to determine alignment of primary trail from Liberty Rd at New Circle Rd to 3rd Street/IMAGG trailhead.	STBG-SLX	P	2022	\$80		\$20	\$100
PENDING									
119	LFUCG	<b>South Fayette Trail Connectivity Study:</b> Study to determine trail alignment from Town Branch Commons to Veterans Park/Brannon Rd.	STBG-SLX	P	2022	\$120		\$30	\$150
PENDING									
120	LFUCG	<b>Forbes/ Red Mile/ Virginia Multimodal Improvements:</b> Preliminary design to determine multimodal upgrades from Leestown Road to South Limestone	STBG-SLX	P	2023	\$80		\$20	\$100
PENDING	CS 7438 CS 4702								



MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	LOCAL
121	LFUCG	Alumni Drive Shared Use Trail: Construct shared use trail from Tates Creek to New Circle Rd.	STBG-SLX	D	2022	\$200		\$50	\$250
PENDING	CS 3016			C	2023	\$1,720		\$430	\$2,150
122	LFUCG	Armstrong Mill Bike/Ped Improvements: Complete gaps in bike/pedestrian facility from Tates Creek Rd to Kenesaw Dr & intersection improvements.	STBG-SLX	D	2022	\$160		\$40	\$200
PENDING	CS 3037			C	2024	\$720		\$180	\$900
123	LFUCG	Citation Blvd Section III-B: Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd	STBG-SLX	D	2022	\$120		\$30	\$150
	R			2023	\$472		\$118	\$590	
PENDING	NEW ROUTE			U	2023	\$80		\$20	\$100
				C	2024	\$2,064		\$516	\$2,580
125	KYTC	Old Rosebud: Phase 1: Construct new road from Liberty Rd. to Kingsbury Rd. To be constructed in coordination with Liberty Rd (8902.00)	STBG-SLX	R	2022	\$50			\$50
				U	2023	\$200			\$200
PENDING	NEW ROUTE			C	2025	\$760		\$190	\$950
126	LFUCG	Lane Allen Rd Sidewalks: Complete sidewalk gaps and ADA intersection improvements at Alexandria Dr & Harrodsburg Rd	STBG-SLX	D	2022	\$120		\$30	\$150
PENDING	CS 4469			R	2023	\$40		\$10	\$50
				C	2024	\$760		\$190	\$950
127	KYTC	Improve New Circle Road from Leestown Rd. to near Georgetown Rd. (12CCR)(14CCR) (2020CCN) (FED funding in Table 2)	STBG-SLX	R	2021	\$1,040	\$260		\$1,300
113.02 113.03	KY 4			U	2024	\$2,400	\$600		\$3,000
128	LEXTRAN	SLX Allocation for Bus Purchases	STBG-SLX	D	2021	\$1,200		\$300	\$1,500
				R	2022	\$400		\$100	\$500
PENDING	Public Transit			U	2023	\$400		\$100	\$500
				C	2024	\$400		\$100	\$500
130	KYTC	Wilmore Trail Feasibility Study	STBG-SLX	P	2021	\$40		\$10	\$50
PENDING	KY 29			D	2021	\$80		\$20	\$100

FY	FEDERAL	STATE	LOCAL	TOTAL
2021	\$6,043	\$660	\$881	\$7,584
2022	\$11,524		\$2,573	\$14,097
2023	\$8,538		\$2,075	\$10,613
2024	\$11,449	\$600	\$2,262	\$14,311
<b>TOTAL:</b>	\$37,554	\$1,260	\$7,791	\$46,605

In addition to the projects listed in Table 1 above, there are areas where the MPO intends to dedicate STBG-SLX funding between FY 2021 and 2024, but has not identified specific projects. Table 6A provides an overview of these estimated set-asides.

SET-ASIDE DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
<b>Coordinated Corridor Land Use Plans &amp; Transportation Studies:</b> Focusing on major arterials		\$250	\$250	\$250	\$750
<b>Bike/Pedestrian Design:</b> For design of sidewalks and trails focusing on major corridors.		\$200	\$200	\$200	\$600
<b>Bottleneck Improvements :</b> To implement recommendations from the FY 21 Bottleneck Study.		\$300	\$1,000	\$300	\$1,600
<b>Safety Projects:</b> To augment HSIP-funded safety projects.	\$550	\$550	\$550	\$550	\$2,200
<b>Implementation of US 27 Coordinated Land Use and Transportation Plan</b>		\$250	\$1,000	\$1,000	\$2,250
<b>TOTAL</b>	\$550	\$1,550	\$3,000	\$2,300	\$7,400

Finally, figure 6 provides a summary of how the proposed STBG-SLX expenditures in Table 1 compare with the anticipated STBG-SLX revenues.

	FY 2021	FY 2022	FY 2023	FY 2024
<b>Total (All Projects):</b>	\$ 9,385	\$ 14,617	\$ 10,373	\$ 14,311
Total SLX Programmed	\$ 7,824	\$ 11,694	\$ 8,298	\$ 12,049
SLX Balance from Previous FY	\$ 26,256	\$ 25,139	\$ 20,152	\$ 18,561
Annual SLX Project Allocation (less Various Continuing Prog & ITS)	\$ 6,707	\$ 6,707	\$ 6,707	\$ 6,707
SLX Available (Balance + Allocation)	\$ 32,963	\$ 31,846	\$ 26,859	\$ 25,268
Remaining SLX Balance (Rolled to Next FY)	\$ 25,139	\$ 20,152	\$ 18,561	\$ 13,219

Total SLX Received:	\$ 53,084	100%
Total SLX Programmed:	\$ 39,865	75%
Total SLX Set-Aside:	\$7,350	14%
Total SLX Remaining:	\$ 5,869	11%

**Table 2: Other Federally Funded Projects**

Table 2 – NON-SLX Projects (\$1,000) (Federal-aid Highway projects)									
MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	TOTAL
201	KYTC	East Nicholasville Bypass 1A : Construct new roadway from KY 39 to KY 169 (SPP funding in Table 3)	FED	C	2023	\$7,920	\$1,980		\$9,900
87.20	NEW ROUTE								
127	KYTC	Improve New Circle Road from Leestown Rd. to near Georgetown Rd. (12CCR)(14CCR) (2020CCN) (SLX funding in Table 1)	FED	R	2021	\$560	\$140		\$700
				R	2023	\$2,200	\$550		\$2,750
113.02	KY 4			U	2024	\$4,000	\$1,000		\$5,000
113.03				C	2025	\$30,592	\$7,648		\$38,240
203	KYTC	Improve Newtown Pike From KY-4 to I-75. (16CCR)(18CCR) (2020CCR)	SP	D	PRE	\$1,176	\$294		\$1,470
			FED	R	2021	\$3,520	\$880		\$4,400
252.00	KY 922	U		2022	\$4,744	\$1,186		\$5,930	
		C		2023	\$13,848	\$3,462		\$17,310	
204	KYTC	L&N RR bridge overpass - replace, improve drainage and typical section on North Broadway, Length=0.3 mi	STP	D	PRE	\$800	\$200		\$1,000
			FED	R	2022	\$2,368	\$592		\$2,960
412.00	US 27	U		2023	\$1,448	\$362		\$1,810	
		C		2025	\$9,704	\$2,426		\$12,130	
109	KYTC	West Brannon Rd: Harrodsburg Rd. to Nicholasville Rd: Improve Roadway Geometrics, Typical Section and Roadway hazards (STBG-SLX funds in Table 1)	STP	D	PRE	\$1,600	\$400		\$2,000
			FED	R	2023	\$4,400	\$1,100		\$5,500
414.00	KY 1980			U	2023	\$4,000	\$1,000		\$5,000
				C	2026	\$13,504	\$3,376		\$16,880
206	KYTC	Reduce Congestion on KY-4 (New Circle Rd) from Trade Center to Woodhill Dr.; Length=1.3 mi	FED	D	2024	\$1,664	\$416		\$2,080
438.00	KY 4								
207	KYTC	New Circle Rd: Harrodsburg Rd. to Versailles Rd: Improve Safety and Reduce Congestion from Harrodsburg Rd. to Versailles Rd.	FED	D	2024	\$1,832	\$458		\$2,290
439.00	KY 4								
209	KYTC	Install Guardrail on KY 1268 in Jessamine County	FED	C	2022	\$14	\$4		\$18
4308.00	KY 1268								

MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	TOTAL
210	KYTC	<b>Reduce Congestion on I-64/I-75</b> from the C&O Railroad Bridge to the Northern Split (Section 1). (16CCN)(18CCR); Length=6.67 mi	FED	D	2021	\$600	\$150		\$750
				R	2022	\$800	\$200		\$1,000
8909.00	I 64			U	2022	\$800	\$200		\$1,000
	I 75			C	2024	\$12,000	\$3,000		\$15,000
211	KYTC	<b>Address Pavement Condition of I-64</b> Non-Cardinal Direction(s) from MP 71 to MP 73.94	FED	D	2024	\$312	\$78		\$390
20008.00	I 64			C	2025	\$3,120	\$780		\$3,900
212	KYTC	<b>Address Pavement Condition of PCC Pavement on I-64</b> Both Direction(s) from MP 81.037 to MP 82.19	FED	D	2021	\$140	\$35		\$175
20010.00	I 64			C	2021	\$1,400	\$350		\$1,750
213	KYTC	<b>Address Pavement Condition Of I-64</b> Both Direction(s) from MP 82.19 to MP 89.48. (18CCR)	FED	D	2021	\$696	\$174		\$870
				C	2022	\$3,200	\$800		\$4,000
20011.00	I 64			C	2023	\$3,760	\$940		\$4,700
214	KYTC	<b>Address Pavement Condition of I-75</b> Both Direction(s) from MP 107.453 to MP 110.213	FED	D	2021	\$432	\$108		\$540
20013.00	I 75			C	2021	\$4,320	\$1,080		\$5,400
215	KYTC	<b>Winchester Rd: Polo Club Blvd to KY 859:</b> Address congestion and improve safety by widening and modernizing US 60 from the end of the four-lane section near Polo Club Blvd to KY 859 (Haley Rd)	FED	D	2022	\$1,298	\$324		\$1,622
				R	2024	\$973	\$243		\$1,216
80150.00	US 60			U	2026	\$936	\$234		\$1,170
				C	2026	\$12,147	\$3,037		\$15,184
216	LFUCG	<b>Georgetown Rd Improvements:</b> Improve roadway geometrics on US 25 toward PL modern specifications and continue 4 lane divided highway where 2 lanes exist from MP 18.26 to 21.42	FED	R	2023	\$4,000	\$1,000		\$5,000
				R	2024	\$4,000	\$1,000		\$5,000
				R	2025	\$5,040	\$1,260		\$6,300
80152.00	US 25			U	2026	\$3,560	\$890		\$4,450
				C	2026	\$19,512	\$4,878		\$24,390

FY	FEDERAL	STATE	LOCAL	TOTAL
2021	\$11,668	\$2,917		\$14,585
2022	\$13,224	\$3,306		\$16,530
2023	\$41,576	\$10,394		\$51,970
2024	\$24,781	\$6,195		\$30,976
<b>TOTAL:</b>	\$91,249	\$22,812		\$114,061

**Table 3: Regionally Significant State Funded Projects**

Table 3 – Regionally Significant State Funded Projects (\$1,000)									
MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	TOTAL
201	KYTC	<b>East Nicholasville Bypass 1A :</b> Construct new roadway from KY 39 to KY 169 (FED funding in Table 2)	SPP	C	2022		\$7,000		\$7,000
87.2001									
302	KYTC	<b>Winchester Rd: KY 859 to KY 1958</b> Modernize and improve capacity on US 60 PL from KY 859 (Haley Rd) to KY 1958 (Bypass Rd in Clark Co)	SPP	D	2024		\$3,786		\$3,786
				R	2026		\$11,851		\$11,851
				U	2026		\$8,774		\$8,774
80151.00	US 60			C	2026		\$37,960		\$37,960

FY	FEDERAL	STATE	LOCAL	TOTAL
2021				
2022		\$7,000		\$7,000
2023				
2024		\$3,786		\$3,786
<b>TOTAL:</b>		\$10,786		\$10,786



**Table 4: Unfunded and/or Non-Regionally Significant Projects**

<b>Table 4 – Non-Regionally Significant State Funded Projects (\$1,000) (Informational)</b>									
MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	TOTAL
401	KYTC	Minor widening of <b>Ashgrove Road (KY 1980)</b> from US 27 to Young Drive to accommodate proposed school site traffic.	SPP	C	2022		\$1,000		\$1,000
103.00	KY 1980								
402	KYTC	<b>Operation of Valley View Ferry at KY River</b>	SPP	C	2021		\$333		\$333
					2022		\$333		\$333
					2023		\$333		\$333
357.17	KY 169				2024		\$333		\$333
403	KYTC	Restore <b>The Old Glass Mill</b> to serve as a Transportation Museum/Welcome Center in Wilmore (2010BOPC).	SPP	C	2022		\$263		\$263
3027.00									
404	KYTC	Construct a right turn lane headed westbound on Virginia Av from US 27 and construct a bus turnout south of Virginia Ave	SPP	C	2022		\$163		\$163
80112.00	US 27								
405	KYTC	Design and Construct a Sound Barrier Wall on the northbound side of KY 4 from MP 4.8 to MP 5.2; Length=0.4 mi	SPP	C	2022		\$730		\$730
80154.00	KY 4								
406	KYTC	New Circle Rd sound barriers along outer loop between Tates Creek Rd and Nicholasville Rd; Length=1.2 mi	SPP	C	2021		\$4,600		\$4,600
8801.00	KY 4								
407	KYTC	Scoping Study to Reconstruct/Widen US 60/ Winchester Road to Four Lanes. (06CCN)(12CCR)(18CCN)	SPP	P	2021		\$260		\$260
8340.00	US 60								

FY	FEDERAL	STATE	LOCAL	TOTAL
2021		\$5,193		\$5,193
2022		\$2,489		\$2,489
2023		\$333		\$333
2024		\$333		\$333
<b>TOTAL:</b>		\$8,348		\$8,348



Table 5: Federal Transit Administration Projects





Table 5A: Lextran Projects

Table 5A – LEXTRAN Funding - Federal Transit Administration Projects (\$1,000)							
DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
				FEDERAL	STATE	LOCAL	TOTAL
Urbanized Area Formula Grant (capital, planning, JARC, operating expenditures)	5307	Bus: Support Equipment & Facilities	2021	\$400		\$100	\$500
			2022	\$404		\$101	\$505
			2023	\$408		\$102	\$510
			2024	\$412		\$103	\$515
		Other Capital Items (bus) - Preventative Maintenance	2021	\$1,600		\$400	\$2,000
			2022	\$1,616		\$404	\$2,020
			2023	\$1,632		\$408	\$2,040
			2024	\$1,649		\$412	\$2,061
		Bus Associated Transit Improvements	2021	\$299		\$75	\$374
			2022	\$302		\$75	\$377
			2023	\$305		\$76	\$381
			2024	\$308		\$77	\$385
		Other Capital Items (bus) - ADA Paratransit Service	2021	\$1,600		\$400	\$2,000
			2022	\$1,616		\$404	\$2,020
			2023	\$1,632		\$408	\$2,040
			2024	\$1,649		\$412	\$2,061
Elderly and Disability Transportation Services	5310	New Freedom Capital Assistance	2021	\$92		\$23	\$115
			2022	\$94		\$23	\$117
			2023	\$94		\$24	\$118
			2024	\$95		\$24	\$119
Buses and Bus Facilities	5339	Bus: 40' CNG bus	2021	\$490		\$122	\$612
			2022	\$494		\$124	\$618
			2023	\$499		\$125	\$624
			2024	\$505		\$126	\$631

FY	FEDERAL	STATE	LOCAL	TOTAL
2021	\$4,481		\$1,120	\$5,601
2022	\$4,526		\$1,131	\$5,657
2023	\$4,570	0	\$1,143	\$5,713
2024	\$4,618	0	\$1,154	\$5,772
<b>TOTAL:</b>	\$18,195		\$4,549	\$22,743

Table 5B: Bluegrass Ultra Transit (BUS) Projects

Table 5B – B.U.S. Funding - Federal Transit Administration Projects (\$1,000)							
DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
				FEDERAL	STATE	LOCAL	TOTAL
Expenditures for Service in Jessamine County	5310	Transit Capital Improvements	2021	\$776	\$97	\$97	\$970
			2022	\$854	\$107	\$107	\$1,067
			2023	\$939	\$117	\$117	\$1,174
			2024	\$1,033	\$129	\$129	\$1,291
	5311	Operating (other than maintenance)	2021	\$6,792		\$1,698	\$8,490
			2022	\$7,132		\$1,783	\$8,914
			2023	\$7,488		\$1,872	\$9,360
			2024	\$7,863		\$1,966	\$9,828
	5311	Maintenance	2021	\$531		\$133	\$664
			2022	\$558		\$139	\$697
			2023	\$586		\$146	\$732
			2024	\$615		\$154	\$769
	5339		2021	\$1,294		\$323	\$1,617
			2022	\$1,423		\$356	\$1,779
			2023	\$1,565		\$391	\$1,957
			2024	\$1,722		\$430	\$2,152

FY	FEDERAL	STATE	LOCAL	TOTAL
2021	\$9,393	\$97	\$2,251	\$11,741
2022	\$9,966	\$107	\$2,385	\$12,458
2023	\$10,578	\$117	\$2,527	\$13,223
2024	\$11,233	\$129	\$2,679	\$14,041
TOTAL:	\$41,170	\$450	\$9,842	\$51,463

Table 6: Grouped Projects

Grouped Project Category	Estimated Annual Project Costs
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000
Bridge inspections	\$25,000
Bridge painting	\$50,000
Bridge replacement/rehabilitation/preventative maintenance projects with no additional travel lanes	\$500,000
Construction of transit passenger shelters and information kiosks	\$10,000
Curve realignment projects	\$100,000
Drainage improvements	\$50,000
Driver education programs	\$75,000
Fencing	\$25,000
Guardrail/median barriers/crash cushions	\$100,000
Highway Safety Improvement Program projects	\$100,000
Highway signage	\$25,000
Intersection channelization projects	\$25,000
Lighting improvements	\$25,000
Median installation	\$50,000
Operating assistance to transit agencies	\$125,000
Pavement markers and markings	\$100,000
Pavement resurfacing/rehabilitation projects	\$100,000
Pavement widening with no additional travel lanes	\$50,000
Planning and Technical Studies	\$50,000
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000
Railroad/highway crossing safety improvements and warning devices	\$75,000
Rehabilitation of transit vehicles	\$25,000
Shoulder improvements	\$50,000
Sight distance improvements	\$100,000
Skid treatments	\$100,000
Slope stabilization/landslide repairs	\$50,000
Traffic signal installations at individual intersections	\$25,000
Traffic signal maintenance and operations	\$25,000
Transportation enhancement activities including streetscaping, landscaping, plantings, and informational signs	\$100,000

**Table 6A: Grouped Projects Selected**

<b>Table 6A – Grouped Projects Selected (\$1,000)</b>									
MPO ID	SPONSOR	PROJECT DESCRIPTION	FUND TYPE	PHASE	FY	FY 2021 - FY 2024 TOTALS			
KYTC ITEM #	FACILITY					FEDERAL	STATE	LOCAL	TOTAL
<b>601</b>	LFUCG	<b>West Loudon Streetscape</b>	TAP	D/R/U	PRE	\$126			\$126
3203.00	CS 1376	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from North Broadway to North Limestone		C	2022	\$349			\$349
<b>602</b>	LFUCG	<b>Wilson Downing Sidewalks:</b>	TAP	D	PRE	\$110			\$110
		Construct sidewalk to connect various sections of existing sidewalk; length=1.1 mi		R/U	PRE	\$111			\$111
3216.00	CS 7038		CMAQ	C	2022	\$824			\$824
<b>603</b>	LFUCG	<b>Armstrong Mill Sidewalks:</b>	TAP	D	PRE	\$88			\$88
		Construct sidewalks between Tates Creek Rd and Greentree Rd, length=0.3 m		D/R/U	PRE	\$152			\$152
3213.00	CS 3037		CMAQ	C	2022	\$1,176			\$1,176
<b>108</b>	LFUCG	<b>Town Branch Trail Phase 3:</b>	CMAQ	D/R/U	PRE	\$343			\$343
		Alex to Bizzell		C	2021	\$555			\$555
3224.00		Length= 1.1 mi (STBG-SLX Funds in Table 1)							
<b>605</b>	LFUCG	<b>Town Branch Trail Phase 4:</b>	CMAQ	D/R/U	PRE	\$326			\$326
		Bizzell Dr to Townley Shopping Center		C	2021	\$684			\$684
3708.00									
<b>606</b>	LFUCG	<b>Town Branch Trail Phase 5:</b>	CMAQ	D/R/U	PRE	\$1,133			\$1,133
		New Circle Rd to McConnell Springs Park		C	2021	\$3,958			\$3,958
3709.00									
<b>609</b>	LFUCG	<b>Town Branch Trail Crossing</b> at Old Frankfort Pk and McConnell Springs Rd; includes ped signal, pavement	CMAQ	D/R/U	PRE	\$167		\$42	\$209
		markings, traffic calming, signage, and sight distance improvements		C	2021	\$2,258		\$565	\$2,823
3702.00	KY 1681								
<b>607</b>	LFUCG	<b>Mt. Tabor Rd Multimodal Improvements:</b>	CMAQ	R/U	PRE	\$84			\$84
		Construction of sidewalks, bike lanes and associated infrastructure along Mt. Tabor Rd between Patchen Dr and the Richmond Rd service road		C	2021	\$1,286			\$1,286
PENDING	CS 3663								
<b>608</b>	LFUCG	<b>Squires Rd</b> sidewalk on the north side of the 200 block	CMAQ	D/R/U	PRE	\$44			\$44
				C	2021	\$164			\$164
PENDING	CS 3886								

FY	FEDERAL	STATE	LOCAL	TOTAL
2021	\$6,647			\$6,647
2022	\$2,349			\$2,349
2023				\$0
2024		\$0		\$0
<b>TOTAL:</b>	<b>\$8,996</b>			<b>\$8,996</b>

Table 7: TIP Summary Table

Table 7 - Summary Table									
PROJECT TABLE	FY	FY 2021 - FY 2024 EXPENDITURES				FY 2021 - FY 2024 REVENUES			
		FEDERAL	STATE	LOCAL	TOTAL	FEDERAL	STATE	LOCAL	TOTAL
STBG-SLX Federal Projects (Table 1)	2021	\$6,423		\$1,281	\$7,704	\$6,423		\$1,281	\$7,704
	2022	\$11,694		\$2,923	\$14,617	\$11,694		\$2,923	\$14,617
	2023	\$8,298		\$2,075	\$10,373	\$8,298		\$2,075	\$10,373
	2024	\$12,049		\$2,262	\$14,311	\$12,049		\$2,262	\$14,311
	TOTAL	\$38,464	\$0	\$8,541	\$47,005	\$38,464	\$0	\$8,541	\$47,005
NON-STBG-SLX Federal Projects (Table 2)	2021	\$11,668	\$2,917		\$14,585	\$11,668	\$2,917		\$14,585
	2022	\$13,224	\$3,306		\$16,530	\$13,224	\$3,306		\$16,530
	2023	\$41,576	\$10,394		\$51,970	\$41,576	\$10,394		\$51,970
	2024	\$24,781	\$6,195		\$30,976	\$24,781	\$6,195		\$30,976
	TOTAL	\$91,249	\$22,812	\$0	\$114,061	\$91,249	\$22,812	\$0	\$114,061
Regionally Significant State Funded Projects (Table 3)	2021				\$0				\$0
	2022		\$7,000		\$7,000		\$7,000		\$7,000
	2023				\$0				\$0
	2024		\$3,786		\$3,786		\$3,786		\$3,786
	TOTAL	\$0	\$10,786	\$0	\$10,786	\$0	\$10,786	\$0	\$10,786
Non-Regionally Significant State Projects (Table 4)	2021		\$5,193		\$5,193		\$5,193		\$5,193
	2022		\$2,489		\$2,489		\$2,489		\$2,489
	2023		\$333		\$333		\$333		\$333
	2024		\$333		\$333		\$333		\$333
	TOTAL	\$0	\$8,348	\$0	\$8,348	\$0	\$8,348	\$0	\$8,348
Grouped Projects Selected (Table 6A)	2021	\$6,647			\$6,647	\$6,647			\$6,647
	2022	\$2,349			\$2,349	\$2,349			\$2,349
	2023				\$0				\$0
	2024		\$0		\$0				\$0
	TOTAL	\$8,996	\$0	\$0	\$8,996	\$8,996	\$0	\$0	\$8,996
Highway Projects - Total (Tables 1, 2, 3, 4 & 6A)	2021	\$24,738	\$8,110	\$1,281	\$34,129	\$24,738	\$8,110	\$1,281	\$34,129
	2022	\$27,267	\$12,795	\$2,923	\$42,985	\$27,267	\$12,795	\$2,923	\$42,985
	2023	\$49,874		\$2,075	\$51,949	\$49,874		\$2,075	\$51,949
	2024	\$36,830	\$10,314	\$2,262	\$49,406	\$36,830	\$10,314	\$2,262	\$49,406
	Total	\$138,709	\$31,219	\$8,541	\$178,469	\$138,709	\$31,219	\$8,541	\$178,469
Federal Transit Administration Projects (Tables 5A + 5B)	2021	\$13,874	\$97	\$3,371	\$17,342	\$13,874	\$97	\$3,371	\$17,342
	2022	\$14,492	\$107	\$3,516	\$18,115	\$14,492	\$107	\$3,516	\$18,115
	2023	\$15,149	\$117	\$3,670	\$18,936	\$15,149	\$117	\$3,670	\$18,936
	2024	\$15,851	\$129	\$3,833	\$19,813	\$15,851	\$129	\$3,833	\$19,813
	Total	\$59,365	\$450	\$14,391	\$74,206	\$59,365	\$450	\$14,391	\$74,206

## Project Reference Table

PROJECT DESCRIPTION	MPO ID	SPONSOR	TABLE
Address Pavement Condition Of I-64 Both Direction(s) from MP 82.19 to MP 89.48. (18CCR)	213	KYTC	2
Address Pavement Condition of I-64 Non-Cardinal Direction(s) from MP 71 to MP 73.94	211	KYTC	2
Address Pavement Condition of I-75 Both Direction(s) from MP 107.453 to MP 110.213	214	KYTC	2
Address Pavement Condition of PCC Pavement on I-64 Both Direction(s) from MP 81.037 to MP 82.19	212	KYTC	2
Alumni Drive Shared Use Trail	121	LFUCG	1
Armstrong Mill Bike/Ped Improvements	122	LFUCG	1
Armstrong Mill sidewalks	603	LFUCG	6A
Ashgrove Road (KY 1980) US 27 to Young Drive	401	KYTC	4
Citation Blvd Section III-B	123	LFUCG	1
Construction of a compressed natural gas (CNG) fueling station	609	LFUCG	6A
East Fayette Trail Connectivity Study	118	LFUCG	1
East High Shared Use Trail	105	CITY OF NICH.	1
East Nicholasville Bypass 1A	201	KYTC	2
Fieldstone Connector	115	LFUCG	1
Forbes / Red Mile Rd. / Virginia Multimodal Improvements Study	120	LFUCG	1
Georgetown Rd Improvements from MP 18.26 to 21.42	216	LFUCG	2
Hamburg Connector	124	LFUCG	1
I-64/I-75: C&O Railroad Bridge to the Northern Split	210	KYTC	2
Intelligent Transportation Systems (ITS)	102	LFUCG	1
KY 1268 Guardrail in Jessamine County	209	KYTC	2
KY 169 North 3rd St	110	KYTC	1
L&N RR bridge overpass on North Broadway	204	KYTC	2
Lane Allen Rd Sidewalks	126	LFUCG	1
Liberty Rd - Graftons Mill to New Circle Rd	111	KYTC	1
Liberty Road: New Circle to Winchester Rd	113	LFUCG	1
Mt. Tabor Rd Multimodal Improvements	607	LFUCG	6A
New Circle Rd. Sound Barrier Wall from MP 4.8 to MP 5.2	405	KYTC	4
New Circle Rd: Harrodsburg Rd. to Versailles Rd	207	KYTC	2
New Circle Rd: Trade Center to Woodhill Dr	206	KYTC	2
New Circle Road: Leestown Rd. to near Georgetown Rd.	127	KYTC	1
Newtown Pike From KY-4 to I-75	203	KYTC	2
North Limestone: Withers to New Circle Rd	114	LFUCG	1
Old Rosebud: Phase 1	125	KYTC	1
Operation of Valley View Ferry at KY River	402	KYTC	4
Restore The Old Glass Mill	403	KYTC	4
Richmond Rd and Athens Boonesboro Rd. Safety Improvements	112	KYTC	1



PROJECT DESCRIPTION	MPO ID	SPONSOR	TABLE
Rosemont Garden Sidewalks	107	LFUCG	1
SLX Allocation for Bus Purchases	128	LEXTRAN	1
South Elkhorn Trail (Sec 2)	103	LFUCG	1
South Elkhorn Trail (Sec 3)	104	LFUCG	1
South Fayette Trail Connectivity Study	119	LFUCG	1
Squires Rd sidewalks	608	LFUCG	6A
Town Branch Trail Crossing	109	LFUCG	1
Town Branch Trail Phase 3	108	LFUCG	6A
Town Branch Trail Phase 3:	108	LFUCG	1
Town Branch Trail Phase 4	605	LFUCG	6A
Town Branch Trail Phase 5	606	LFUCG	6A
US 27 at KY 169 - improve safety and turn lane improvements	116	LFUCG	1
Various Continuing Programs	101	LFUCG	1
Virginia Av @ US 27	404	KYTC	4
West Brannon Rd: Harrodsburg Rd. to Nicholasville Rd	205	KYTC	2
West High Shared Use Trail	106	CITY OF NICH.	1
West Loudon Streetscape	601	LFUCG	6A
Wilmore Trail Feasibility Study	130	KYTC	1
Wilson Downing Road Intersection Improvements	117	LFUCG	1
Wilson Downing Sidewalks	602	LFUCG	6A
Winchester Rd: KY 859 to KY 1958	302	KYTC	3
Winchester Rd: Polo Club Blvd to KY 859	215	KYTC	2
Winchester Road Scoping Study	406	KYTC	4



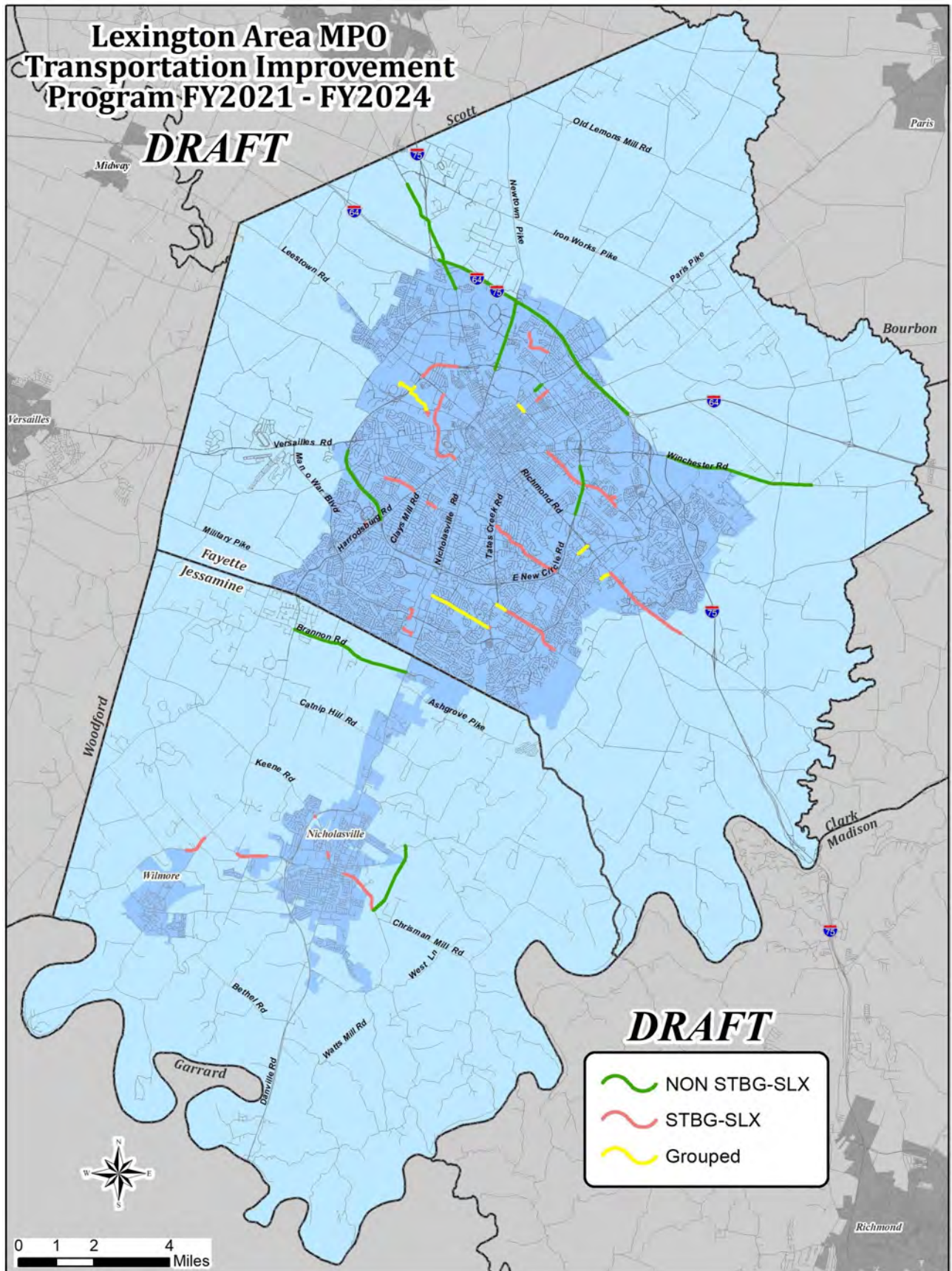
#### Table of Projects not in FY 2021-2024 TIP

Item #	Sponsor	Facility	Description	Status	Note
	LFUCG	CS 1375	4th Street Corridor improvements - Jefferson to Upper	Under Construction	
3218.00	LFUCG	Trail	Beaumont YMCA Trail & Crossing	Under Construction	
3717.00	LFUCG	Trail	Brighton Rail Trail Bridge Phase IV	Under Construction	
3223.00	LFUCG	Trail	Citation Trail Phase 1	Under Construction	
224.10	LFUCG	CS 4174	Clays Mill - Harrodsburg to New Circle (Sec. 1)	Funding authorized, but not yet bid	
	LFUCG		Construction of a compressed natural gas (CNG) fueling station	Completed	
	ITN Bluegrass	Transit	Continue transportation for persons 60 and over and adults with visual impairment	Completed	
	LEXTRAN	Transit	Covered storage area and the incremental cost of additional zero emission vehicles	Completed	
1144.00	KYTC	CR 1238	Drake Lane Bridge over NS System RR	Completed	
376.00	KYTC	CS 1486	East Brannon Rd extension to Tates Creek Rd	Completed	
87.50 & .51	KYTC	New Route	East Nicholasville Bypass Section II (KY 39 to US 27 S of Nicholasville)	Completed	
3217.00	LFUCG	CS 4284	Elizabeth Street sidewalks	Inactive	1
	LFUCG		Euclid Avenue Multimodal Improvements	Under Construction	
9003.50	KYTC	US 27	Extend right turn lane on EB Virginia Ave at US 27	Completed	
	LFUCG	Various	Fayette County School Zone Enhancements	Under Construction	
9006.40	KYTC	US 25	Georgetown Rd @ Citation Safety Improvements	Completed	
122.1	KYTC	US 25	Georgetown Rd: from Spurr Rd. to 1,400' south of Iron Works	Inactive	2
1141.00	KYTC	CR 1001	Hume Rd Bridge over North Elkhorn Creek	Completed	
8404.00	KYTC	New Route	I-75 Connector from US 27	Inactive	
227.13	KYTC	I-75	I-75 SB Exit Ramp @ Man O' War	Completed	
	LEXTRAN	Transit	Improve access at a number of bus stops	Completed	
3715.00	LFUCG	Various	Installation of Fiber Optic Cable for Traffic Signal System	Completed	
956.00	KYTC	I-75/I-64	Installation of High Friction Surface Treatment on the I-75 SB to I-64 WB ramp	Completed	
951.00	KYTC	US 421	Installation of Striping on US 421 (MP 0.000 to MP 8.166)	Completed	
915.00	KYTC	KY 29	KY 29 N of Wilmore - reconstruct intersection with US 68	Funding authorized, but not yet bid	
931.00	KYTC	KY 169	KY 169 Safety Improvements - from KY 1267 to Woodford County	Completed	
1129.00	KYTC	US 421	Leestown Rd Bridge over Town Branch @ Bracktown	Completed	
3103.00	LFUCG	Trail	Legacy Trail Phase 3	Under Construction	
1132.00	KYTC	CS 3605	Malabu Dr Bridge over Hickman Creek Near Tates Creek	Completed	
427.00	LFUCG	CS 4524	Man O' War @ Alumni	Completed	
9006.60	KYTC	CS 4524	Man O' War @ Parkers Mill Safety Improvements	Completed	
426.00	LFUCG	CS 4524	Man O' War @ Pink Pigeon	Completed	
9003.40	KYTC	CS 4524	Man O' War @ Pleasant Ridge Dr Safety Improvements	Completed	
428.00	LFUCG	CS 4524	Man O' War @ Richmond Rd Turn Lane Improvement	Completed	
9003.30	KYTC	CS 4524	Man O' War @ Tates Creek Rd Safety Improvements	Completed	
3718.00	LFUCG	KY 1681	Manchester @ Forbes Left Turn Lanes	Under Construction	
10009.00	KYTC	CR 1121	McCall's Mill Bridge over Boggs Creek	Completed	
	LFUCG	CS 1257	Mercer @ Greendale Turn Lanes	Completed	
8801.00	KYTC	KY 4	New Circle Rd Sound Barriers - Tates Creek Rd to Nicholasville Rd	Completed	
366.00 - 0.3	KYTC	KY 4	New Circle Rd - Georgetown to Boardwalk	Under Construction	
413.00	KYTC	KY 922	Newtown Pike - Turn Lane near Marriott	Inactive	3
593.30	KYTC/LFUCG	KY 922	Newtown Pk. Extension - Priority 4	Inactive	

Item #	Sponsor	Facility	Description	Status	Note
9006.10	KYTC	US 27	North Broadway @ West Loudon Safety Improvments	Completed	
	Lex-Frank SCI	KY 1681	Old Frankfort Pike Corridor Management Plan	Inactive	
3201.00	LFUCG	KY 1681	Old Frankfort Pike Scenic Byway Viewing Area	Completed	
3221.00	LFUCG	CS 2690	Old Todds Road Sidewalks - Catera Trace to Woodhill	Under Construction	
3220.00	LFUCG	CS 4634	Oxford Circle Sidewalks - Cambridge to Versailles	Under Construction	
944.00	KYTC	KY 1968	Parkers Mill - Versailles Rd to New Circle overpass	Completed	
20009.00	KYTC	I-64	Pavement Management on I-64: MP 73.940 to MP 74.729	Completed	
20015.00	KYTC	I-75	Pavement Management on I-75: MP 111.82 to MP 120.792	Completed	
20016.00	KYTC	US 421	Pavement Management on Leestown Rd	Completed	
9003.20	KYTC	CS 2540	Pink Pigeon/MOW Safety Improvements	Completed	
8507.00	LFUCG	CS 2548	Polo Club Blvd - Complete Construction at Deerhaven Lane	Under Construction	
	LEXTRAN	Transit	Purchase 12 40' electric buses and 3 charging stations	Completed	
	LEXTRAN	Transit	Purchase 6 40' CNG buses	Completed	
	WHEELS	Transit	Purchase 7 wheel-chair accessible vehicles	Completed	
		KY 169	Reconstruct from US 68 to north of Clear Creek (Woodford Co line)	Inactive	4
9002.00	KYTC	US 25	Richmond Rd Access Management & Offset Turn Lanes @ Lakeshore & Fontaine	Completed	
	Jess. Co. Fiscal Court	Rail	RJ Corman - Replace 2 diesel engines with Gen-Set locomotive engines	Completed	
3222.00	LFUCG	Trail	South Elkhorn Trail	Completed	
9006.50	KYTC	US 27	South Limestone @ Maxwell Safety Improvments	Completed	
9003.00	KYTC	CS 4904	South Limestone @ Virginia	Completed	
9003.60	KYTC	CS 3223	South Limestone @ Waller / Cooper	Completed	
1136.00	KYTC	KY 39	Sulphur Well Pike Bridge over Hickman Creek @ Black Bridge	Completed	
3714.00	LFUCG	Trail	Town Branch Commons - Midland Section	Under Construction	
3207.00	LFUCG	Trail	Town Branch Commons - Vine St Section	Under Construction	
3710.00	LFUCG	Trail	Town Branch Trail Phase 6	Under Construction	
9003.10	KYTC	US 25	US 25 @ Man O' War Safety Improvments	Completed	
		US 27	US 27 Access Management: from MOW Blvd. to Nicholasville Bypass	Inactive	5
9009.00	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	Completed	
	LFUCG	Ferry	Valley View Ferry - ramp, parking area and retaining wall	Completed	
	FBP	Ferry	Valley View Ferry - Restore car barge and pulley system	Completed	
3713.00	LFUCG	Trail	West Hickman Trail South	Completed	
1145.00	LFUCG	CS 7038	Wilson-Downing Bridge over Hickman Creek Near Tates Creek	Completed	
3204.00	LFUCG	US 60	Winchester Rd @ East 7th / Liberty	Completed	

1. Project taken over by the University of KY
2. Project was not in the state highway plan. ROW plans are complete. Bridge repairs will be necessary if funds not awarded in next six year plan. Project is being reviewed in SHIFT
3. Project has been combined with Newtown Pike widening project (252.00)
4. Project was not in the state highway plan, but it is being reviewed in SHIFT.
5. Preliminary design is complete. There are no phases in the six year highway plan. This project is being reviewed in SHIFT.







# APPENDIX B: Performance Measures and Targets

## FHWA Required Performance Measures

Safety	Statewide		Lexington Area MPO		Lexington Area MPO FY 2021-2024 TIP Projects Addressing this Target (MPO ID)
	Baseline 5-Yr Avg. (2013 – 17)	FY 2020 Target 5-Yr Avg. (2016-20)	Baseline 5-Yr Avg. (2013 – 17)	% of Statewide Baseline	
PM 1.1: Number of Fatalities	737.4	754.0	38.2	5.2%	101, 102, 110, 111, 112, 113, 114, 116, 127, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 214, 215, 216, 302
PM 1.2: Number of Serious Injuries	3124.8	2705.6	210.4	6.7%	101, 102, 110, 111, 112, 113, 114, 116, 127, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 214, 215, 216, 302
PM 1.3: Fatality Rate / 100 M VMT	1.521	1.500	0.42		101, 102, 110, 111, 112, 113, 114, 116, 127, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 214, 215, 216, 302
PM 1.4: Serious Injury Rate / 100 M VMT	6.451	5.500	2.36		101, 102, 110, 111, 112, 113, 114, 116, 127, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 214, 215, 216, 302
PM 1.5: Non-Motorized Fatalities & Serious Injuries	277.8	287.0	31.2	11.2%	101, 102, 107, 110, 111, 112, 113, 114, 116, 120, 121, 122, 126, 203, 204, 205, 208, 215, 216, 302, 601, 602, 603, 607, 608

Infrastructure Condition	KYTC Target (2022)	LexMPO Baseline (2018)	Lexington Area MPO FY 2021-2024 TIP Projects Addressing this Target (MPO ID)
PM 2.1: % of Interstate in Good Condition	50.0%	73.0%	101, 210, 211, 212, 214
PM 2.2: % of Interstate in Poor Condition	3.0%	10.0%	101, 210, 211, 212, 214
PM 2.3: % of Non-Interstate NHS in Good Condition	35.0%	51.0%	101, 127, 203, 205, 206, 207, 215, 216
PM 2.4: % of Non-Interstate NHS in Poor Condition	6.0%	1.9%	101, 127, 203, 205, 206, 207, 215, 216
PM 2.5: % of NHS Bridges in Good Condition	35.0%	24.0%	101, 204
PM 2.6: % of NHS Bridges in Poor Condition	3.2%	1.0%	101, 204

System Performance	Statewide			LexMPO	Lexington Area MPO FY 2021-2024 TIP Projects Addressing this Target (MPO ID)
	Baseline 5-Yr Avg. (2013 – 17)	Target 2020	Target 2022	Baseline (2016)	
PM 3.1: % of Reliable Interstate Miles Traveled	95.6%	93.0%	93.0%	100%	101, 210, 211, 212, 214
PM 3.2: % of Reliable Non-Interstate (NHS) Miles Traveled	NA	NA	82.5%	75.1%	101, 112, 127, 203, 205, 206, 207, 215, 216
PM 3.3: Interstate Truck Travel Time Reliability Index	1.24	1.25	1.25	1.13	101, 127, 210, 211, 212, 214

## FTA Required Performance Measures

Transit Asset Management	ACTUAL	TARGETS			Lexington Area MPO FY 2021-2024 TIP Projects Addressing this Target (MPO ID)
	2018	2021	2022	2023	
FTA 1.1: % of Non-Revenue Service Vehicles Exceeding ULB	9%	40%	40%	40%	Table 5
FTA 1.2: % of Revenue Vehicles Exceeding ULB	31%	20%	20%	20%	Table 5, 128
FTA 1.3: % of Facilities Rated Under 3.0 on the TERM Scale	0%	5%	5%	5%	Table 5

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## **APPENDIX C: Resolutions**

A copy of the signed resolution will be inserted after adoption.

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## APPENDIX D: MPO Committee Membership

### Transportation Policy Committee

**MAYOR LINDA GORTON**

Lexington Fayette Urban County Government (LFUCG)  
200 East Main Street, Lexington, KY 40507

**VICE MAYOR STEVE KAY**

***TPC Vice Chair***, Councilmember-at-Large  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507

**CHUCK ELLINGER II**

Councilmember At-Large  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507

**JAMES BROWN**

Councilmember, 1<sup>ST</sup> District  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507  
(Representing Districts 1,2,6)

**JENNIFER REYNOLDS**

Councilmember, 11th District  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507  
(Representing Districts 3,5,11)

**FRED BROWN**

Councilmember, 8th District  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507  
(Representing Districts 4,7,8)

**AMANDA MAYS BLEDSOE**

Councilmember, 10th District  
LFUCG Council Office, 5th Floor  
200 East Main Street, Lexington, KY 40507  
(Representing Districts 9,10,12)

***(\*Note: Each member has one vote)***

**HONORABLE DON BLEVINS SR.**

Fayette County Judge/Executive  
Lexington KY 40507  
***Jon Larson, Attorney, TPC Representative***

**HONORABLE DAVID WEST**

***TPC Chair***, Jessamine Co. Judge/Executive  
Jessamine County Courthouse  
101 North Main Street, Nicholasville, KY 40356

**MAYOR PETE SUTHERLAND**

Mayor, City of Nicholasville  
***Bob Amato, Finance Director, TPC Representative***  
601 North Main Street, Nicholasville, KY 40356

**JIM GRAY**

Secretary of Transportation  
Kentucky Transportation Cabinet  
***Thomas Witt, KYTC Planning Central Office, TPC Representative***  
New State Office Building, 200 Mero Street  
Frankfort, KY 40622

**CHRISTIAN MOTLEY**

Chair of Lextran Board of Directors  
***Carrie Butler, Lextran General Manager TPC Representative***  
200 W Loudon Avenue, Lex KY

**MAYOR HAROLD RAINWATER**

Mayor, City of Wilmore  
KY335 East Main St., Wilmore, KY 40390  
***David Carlstedt, TPC Representative***

**TODD JETER (Advisory Member)**

Division Administrator, FHWA  
***Bernadette Dupont, FHWA TPC Representative***  
330 West Broadway, Frankfort, KY 40601

**YVETTE B. TAYLOR (Advisory Member)**

Region 4, Regional Administrator, FTA  
***Aviance Webb***, Community Planner,  
FTA Region IV ***TPC Representative***  
Suite 17T50, 61 Forsyth Street,  
Atlanta, GA 30303

**PAM SHEPHERD**

Director, Federated Transit Services of the Bluegrass, Inc., (Para-transit agency)  
2308 Frankfort Ct., Lexington KY 40511

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## Transportation Technical Coordinating Committee

**FRED COMBS – TTCC CHAIR**

Lextran, Director of Planning, Technology & Community Relations  
200 West Loudon Avenue  
Lexington, KY, Attends regularly

**DEAN ANNESS**

Planning and Zoning Director  
City of Nicholasville  
517 North Main Street  
Nicholasville, KY 40356  
Does not attend but receives mailings

**BETTY TAYLOR**

Jessamine County  
Planning Commission  
103 North Main Street  
Nicholasville, KY 40356  
Does not attend but receives mailings

**CASEY SMITH**

Kentucky Transportation Cabinet  
District Office 7, Planning  
763 West New Circle Road, Lexington, KY 40512-1127  
Attends regularly and receives mailings

**BARRY HOUSE**

KYTC Div. of Planning  
200 Mero Street  
Frankfort, KY, Attends regularly

**MELISSA DUFF**

Division for Air Quality  
803 Schenkel Lane  
Frankfort, KY 40601  
Does not attend but receives mailings

**NATALIE FLORES-ESQUIVEL**

Transportation Planner  
Bluegrass ADD  
699 Perimeter Drive  
Lexington, KY, Attends regularly

**MARK J. DAY**

Bluegrass Airport  
Manager of Engineering and Construction, 4000 Terminal Dr, Suite  
206, Lexington, KY 40510  
Attends occasionally

**DOUG TRULOCK**

United Transportation, Inc.  
PO Box 1019  
Lexington, KY 40588-1019  
Does not attend but receives mailings

**RHONDA SNOW**

WHEELS  
1450 Newtown Pike  
Lexington, KY 40511  
Does not attend but receives mailings

**MARCUS DOBBS**

Fayette County Public Schools  
701 East Main Street  
Lexington, KY 40502  
TTCC and CMS occasionally

**HILARY ANGELUCCI**

LFUCG Council Office  
200 East Main St., 5th Floor  
Lexington, KY 40507  
Attends regularly

**CURRENTLY VACANT**

Commissioner  
Division of Planning, Preservation, and Development  
101 E Vine St., 4<sup>th</sup> Floor  
Lexington, KY 40507  
Receives mailings

**MARK FEIBES**

LFUCG Division of Engineering  
200 East Main St., 8th Floor  
Lexington, KY 40507  
Attends regularly

**SUZIE LOVEDAY**

LFUCG Director of Community Development  
200 East Main St., 6th Floor  
Lexington, KY 40507  
Does not attend but receives mailings

**SALLY HAMILTON**

LFUCG Office of the CAO (Chief Administrative Officer)  
200 East Main Street, 12th Floor  
Lexington, KY 40507

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**JOLENA CHILDERS**

AAA Bluegrass Lexington  
PO Box 1581  
Lexington, KY 40507  
Does not attend but receives mailings

**BERNADETTE DUPONT**

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

**PAM SHEPHERD**

FTSB  
694 New Circle Road NE, Suite 33  
Lexington, KY 40505  
Attends regularly

**GINA HAMPTON**

Lexington United  
330 East Main Street  
Suite 205  
Lexington, KY 40507  
Does not attend but receives mailings

**OFFC. RICHARD WILLOBY**

LFUCG Division of Police  
150 East Main Street  
Lexington, KY  
One Officer attends regularly

**JEFF NEAL**

Director, LFUCG Traffic Engineering  
200 East Main St., 7th Floor  
Lexington, KY, Attends regularly

**HEALTH DEPARTMENT**

650 Newtown Pike  
Lexington KY 40508  
Does not attend but receives mailings

**JULIA SHAW, VICE CHAIR**

LFUCG Division of Police  
150 E Main St., Lexington KY 40507  
Attends regularly

***(\*Each member has one vote)***



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## **APPENDIX E: Public Review**

Copies of the legal ad and press releases will be inserted here, as well as any public comments gathered during the 30 day review period.

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## 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 – Buses 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
- GIS – Geographic Information System
- GPS – Global Positioning System
- HPP – High Priority Projects

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- 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

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- 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

