



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 - FY 2024



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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)



Modifications and Amendments:

- Modification 1 - 12/21/2020: East High Shared Use Trail
- Modification 2 - 02/22/2021: Lextran / UK Mobility as a Service (MaaS)
- Modification 3 - 03/04/2021: KY 169 Installation of a Microsurface Treatment & KY 1981 Improve pavement friction
- Modification 4 - 03/19/2021: Resurfacing Projects (US 25, US 27 & US 68)
- Modification 5 - 06/25/2021: NE New Circle Rd Corridor Plan, East Fayette Trail Connectivity Study, Town Branch Trail Crossing
- **Amendment 1** - 07/23/2021: Nicholasville Rd Access Management - Sec 1, Lextran Safety Targets
- Modification 6 - 07/30/2021: KY 169 Low Cost Safety Improvements
- Modification 7 - 09/08/2021: Fayette County CRRSSA Projects
- Modification 8 - 10/19/2021: KY 57 Low Cost Safety Improvements & North 3rd Street Bridge
- Modification 9 - 11/05/2021: Liberty Rd, Valley View Ferry - Purchase 2 Engines, Lextran - Purchase 2 Electric Buses/Chargers
- Modification 10 - 12/17/2021: US 68 Low Cost Safety Improvements - MP 0.000 (KY River) - MP 4.807 (KY 29)
- Modification 11 - 01/04/2022: KY 353 Low Cost Safety Improvements - MP 1.372 - MP 10.153
- Modification 12 - 01/28/2022: Various HSIP Projects: US 27 @ Loudon Av, US 68 @ Ft Harrods Dr, Man O' War @ Parkers Mill Rd, KY 4 @ Russell Cave Rd, US 27 @ Edgewood Dr (Jessamine Co)

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EXECUTIVE SUMMARY

The Lexington Area Metropolitan Planning Organization is the designated metropolitan transportation planning organization (MPO) 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 [2021 Statewide Transportation Improvement Plan \(STIP\)](#), the [Congestion Management Process](#), and the Comprehensive Plans for [Fayette](#) and [Jessamine Counties](#). 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 by project sponsor. All project costs within the TIP are consistent with expected revenues and the TIP was determined to be fiscally constrained. Projects sponsored by KYTC included in this document are based on the fiscally constrained Statewide Transportation Improvement Program (STIP). The FTA funded transit programs in the TIP are also fiscally constrained.

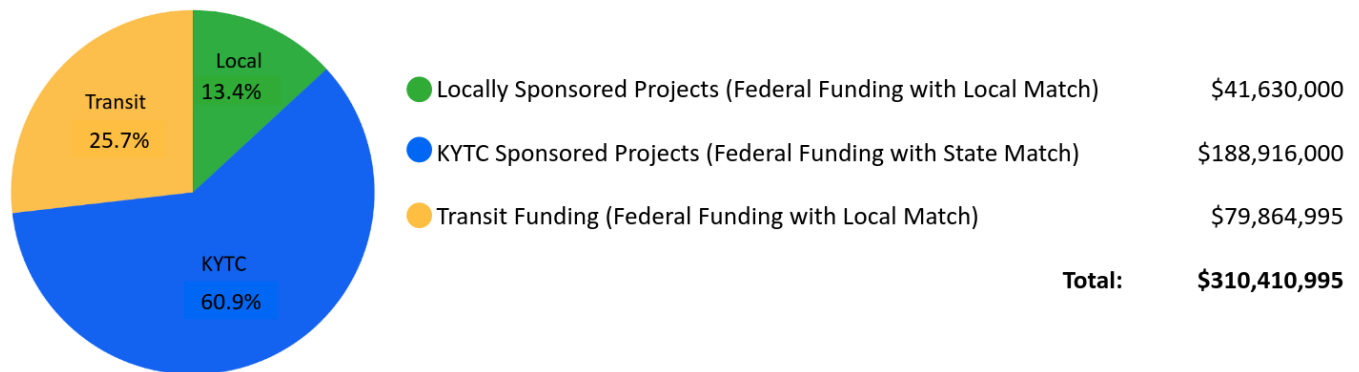


Figure 1: FY 2021 - FY 2024 Total TIP Program Funding

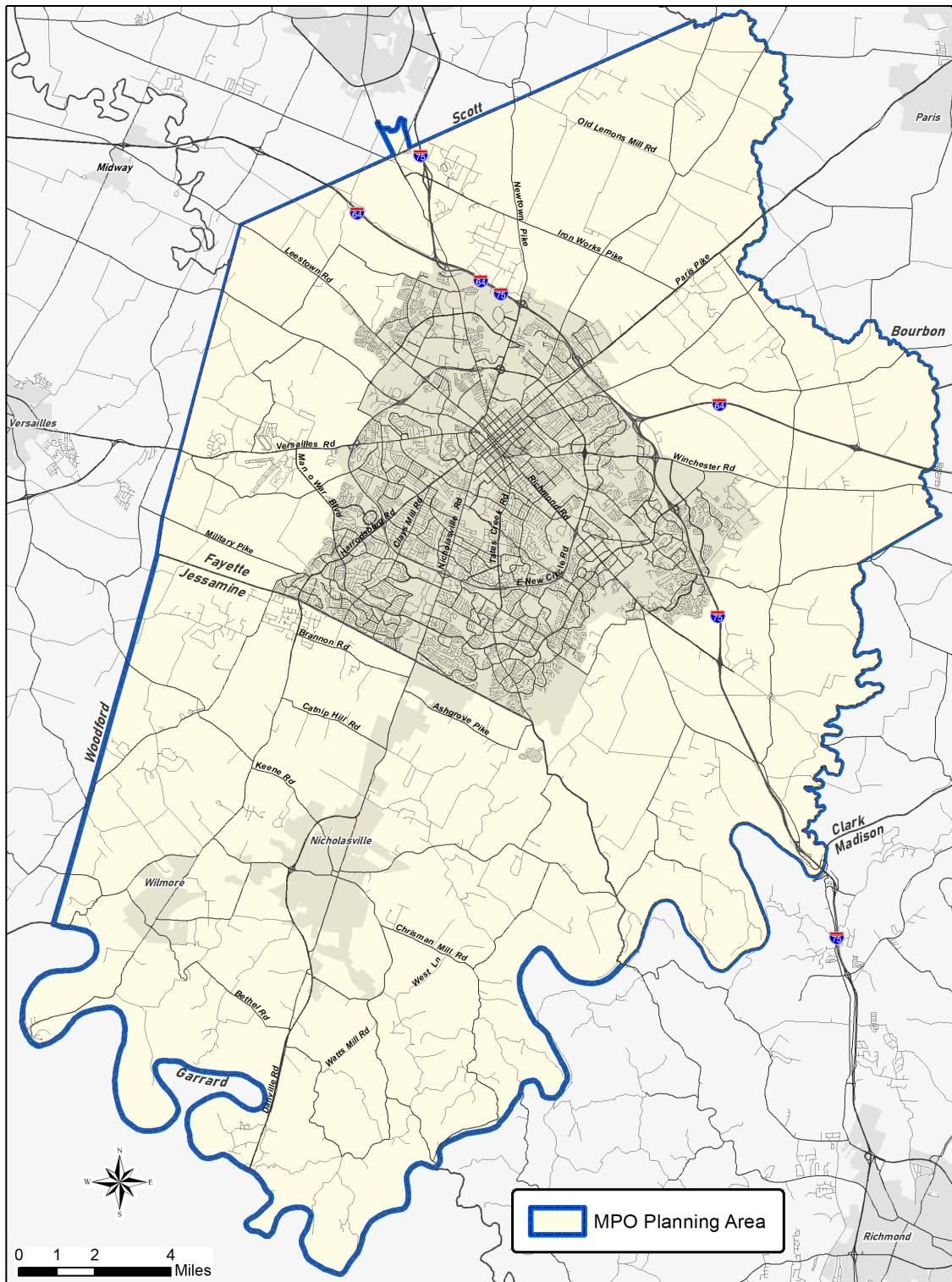


Figure 2: MPO Planning Area Map

1 INTRODUCTION

1.1 MPO Designation & Planning Area

Federal law requires all urbanized areas with populations greater than 50,000 to designate a metropolitan planning organization to carry out the federally-mandated metropolitan transportation planning process, including the development of a long range Metropolitan Transportation Plan and a Transportation Improvement Program. The Lexington Area Metropolitan Planning Organization was designated by the Governor of Kentucky in 1973. 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.

1.2 Legal Framework & Role of the MPO

A core function of the MPO is to develop long-range and short-range transportation plans in cooperation 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 (Dec. 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. The transportation system will:

- 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

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 2.7 and Appendix A 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.

1.3 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.

2 TIP DEVELOPMENT

2.1 TIP Project Selection

Transportation projects 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. 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. Once the TPC and the state have agreed upon a program of projects to be implemented in the MPO area, both documents must agree. All TIP projects must be included in the STIP, and the TIP must include all STIP projects in the MPO planning area.

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. 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.”

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. Grouped Projects are described in greater detail in Section 2.6. 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.

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 area that inform the development of the MTP including, but not limited to:

- FY 2017 – FY 2020 Transportation Improvement Program (previous TIP)
- MPO Regional Bicycle and Pedestrian Master Plan
- Congestion Management Process & ITS Architecture
- Lextran's Comprehensive Operations Analysis, Safety Plan & Asset Management Plan
- Lexington & Jessamine County Comprehensive Plans, Small Area Plans, Corridor Studies, etc.
- Freight Plan
- Highway Safety Improvement Program (HSIP)



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 the public, affected public agencies, representatives of public transportation agency employees, freight providers, private transportation providers, users of public transportation, users of bicycle and pedestrian transportation facilities, people with disabilities and other interested parties who are given the opportunity to provide input into the document. The full list of consultation contacts/agencies who are notified to review and provide feedback on the TIP are included in Appendix A of the Participation Plan.

The MPO's method for engaging and notifying the public on the development of the TIP is also outlined in the PP. A summary of public input efforts for the development of this TIP, and the complete text of all comments received are located in Appendix D 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) and its subcommittees (Bicycle & Pedestrian Advisory Committee (BPAC) and Congestion Management Committee (CMC)), local and regional partners coordinate, discuss project/program needs and status. Requirements for committee membership can be found in the [Lexington Area MPO Prospectus](#). A listing of TTCC member agencies and organizations can be found in Appendix C.



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

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

- Visualization techniques including maps and presentations were utilized as much as possible to describe the TIP.
- Notification for the availability of public drafts included 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.
- Notifications requesting public review and comment on the TIP included where to send written or digital comments and stated that special provisions for persons with disabilities would 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 included 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 covered a minimum of thirty days effective from the date of the legal notice on Thursday, July 16 2020 until Saturday, August 15, 2020.
- MPO staff assembled and provided 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 was included in the final TIP document.
- No public comments warrant significant changes or merited additional public review periods.

2.4 TIP Approval

The 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. This process of updates, 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 TPC and submitted to the Kentucky Transportation Cabinet (KYTC) for their approval and inclusion in the Statewide Transportation Improvement Program (STIP), the state's fiscally constrained programming document for federal funds. The TIP is also used by the KYTC in the preparation of the Kentucky Highway Plan, a six-year plan approved by the state legislature every two years that includes both federal and state projects.



2.5 TIP Amendment & Modification

TIP Amendment

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

- Add/Delete a project or phase(s) that is not a Grouped Project 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.
- 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.
- 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, 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 generally considered non-controversial and produce negligible impacts while providing benefits to safety, traffic operations and system preservation. These 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 these *Grouped Projects* to be processed as Administrative Modifications can streamline the transportation planning process and allow authorization without unnecessary delay. The Grouped Projects that may be added to the TIP by Administrative Modification are found in Table 1. 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 potential types of 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.

Even if a new project meets the criteria for a grouped project, it could still 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.

Grouped Project Category	Illustrative Costs (\$1,000)
Bike/ped facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$500
Bridge Inspection	\$25
Bridge Painting	\$50
Bridge replacement/rehabilitation/preventative maintenance projects with no additional travel lanes	\$500
Highway signage	\$25
Highway Safety Improvement Program projects	\$1,000
Intelligent Transportation System (ITS) Projects	\$50
Intersection channelization projects	\$250
Intersection Improvements for Safety or Efficiency	\$250
Guardrail/median barriers/crash cushions	\$100
Median installation	\$50
Curve realignment projects	\$100
Shoulder improvements	\$50
Sight distance improvements	\$100
Skid treatments	\$100
Slope stabilization/landslide repairs	\$50
Drainage improvements	\$50
Fencing	\$25
Lighting improvements	\$25
Pavement markers and markings	\$100
Pavement Resurfacing, Restoration, and Rehabilitation, including minor widening with no additional traffic lanes	\$1,000
Railroad/highway crossing safety improvements and warning devices	\$75
Transportation enhancement activities including streetscaping, landscaping, plantings, and informational signs	\$100
Traffic signal installations at individual intersections	\$250
Traffic signal maintenance and operations	\$100
Minor Expansion or Renovation of Transit Support Facilities	\$500
Ferry Boat Capital and Operating Assistance	\$200
Purchase of new buses to replace existing vehicles or for minor expansion	\$1,000
Rehabilitation of transit vehicles	\$250
Operating assistance to transit agencies	\$500
Construction of transit passenger shelters and information kiosks	\$50
Planning and Technical Studies	\$250

Table 1: Illustrative Grouped Projects

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. Tables describing how the performance measures required by the FHWA and FTA are expected to be addressed by projects in the FY 2021 - FY 2024 TIP can be found in Appendix A.

2.8 Title VI, Environmental Justice & Social Equity

In order to ensure that there is an equitable distribution of transportation services, facilities and resources within the community without regard to income, race, age, ability and other socio-economic factors; and to ensure that there are not disproportionate negative impacts or burdens on minority and low-income populations, the Lexington Area MPO has developed Equitable Target Area (ETA) Maps from US Census data to identify environmental justice (EJ) communities in the MPO planning area. A detailed discussion of how these maps were developed can be found in the MPO's Title VI Program Plan. Figure 3 shows the projects in the FY 2021 - FY 2024 TIP overlaying these Equity Target Areas in order to assess any benefits and burdens on EJ populations.

2.9 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 most recent [Annual Obligations Report](http://www.lexareampo.org) is posted on the MPO website www.lexareampo.org



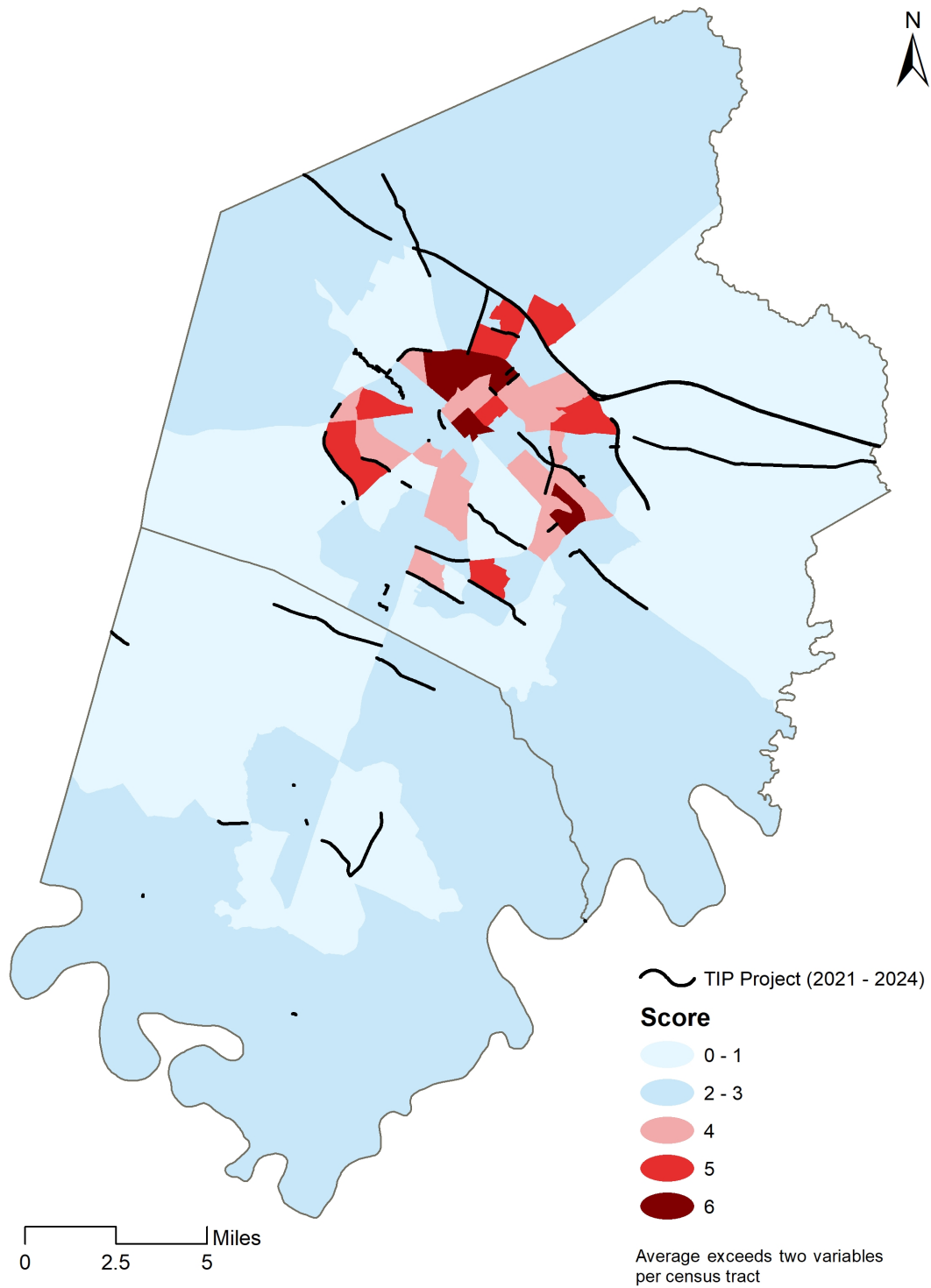


Figure 3: Environmental Justice Impact of TIP Projects

3 FINANCIAL PLAN

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

3.1 Financial Resources

The FAST Act identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspects of the FAST Act include flexibility of funds, empowerment of local jurisdictions in assigning project priorities, an emphasis on public participation in planning and decision making, and fiscal constraint.

Most all federal transportation funding programs require a local match commitment for projects. This local match may come from a variety of state or local fund sources; however, the match cannot come from any federally allocated source. The major FAST Act funding programs are listed below. A detailed overview of these programs can be found in Appendix B.

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

3.1.1 Highway Fiscal Considerations

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

HIGHWAY ELEMENT	FY 2021-2024 TOTALS
Total Programmed Expenditures	\$230,546,000
Total Anticipated Revenues	\$230,546,000
Ratio of Expenditures to Revenue	1.0

Table 2: Anticipated Highway Revenue and Expenditures

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

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



3.1.2 Transit Fiscal Considerations

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



TRANSIT ELEMENT	FY 2021-2024 TOTALS
Expenditures	
Operating & Maintenance Expenditures	\$108,000,000
Capital Outlays	\$69,232,173
Total	\$177,232,173
Revenue	
FTA 5307	\$19,789,201
FTA 5310	\$4,972,120
FTA 5311	\$39,454,765
FTA 5339	\$9,990,200
FTA AIM Grant	\$528,625
CMAQ Grant	\$2,130,084
Local Tax Levy	\$79,794,331
Passenger Fares	\$5,518,085
University of Kentucky Partnership	\$9,457,548
State Revenue	\$550,000
Lex MPO STBG-SLX Allocation	\$3,000,000
Fuel Tax Refund	\$651,214
Advertising Sales	\$1,396,000
Total	\$177,232,173
Ratio of Expenditures to Revenue	1.0

Table 3: Anticipated Transit Revenue and Expenditures

3.1.3 Fiscal Constraint

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

As indicated in Tables 2 and 3, the estimated ratio of revenues to expenditures for all funding sources for FY 2021-2024 is 1.0, which means our planned expenditures balance with our anticipated revenues. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated. The specific projects and the program or planned revenue source and schedule shown in the Project Tables have been identified by the KYTC in the Statewide Transportation Improvement Program and/or the Kentucky State Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules or planned revenue source due to adjustments that must be made to balance costs and revenues at the statewide level, and also due to various project-related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

3.2 Operations, Maintenance and Preservation

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



3.2.1 State Role

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

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

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

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To this end, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities like those listed above. Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, Lextran has estimated they will spend approximately \$108 million to operate and maintain transit service over the four year period of the TIP.



3.2.3 Operations and Maintenance Funding

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

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

Table 4: Maintenance/Operations Funding Estimates

4.1 Locally Sponsored Projects (Federal Funding with Local Match)

PROJECT	MPO#	EST. TOTAL COST (\$1000)
Alumni Drive Shared Use Trail	19	\$2,400
Armstrong Mill Bike/Ped Improvements	01	\$1,100
Armstrong Mill Sidewalks	02	\$1,416
Citation Blvd Section III-B	04	\$3,420
East Fayette Trail Connectivity Study	07	\$100
East High Shared Use Trail	08	\$2,905
Fieldstone Connector	10	\$700
Forbes / Red Mile Rd. / Virginia Multimodal Improvements Study	11	\$100
Hamburg Connector	13	\$400
Lane Allen Sidewalks	21	\$1,150
Liberty Rd Improvements - Inside New Circle	22	\$8,240
Mercer at Greendale Turn Lanes	50	\$1,072
Mt Tabor Multimodal Improvements	24	\$1,370
N Limestone Improvements - Withers to New Circle	25	\$2,550
Rosemont Garden Sidewalks	37	\$528
South Elkhorn Trail (Sec 2)	39	\$500
South Elkhorn Trail (Sec 3)	40	\$730
South Fayette Trail Connectivity Study	41	\$150
Squires Rd Sidewalks	43	\$208
Town Branch Trail Crossing	44	\$1,010
Town Branch Trail Phase 3:	45	\$1,898
Town Branch Trail Phase 4	46	\$1,010
Town Branch Trail Phase 5	47	\$5,091
US 27 at KY 169 Safety Improvements	48	\$1,150
West High Shared Use Trail	52	\$2,327
West Loudon Streetscape	53	\$475
Wilmore Trail Feasibility Study	54	\$150
Wilson Downing Sidewalks	55	\$1,045
Wilson-Downing Intersection Improvements	56	\$700
Northeast New Circle Road Corridor Plan	66	\$250

Table 5: Locally Sponsored Projects: Quick Lookup

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Alumni Drive	19		D	2022	STBG-SLX	\$200		\$50	\$250
Shared Use Trail: Construct a shared use trail along Alumni Dr from Tates Creek Rd to New Circle Rd; Len. = 2.0 mi			C	2022	"	\$1,720		\$430	\$2,150
Armstrong Mill	01		D	2022	CRRSSA	\$200			\$200
Bike/Ped Improvements: Complete gaps in bike/ped facility & intersection improvements along Armstrong Mill Rd from Tates Creek Rd to Kenesaw Dr; Len. = 2.0 mi MOD 7			C	2024	STBG-SLX	\$720		\$180	\$900
Armstrong Mill Sidewalks: Construct sidewalks between Tates Creek Rd and Greentree Rd; Len. = 0.3 mi	02	3213.00	C	2022	CMAQ	\$941		\$235	\$1,176
Citation Blvd Section III-B: Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd; Len. = 0.70 mi MOD 7	04		D	2022	CRRSSA	\$200			\$200
			R	2023	CRRSSA	\$1,410			\$1,410
			U	2023	STBG-SLX	\$80		\$20	\$100
			C	2024	"	\$2,080		\$520	\$2,600
East Fayette Trail	07		P	2022	STBG-SLX	\$120		\$30	\$150
Connectivity & Traffic Safety Study: Study to determine alignment of primary trail from Liberty Rd at New Circle Rd to 3rd Street/IMAGG trailhead and identify improvements needed to improve traffic safety. Len. undetermined									
East High Shared Use Trail: Construct shared use trail along West Maple St from Central Ave to the Eastern Bypass Trail; Len. = 0.70 mi MOD 1	08 J	3235.00	D	2021	STBG-TA	\$54		\$14	\$68
			R	2021	"	\$366		\$91	\$457
			U	2021	"	\$144		\$36	\$180
			C	2022	STBG-SLX	\$1,760		\$440	\$2,200
Fieldstone Connector: Extend Fieldstone from behind Beaumont Library to Snaffle Rd to alleviate congestion on Beaumont Center Pkwy. Len. = 300 ft	10		D	2022	STBG-SLX	\$80		\$20	\$100
			R	2023	"	\$80		\$20	\$100
			U	2023	"	\$80		\$20	\$100
			C	2024	"	\$320		\$80	\$400
Forbes/ Red Mile/ Virginia Multimodal Improvements: Preliminary design to determine multimodal upgrades from Leestown Road to South Limestone; Len. = 2.7 mi	11		P	2022	STBG-SLX	\$80		\$20	\$100
Hamburg Connector: Construct a new road across I-75 from Polo Club Blvd to Sir Barton Way; Len. undetermined	13		D	2022	STBG-SLX	\$320		\$80	\$400

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Intelligent Transportation Systems: ITS upgrades and traffic management activities	101	227.09	P	2021	STBG-SLX	\$480		\$120	\$600
			P	2022	"	\$480		\$120	\$600
			P	2023	"	\$480		\$120	\$600
			P	2024	"	\$480		\$120	\$600
Lane Allen Rd Sidewalks: Complete sidewalk gaps and make ADA intersection improvements at Alexandria Dr & Harrodsburg Rd	21		D	2022	STBG-SLX	\$120		\$30	\$150
			R	2023	"	\$40		\$10	\$50
			C	2024	"	\$760		\$190	\$950
Liberty Road (KY 1927) Inside New Circle: Improve typical section of Liberty Rd from New Circle Rd to Winchester Rd; Len. = 1.3 mi	22		D	2022	STBG-SLX	\$640		\$160	\$800
			R	2023	"	\$744		\$186	\$930
			R	2024	"	\$744		\$186	\$930
Mt Tabor Multimodal Improvements: Construction of sidewalks, bike lanes and associated infrastructure along Mt Tabor Rd between Patchen Dr and the Richmond Rd Service Road; Len. = 0.3 mi	24		C	2021	CMAQ	\$1,029		\$257	\$1,286
North Limestone Improvements: Improve typical section of North Limestone from Withers Av to New Circle Rd; Len. = 0.4 mi	25		D	2022	STBG-SLX	\$160		\$40	\$200
			R	2023	"	\$296		\$74	\$370
			C	2024	"	\$1,584		\$396	\$1,980
Rosemont Garden Sidewalks: Construct sidewalk along three blocks of Rosemont Garden just east of Southland Dr; Len. = 0.2 mi	37	3219.00	R	2021	STBG-SLX	\$24		\$6	\$30
			C	2021	"	\$288		\$72	\$360
South Elkhorn Trail (Sec 2): Construct shared use trail from Joseph Bryan Way through NS RR tunnel to Waveland; Len. = 0.3 mi	39	229.20	C	2022	STBG-SLX	\$320		\$80	\$400
South Elkhorn Trail (Sec 3): Construct shared use trail from Lochdale Terrace extending north under Man O' War Blvd to Shillito Park; Len. = 0.3 mi	40	229.30	C	2022	STBG-SLX	\$500		\$125	\$625
South Fayette Trail Connectivity Study: Study to determine trail alignment from Town Branch Commons to Veterans Park / East Brannon Rd; Len. undetermined	41		P	2022	STBG-SLX	\$120		\$30	\$150

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Squires Rd Sidewalks: Install sidewalks on the north side of the 200 block of Squires Rd; Len. = 0.3 mi	43		C	2021	CMAQ	\$131		\$33	\$164
Town Branch Trail Crossing: At Old Frankfort Pk and McConnell Springs Rd; includes ped signal, pavement markings, traffic calming, signage, and sight distance improvements	44	3702.00	D C	2021 2021	CMAQ "	\$40 \$1,718		\$10 \$430	\$50 \$2,148
Town Branch Trail Phase 3: Construct shared use trail from Alexandria Dr to Bizzell Dr; Len. = 1.3 mi	45	3224.00	C C	2021 2021	STBG-TA STBG-SLX	\$718 \$800		\$180 \$200	\$898 \$1000
Town Branch Trail Phase 4: Construct shared use trail from Bizzell Dr to Townley Shopping Center; Len. = 0.53 mi	46	3708.00	C	2021	CMAQ	\$684			\$684
Town Branch Trail Phase 5: Construct shared use trail from New Circle Rd to McConnell Springs Park; Len. = 1.0 mi	47	3709.00	C	2021	CMAQ	\$3,958			\$3,958
US 27 at KY 169 Safety Improvements: Safety and turn lane improvements at the intersection of the Nicholasville Western Bypass and Keene Rd	48 J		D R U C	2022 2022 2022 2022	STBG-SLX " " "	\$40 \$40 \$40 \$800		\$10 \$10 \$10 \$200	\$50 \$50 \$50 \$1,000
Various Continuing Programs: 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.	100	227.09	P P P P	2021 2022 2023 2024	STBG-SLX " " "	\$343 \$354 \$362 \$371		\$86 \$88 \$91 \$93	\$429 \$442 \$453 \$464
West High Shared Use Trail: Construct shared use trail along Wilmore Rd from Cooks Lane to Allie Run, including realignment of offset intersection and traffic / ped signals; Len. = 0.9 mi	52 J	3215.00	C	2024	STBG-SLX	\$1,606		\$401	\$2,007

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
West Loudon Streetscape: Complete sidewalk gaps, install bike lanes, delineate parking and walkways along West Loudon Av from North Broadway to North Limestone; Len. = 0.2 mi	53	3203.00	C	2021	STBG-TA	\$279		\$70	\$349
Wilmore Trail Feasibility Study	54 J		P D	2021 2021	STBG-SLX "	\$40 \$80		\$10 \$20	\$50 \$100
Wilson Downing Sidewalks: Construct sidewalk to connect various sections of existing sidewalk	55	3216.00	C	2022	CMAQ	\$824			\$824
Wilson-Downing Intersection Improvements: Install a right turn lane from Wilson-Downing Rd to Tates Creek Rd & install a traffic circle at the Belleau Wood intersection.MOD 7	56		D D R C	2022 2022 2023 2023	CRRSSA STBG-SLX " "	\$120 \$24 \$40 \$400		\$6 \$10 \$100	\$120 \$30 \$50 \$500
Mercer Rd at Greendale Road Turn Lanes	50		C	2021	CMAQ	\$526		\$132	\$658
Northeast New Circle Road Corridor Plan: A coordinated corridor land use plan and transportation study for the signalized portion of Northeast New Circle Road.	66		C	2022	STBG-SLX	\$200		\$50	\$250

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Table 6: Locally Sponsored Projects (\$1,000)

	FY	FEDERAL	STATE	LOCAL	TOTAL
STBG-SLX	2021	\$2,055		\$514	\$2,569
	2022	\$8,118		\$2,029	\$10,147
	2023	\$2,602		\$651	\$3,253
	2024	\$8,665		\$2,166	\$10,831
	TOTAL	\$21,440		\$5,360	\$26,800
CMAQ	2021	\$8,087		\$861	\$8,948
	2022	\$1,600		\$400	\$2,000
	2023				
	2024				
	TOTAL	\$9,687		\$1,261	\$10,948
STBG-TA	2021	\$1,562		\$390	\$1,952
	2022				
	2023				
	2024				
	TOTAL	\$1,562		\$390	\$1,952
CRRSSA	2021				
	2022	\$520			\$520
	2023	\$1,410			\$1,420
	2024				
	TOTAL	\$1,930			\$1,930
TOTAL (Local):		\$34,618		\$7,012	\$41,630

Table 7: Summary of Locally Sponsored Projects (\$1,000)



In addition to the projects listed above, there are areas where the MPO intends to dedicate STBG-SLX funding between FY 2021 and 2024, but has not yet identified or programmed specific projects. Table 8 provides an overview of these estimated set-asides. Finally, Table 9 provides a summary of how the proposed STBG-SLX expenditures compare with the anticipated STBG-SLX revenues.

SET-ASIDE DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
Coordinated Corridor Land Use Plans & Transportation Studies: Focusing on major arterials			\$250	\$250	\$750
Bike/Pedestrian Design: For design of sidewalks and trails focusing on major corridors.		\$200	\$200	\$200	\$600
Bottleneck Improvements: To implement recommendations from the FY 21 Bottleneck Study.		\$300	\$1,000	\$300	\$1,600
Safety Projects: To augment HSIP-funded safety projects.	\$550	\$550	\$550	\$550	\$2,200
Implementation of US 27 Coordinated Land Use and Transportation Plan		\$250	\$1,000	\$1,000	\$2,250
TOTAL:	\$550	\$1,300	\$3,000	\$2,300	\$7,150

Table 8: STBG-SLX Set-Asides (\$1,000)

	FY 2021	FY 2022	FY 2023	FY 2024
Total (All Projects)	\$8,369	\$16,882	\$8,083	\$14,331
Total STBG-SLX Programmed	\$6,695	\$13,806	\$6,466	\$11,465
STBG-SLX Balance from Previous FY	\$30,808	\$31,663	\$25,407	\$26,491
Annual STBG-SLX Project Allocation (less Various Cont. Prog & ITS)	\$7,550	\$7,550	\$7,550	\$7,550
STBG-SLX Available (Balance + Allocation)	\$38,358	\$39,213	\$32,957	\$34,041
Remaining STBG-SLX Balance (Rolled to Next FY)	\$31,663	\$25,407	\$26,491	\$22,576
Total STBG-SLX Received:	\$61,008	100%		
Total STBG-SLX Programmed:	\$38,432	63.0%		
Total STBG-SLX Set-Aside:	\$5,720	9.4%		
Total STBG-SLX Remaining:	\$16,856	27.6%		

Table 9: STBG-SLX Spending Analysis (\$1,000)

4.2 KYTC Sponsored Projects (Federal Funding with State Match)

PROJECT	MPO#	EST. TOTAL COST (\$1000)
Ashgrove Road Improvements - US 27 to Young Drive	03	\$100
Brannon Rd Improvements - Harrodsburg Rd. to Nicholasville Rd	51	\$31,380
Drake Lane Bridge	49	\$2,100
East Nicholasville Bypass 1A	09	\$16,900
Georgetown Rd Improvements near I75/I64	12	\$45,140
I-64 Pavement - MP 71.00 to MP 73.94	14	\$4,290
I-64 Pavement - MP 81.037 to MP 82.19	15	\$1,925
I-64 Pavement - MP 82.19 to MP 89.48	16	\$9,570
I-75 Pavement - MP 107.453 to MP 110.213	17	\$5,940
I64/I75 Common Route Improvements (Sec 1)	18	\$17,750
KY 169 Low Cost Safety Improvements - MP 11.978 - MP 16.555	68	\$2,650
KY 169 Spot Improvements	35	\$2,700
KY 169 Microsurface Treatment	61	\$30
KY 1981 Improve Pavement Friction	62	\$200
KY 57 Low Cost Safety Improvements - MP 1.292 - MP 7.800	69	\$1,900
KY 353 Low Cost Safety Improvements - MP 1.372 - MP 10.153	72	\$1,875
L&N RR bridge overpass on North Broadway	20	\$17,900
Liberty Rd Improvements - Outside New Circle	23	\$10,800
New Circle Improvements - Harrodsburg to Versailles	26	\$2,290
New Circle Improvements - Leestown to Georgetown	27	\$53,290
New Circle Improvements - Trade Center to Woodhill Dr	28	\$2,080
New Circle Sound Barrier - Tates Creek to Nicholasville	29	\$4,600
New Circle Sound Barrier - Versailles Rd Ramp	30	\$730
Newtown Pike from KY-4 to I-75	31	\$29,110
Newtown Pike Ext. - Redevelop Southend Park Neighborhood	05	\$4,855
Nicholasville Rd Access Management (Section 1)	67	\$11,270
North 3rd Street (KY 169) Bridge	32	\$2,420
Old Glass Mill Restoration	33	\$263
Old Rosebud: Phase 1	34	\$1,200
Richmond Rd and Athens Boonesboro Rd. Safety Improvements	36	\$1,500
South Lime & Virginia Improvements	42	\$163
Sugar Creek Pike Guardrail	06	\$18
US 68 Resurfacing - MP 2.80 - 3.49	63	\$1,033
US 68 Low Cost Safety Improvements - MP 0.000 - MP 4.807	71	\$2,101
US 25 Resurfacing - MP 13.43 - 14.63	64	\$733
US 27 Resurfacing - MP 6.28 - 6.61	65	\$218
Valley View Ferry Operation at KY River	59	\$1,332
Valley View Ferry - Purchase 2 engines	70	\$65
Winchester Rd Improvements - Haley Rd to Bypass Rd	57	\$3,786
Winchester Rd Improvements - Polo Club to Haley Rd	58	\$2,838
Winchester Road Scoping Study	38	\$260
US 27 @ Loudon Av Vicinity Safety Improvements	73	\$110,000
US 68 @ Ft Harrods Dr Vicinity Safety Improvements	74	\$380,000
Man O' War @ Parkers Mill Rd Vicinity Safety Improvements	75	\$45,000
KY 4 @ Russell Cave Rd Vicinity Safety Improvements	76	\$125,000
US 27 @ Edgewood Dr Vicinity Safety Improvements	77	\$245,000

Table 10: KYTC Sponsored Projects: Quick Lookup

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Ashgrove Rd Improvements: Minor widening of Ashgrove Road (KY 1980) from US 27 to Young Drive to accommodate proposed school site traffic; Len. = 1.81 mi	03 J	103.00	C	2022	SPP		\$1,000		\$1,000
Brannon Rd Improvements: Improve roadway geometrics, typical section and roadway hazards on KY 1980 (Brannon Rd) from US 68 (Harrodsburg Rd) to US 27 (Nicholasville Rd); Len. = 3.21 mi	51 J	414.00	R R U	2021 2023 2023	STBG-SLX FED FED	\$1,600 \$4,400 \$4,000	\$400 \$1,100 \$1,000		\$2,000 \$5,500 \$5,000
Drake Lane Bridge Address deficiencies of bridge on CR 1238 over NS system; Len.= 0.02 mi	49 J	1144.00	C	2021	STBG	\$1,680	\$420		\$2,100
East Nicholasville Bypass 1A: Improve connectivity and mobility east around Nicholasville from south of KY 39 to north of KY 169; Len. undetermined	09 J	87.20	C C	2022 2023	SPP STBG		\$7,000 \$1,980		\$7,000 \$9,900
Georgetown Rd Improvements: Improve roadway geometrics on US 25 toward modern specifications and continue 4 lane divided highway where 2 lanes exist from MP 18.26 (Spurr Rd) to 21.42 (just south of Iron Works Pike); Len. = 3.16 mi	12	80152.00	R R	2023 2024	STBG STBG	\$4,000 \$4,000	\$1,000 \$1,000		\$5,000 \$5,000
I-64 Pavement: MP 71.00 to MP 73.94: Address pavement condition - non-cardinal dir.; Len.= 2.94 mi	14	20008.00	D	2024	NHPP	\$312	\$78		\$390
I-64 Pavement: MP 81.037 to MP 82.19: Address pavement condition - both directions; Len. = 1.15 mi	15	20010.00	D C	2021 2021	NHPP NHPP	\$140 \$1,400	\$35 \$350		\$175 \$1,750
I-64 Pavement: MP 82.19 to MP 89.48: Address pavement condition - both directions; Len. = 7.29 mi	16	20011.00	D C C	2021 2022 2023	NHPP NHPP NHPP	\$696 \$3,200 \$3,760	\$174 \$800 \$940		\$870 \$4,000 \$4,700
I-75 Pavement: MP 107.453 to MP 110.213: Address pavement condition - both directions; Len. = 2.76 mi	17	20013.00	D C	2021 2021	NHPP NHPP	\$432 \$4,320	\$108 \$1,080		\$540 \$5,400
I64/I75 Common Route Improvements (Sec 1): Reduce Congestion from the C&O Railroad Bridge to Northern Split; Len. = 6.67 mi	18	8909.00	D R U C	2021 2022 2022 2024	FED	\$600 \$800 \$800 \$12,000	\$150 \$200 \$200 \$3,000		\$750 \$1,000 \$1,000 \$15,000

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
KY 169 Spot Improvements: Improve KY 169 from north of Clear Creek Rd in Jessamine County to north of KY 1967 in Woodford County; Len.(Jess Co sec) = 0.54 mi	35 J	80108.00	D	2023	SPP		\$870		\$870
			R	2024	SPP		\$1,830		\$1,830
KY 57 Low Cost Safety Improvements: Perform low cost safety improvements on KY 57 from MP 1.292 (just east of I-75) to MP 7.800 (just west of Haley Rd.) MOD 8	69	9017.00	C	2022	HSIP	\$1,710	\$190		\$1,900
L&N RR bridge overpass on North Broadway: Replace L&N RR bridge overpass (MP 8.378), improve drainage & typical section on US 27 (N Broadway); Len. = 0.17 mi	20	412.00	R	2022	NHPP	\$2,368	\$592		\$2,960
			U	2023	NHPP	\$1,448	\$362		\$1,810
Liberty Rd Outside New Circle: Improve Liberty Rd from Graftons Mill Ln to New Circle Rd and improve intersection with New Circle Rd; Len. = 1.15 mi MOD 9	23	8902.00	R	2022	STBG-SLX	\$3,440	\$860		\$4,300
			U	2023	STBG-SLX	\$3,464	\$866		\$4,330
			U	2023	STBG	\$1,736	\$434		\$2,170
New Circle Improvements Harrodsburg to Versailles: Improve safety and reduce congestion from US 68 (Harrodsburg Rd) to US 60 (Versailles Rd); Len. = 2.11 mi	26	439.00	D	2024	NHPP	\$1,832	\$458		\$2,290
New Circle Improvements Leestown to Georgetown: Improve New Circle Rd from Leestown Rd to near Georgetown Rd; Len. = 1.0 mi	27	113.02	R	2021	STBG-SLX	\$1,040	\$260		\$1,300
		113.03	R	2023	NHPP	\$2,200	\$550		\$2,750
			U	2024	STBG-SLX	\$2,400	\$600		\$3,000
			U	2024	NHPP	\$6,400	\$1,600		\$8,000
New Circle Improvements Trade Center to Woodhill: Reduce Congestion on New Circle Rd from Trade Center to Woodhill Dr; Len. = 1.31 mi	28	438.00	D	2024	NHPP	\$1,664	\$416		\$2,080
New Circle Rd Sound Barriers - Bates Creek Rd to Nicholasville Rd: Sound barriers along outer loop of New Circle Rd between Bates Creek Rd and Nicholasville Rd; Len. = 1.22 mi	29	8801.00	C	2021	SPP		\$4,600		\$4,600
New Circle Rd Sound Barriers at Versailles Rd: Design & construct a sound barrier on NB side of KY 4 from MP 4.8 to MP 5.2; Len. = 0.4 mi	30	80154.10	C	2022	SPP		\$730		\$730

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Newtown Pike Extension Redevelop Southend Park Neighborhood Environmental Justice mitigation per the Record of Decision (ROD) MOD 1	05	593.00	C	2021	STBG-SLX	\$800		\$200	\$1,000
			C	2021	STBG	\$3,855		\$3,855	
Newtown Pike Improvements: Improve Newtown Pike from KY 4 to I-75; Len. = 1.75 mi	31	252.00	R	2021	NHPP	\$3,520	\$880		\$4,400
			U	2022	NHPP	\$4,744	\$1,186		\$5,930
			C	2023	NHPP	\$13,848	\$3,462		\$17,310
North 3rd Street Bridge: Address deficiencies of RR bridge on KY 169 between Meadowlark Ln & Ilhardt Av; Len. = 0.05 mi. MOD 8	32 J	8851.00	U	2021	STBG	\$188	\$47		\$235
			C	2022	STBG	\$1,200	\$300		\$1,500
			C	2022	STBG-SLX	\$148		\$37	\$185
Old Glass Mill Restora- tion: Restore The Old Glass Mill to serve as a Transportation Museum/Welcome Center in Wilmore; Len. = 0.04 mi	33 J	3027.00	C	2022	SPP		\$263		\$263
Old Rosebud: Phase 1: Construct new road from Liberty Rd. to Kingsbury Rd. In coordination with Liberty Rd (23); Len. undetermined	34		R	2022	STBG-SLX	\$40	\$10		\$50
			U	2022	STBG-SLX	\$160	\$40		\$200
Richmond Rd and Athens Boonesboro Rd Safety Improvements: Intersection & Corridor Improve- ments to Reduce Conflict Points & Enhance Safety. Incl. minor widening of Aphids Way; Len. = 3.46 mi	36		C	2022	STBG-SLX	\$1,500			\$1,500
South Lime & Virginia Intersection Improve- ments: Construct a right turn lane headed WB on Virginia Av from US 27 & construct a bus turnout south of Virginia Av	42	80112.00	C	2022	SPP		\$163		\$163
Sugar Creek Pike Guardrail: Install Guardrail on KY 1268 in Jessamine County; Len. = 0.08 mi	06 J	4308.00	C	2022	STBG	\$14	\$4		\$18
Valley View Ferry Operation at the Kentucky River	59	357.17	C	2021	SPP		\$333		\$333
			C	2022	""		\$333		\$333
			C	2023	""		\$333		\$333
			C	2024	""		\$333		\$333
Valley View Ferry Authority Purchase two new engines for ferry boat MOD 9	70		C	2022	FBP	\$65	\$16		\$81

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Winchester Rd Improvements Haley Rd to Bypass Rd: Modernize and improve capacity on US 60 PL from Haley Rd to KY 1958 (Clark Co Bypass)	57	80151.00	D	2024	SPP		\$3,786		\$3,786
Winchester Rd Improvements Polo Club to Haley Rd: Address congestion and improve safety on US 60 by widening and modernizing US 60 from the end of the four-lane section near Polo Club Blvd to KY 859 (Haley Rd)	58	80150.00	D R	2022 2024	STBG STBG	\$1,298 \$973	\$324 \$243		\$1,622 \$1,216
Winchester Road Scoping Study: Scoping Study to reconstruct/widen US 60 (Winchester Road) to four lanes	38	8340.00	P	2021	SPP		\$260		\$260
KY 169 Microsurface Treatment: Instal- lation of a microsurface treatment on KY 169 in Jessamine County between MP 13.1 and MP 13.6. MOD 3	61	959.00	C	2021	HSIP	\$24	\$6		\$30
KY 1981 Improve Pavement Friction: Improve pavement friction on KY 1981 in Jessamine County between MP 4.6 and MP 6.130 MOD 3	62	960.00	C	2021	HSIP	\$160	\$40		\$200
US 68 - Resurfacing MP 2.80 to MP 3.49 MOD 4	63	20044.00	C	2021	NHPP	\$826	\$207		\$1,033
US 25 - Resurfacing MP 13.43 to MP 14.63 MOD 4	64	20045.00	C	2021	NHPP	\$586	\$147		\$733
US 27 - Resurfacing MP 6.28 to MP 6.61 MOD 4	65	20046.00	C	2021	NHPP	\$174	\$44		\$218
Nicholasville Rd Access Management - Sec 1: Access management on US 27 from Man O' War to about 1,000' south of Brannon Rd AMD 1	67	430.00	D R U C	2022 FUTURE FUTURE FUTURE	SPP		\$1,000 \$2,560 \$450 \$7,260		\$1,000 \$2,560 \$450 \$7,260
KY 169 Low Cost Safety Improvements: Perform low cost safety improvements on KY 169 from MP 11.978 to MP 16.555	68	9014.00	R U C	2021 2021 2022	HSIP " "	\$135 \$90 \$2,160	\$15 \$10 \$240		\$150 \$100 \$2,400
US 68 Low Cost Safety Improve- ments Perform low cost safety improve- ments on US 68 from MP 0.000 (KY River) to MP 4.807 (KY 29) MOD 10	71	9009.00	C	2022	HSIP	\$1,710	\$190		\$2,101
KY 353 Low Cost Safety Im- provements Perform low cost safety improvements on KY 353 from MP 1.372 to MP 10.153 MOD 11	72	9015.00	C	2022	HSIP	\$1,688	\$188		\$1,875

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
US 27 @ Loudon Av Vicinity Safety Improvements Install supplemental signal heads, construct median access control along US 27, close an entrance on W Loudon Ave, and update the striping near the intersection MOD 12	73	9006.10	C	2022	HSIP	\$99	\$11		\$110
US 68 @ Ft Harrods Dr Vicinity Safety Improvements Widen Ft Harrods to add a second left turn lane, update the traffic signal to include reflective backplates, and pedestrian improvements at the intersection. MOD 12	74	9006.30	C	2022	HSIP	\$342	\$38		\$380
Man O' War @ Parkers Mill Rd Vicinity Safety Improvements Update the traffic signal to include reflective backplates and update the signing and striping near the intersection. MOD 12	75	9006.60	C	2022	HSIP	\$45			\$45
KY 4 @ Russell Cave Rd Vicinity Safety Improvements Pedestrian improvements near the intersection. MOD 12	76	9012.25	C	2022	HSIP	\$113	\$12		\$125
US 27 @ Edgewood Dr Vicinity Safety Improvements Construct offset left turn lanes along US 27, upgrade traffic signal to include reflective backplates, and improve the striping along Edgewood Dr near the intersection. MOD 12	77	9012.90	C	2022	HSIP	\$221	\$24		\$245

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Table 11: KYTC Sponsored Projects (\$1,000)



	FY	FEDERAL	STATE	LOCAL	TOTAL
STBG-SLX	2021	\$3,440	\$660	\$200	\$4,300
	2022	\$5,288	\$910	\$37	\$6,235
	2023	\$3,464	\$866		\$4,330
	2024	\$2,400	\$600		\$3,000
	TOTAL	\$14,592	\$3,036	\$237	\$17,865
FED	2021	\$600	\$150		\$750
	2022	\$1,600	\$400		\$2,000
	2023	\$8,400	\$2,100		\$10,500
	2024	\$12,000	\$3,000		\$15,000
	TOTAL	\$22,600	\$5,650		\$28,250
NHPP	2021	\$12,095	\$3,024		\$15,199
	2022	\$10,312	\$2,578		\$12,890
	2023	\$21,256	\$5,314		\$26,570
	2024	\$10,208	\$2,552		\$12,760
	TOTAL	\$53,871	\$13,468		\$67,339
SPP	2021		\$5,193		\$5,193
	2022		\$10,489		\$10,489
	2023		\$4,213		\$4,213
	2024		\$13,209		\$13,209
	TOTAL		\$33,104		\$33,104
STBG	2021	\$5,535	\$420		\$5,955
	2022	\$2,700	\$675		\$3,375
	2023	\$13,656	\$3,414		\$17,070
	2024	\$4,973	\$1,243		\$6,216
	TOTAL	\$26,864	\$5,572		\$32,616
HSIP	2021	\$409	\$71		\$480
	2022	\$8,267	\$914		\$9,181
	TOTAL	\$8,676	\$985		\$9,661
FBP	2022	\$65	\$16		\$81
	TOTAL	\$65	\$16		\$81
TOTAL (KYTC):		\$126,668	\$62,011	\$237	\$188,916

Table 12: Summary of KYTC Sponsored Projects (\$1,000)



4.3 Transit Funding (Federal Funding with Local Match)

DESCRIPTION	FUND TYPE	PHASE	FY	FED	STA	LOC	TOT
Lextran: 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	
Lextran: 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
Lextran: 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
STBG-SLX	STBG-SLX	2021	\$1,200		\$300	\$1,500	
		2022	\$400		\$100	\$500	
		2023	\$400		\$100	\$500	
		2024	\$400		\$100	\$500	

Table continues on next page

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DESCRIPTION	FUND TYPE	PHASE	FY	FED	STA	LOC	TOT
Lextran: UK Mobility as a Service Platform MOD 2	FTA-AIM	N/A	2021	\$423		\$106	\$529
Lextran: Purchase Two Extended Range Electric Buses and Chargers MOD 9	CMAQ	N/A	2022	\$1,389		\$741	\$2,130
Bluegrass Ultra Transit Service: 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) Includes surrounding counties	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

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Table 13: Transit Funding (\$1,000)



	FY	FEDERAL	STATE	LOCAL	TOTAL
STBG-SLX	2021	\$1,200		\$300	\$1,500
	2022	\$400		\$100	\$500
	2023	\$400		\$100	\$500
	2024	\$400		\$100	\$500
	TOTAL	\$2,400		\$600	\$3,000
FTA 5307	2021	\$3,899		\$975	\$4,874
	2022	\$3,938		\$984	\$4,922
	2023	\$3,977		\$994	\$4,971
	2024	\$4,018		\$1,004	\$5,022
	TOTAL	\$15,831		\$3,958	\$19,789
FTA 5310	2021	\$868	\$97	\$120	\$1,085
	2022	\$947	\$107	\$130	\$1,184
	2023	\$1,034	\$117	\$141	\$1,292
	2024	\$1,128	\$129	\$153	\$1,410
	TOTAL	\$3,978	\$450	\$544	\$4,972
FTA 5311	2021	\$7,323		\$1,831	\$9,154
	2022	\$7,689		\$1,922	\$9,611
	2023	\$8,074		\$2,018	\$10,092
	2024	\$8,478		\$2,119	\$10,597
	TOTAL	\$31,564		\$7,891	\$39,455
FTA 5339	2021	\$1,783		\$446	\$2,229
	2022	\$1,918		\$479	\$2,397
	2023	\$2,065		\$516	\$2,581
	2024	\$2,227		\$557	\$2,783
	TOTAL	\$7,992		\$1,998	\$9,990
FTA AIM Grant	2021	\$423		\$106	\$529
	TOTAL	\$423		\$106	\$529
CMAQ Grant	2023	\$1,389		\$741	\$2,130
	TOTAL	\$1,389		\$741	\$2,130
TOTAL (Transit):		\$63,576	\$450	\$15,838	\$79,865

Table 14: Summary of Transit Funding (\$1,000)

4.4 Status of Projects from the Previous TIP

Status of Locally Sponsored Projects from the FY 2017 - FY 2020 TIP

Completed Projects

4th Street Corridor improvements - Jefferson to Upper
Beaumont YMCA Trail & Crossing (3218.00)
Brighton Rail Trail Bridge Phase IV (3717.00)
Citation Trail Phase 1 (3223.00)
Construction of a compressed natural gas (CNG) fueling station
Continue transportation for persons 60 and over and adults with visual impairment (ITN Bluegrass)
Covered storage area and the incremental cost of additional zero emission vehicles (Lextran)
Euclid Avenue Multimodal Improvements
Improve access at a number of bus stops (Lextran)
Installation of Fiber Optic Cable for Traffic Signal System (3715.00)
Legacy Trail Phase 3 (3103.00)
Man O' War @ Alumni (427.00)
Man O' War @ Pink Pigeon (426.00)
Man O' War @ Richmond Rd Turn Lane Improvement (428.00)
Mercer @ Greendale Turn Lanes
Old Frankfort Pike Scenic Byway Viewing Area (3201.00)
Old Todds Road Sidewalks - Catera Trace to Woodhill (3221.00)
Polo Club Blvd - Complete Construction at Deerhaven Lane (8507.00)
Purchase 12 40' electric buses and 3 charging stations (Lextran)
Purchase 6 40' CNG buses (Lextran)
Purchase 7 wheel-chair accessible vehicles (Lextran: Wheels)
RJ Corman - Replace 2 diesel engines with Gen-Set locomotive engines (Jessamine Co Fiscal Court)
South Elkhorn Trail (3222.00)
Valley View Ferry – Restore car barge and pulley system (FBP)
Valley View Ferry - ramp, parking area and retaining wall
West Hickman Trail South (3713.00)
Wilson-Downing Bridge over Hickman Creek Near Tates Creek (1145.00)
Winchester Rd @ East 7th / Liberty (3204.00)

Projects that are Under Construction or have Construction Funding Authorized

Clays Mill - Harrodsburg to New Circle (Sec. 1) (224.10)
Fayette County School Zone Enhancements
Manchester @ Forbes Left Turn Lanes (3718.00)
Oxford Circle Sidewalks - Cambridge to Versailles (3220.00)
Town Branch Commons - Midland Section (3714.00)
Town Branch Commons - Vine St Section (3207.00)
Town Branch Trail Phase 6 (3710.00)

Inactive Projects

Elizabeth Street sidewalks (3217.00) *Project taken over by the University of KY*
Old Frankfort Pike Corridor Management Plan (Lexington-Frankfort Scenic Corridor Committee)

Table 15: Status of Locally Sponsored Projects from the Previous TIP

Status of KYTC Sponsored Projects from the FY 2017 - FY 2020 TIP

Completed Projects:

East Brannon Rd extension to Tates Creek Rd (376.00)
East Nicholasville Bypass Section II (KY 39 to US 27 S of Nicholasville) (87.50 & .51)
Extend right turn lane on EB Virginia Av at US 27 (9003.50)
Georgetown Rd @ Citation Safety Improvements (9006.40)
Hume Rd Bridge over North Elkhorn Creek (1141.00)
I-75 SB Exit Ramp @ Man O' War (227.13)
Installation of High Friction Surface Treatment on the I-75 SB to I-64 WB ramp (956.00)
Installation of Striping on US 421 (MP 0.000 to MP 8.166) (951.00)
KY 29 N of Wilmore - reconstruct intersection with US 68 (915.00)
KY 169 Safety Improvements - from KY 1267 to Woodford County Line (931.00)
Leestown Rd Bridge over Town Branch @ Bracktown (1129.00)
Malabu Dr Bridge over Hickman Creek Near Tates Creek (1132.00)
Man O' War @ Parkers Mill Safety Improvements (9006.60)
Man O' War @ Pleasant Ridge Dr Safety Improvements (9003.40)
Man O' War @ Tates Creek Rd Safety Improvements (9003.30)
McCall's Mill Bridge over Boggs Creek (10009.00)
New Circle Rd Sound Barriers - Tates Creek Rd to Nicholasville Rd (8801.00)
North Broadway @ West Loudon Safety Improvements (9006.10)
Parkers Mill - Versailles Rd to New Circle overpass (944.00)
Pavement Management on I-64: MP 73.940 to MP 74.729 (20009.00)
Pavement Management on I-75: MP 111.82 to MP 120.792 (20015.00)
Pavement Management on Leestown Rd (20016.00)
Pink Pigeon/MOW Safety Improvements (9003.20)
Richmond Rd Access Management & Offset Turn Lanes @ Lakeshore & Fontaine (9002.00)
South Limestone @ Maxwell Safety Improvements (9006.50)
South Limestone @ Virginia (9003.00)
South Limestone @ Waller / Cooper (9003.60)
Sulphur Well Pike Bridge over Hickman Creek @ Black Bridge (1136.00)
US 25 @ Man O' War Safety Improvements (9003.10)
US 68 – Perform low cost safety improvements from Mercer Co Line (MP 0.000) to NE of Clear Creek Road (9009.00)

Projects that are Under Construction or have Construction Funding Authorized

New Circle Rd. - Georgetown to Boardwalk (366.00 – 0.3)
Tree Maintenance on Various State Routes (958.00)

Inactive Projects

I-75 Connector from US 27 (8404.00)
Newtown Pike - Turn Lane near Marriott (413.00) *Project combined with Newtown Pike widening project (252.00)*

Table 16: Status of KYTC Sponsored Projects from the Previous TIP

Appendices



A Performance Measures & Targets

FHWA Required Performance Measures

Performance Measure:	Statewide		Lex Area MPO		TIP Projects Addressing 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	
Number of Fatalities	737.4	754.0	38.2	5.2%	06, 12, 14, 15, 17, 18, 20, 22, 23, 25, 26, 27, 28, 31, 32, 36, 48, 57, 58, 100, 101
Number of Serious Injuries	324.8	2705.6	210.4	6.7%	" "
Fatality Rate per 100 M VMT	1.521	1.500	0.42		" "
Serious Injury Rate per 100 M VMT	6.451	5.500	2.36		" "
Non-Motorized Fatalities & Serious Injuries	277.8	287.0	31.2	11.2%	" "

Table 17: Safety Performance Measures

Performance Measure:	Statewide Target (2022)	Lex Area MPO Baseline (2018)	TIP Projects Addressing Target (MPO ID)
% of Interstate in Good Condition	50.0%	73.0%	14, 15, 17, 18, 100
% of Interstate in Poor Condition	3.0%	10.0%	" "
% of Non-Interstate NHS in Good Condition	35.0%	51.0%	12, 26, 27, 28, 31, 58, 61, 63, 64, 65,100
% of Non-Interstate NHS in Poor Condition	6.0%	1.9%	" "
% of NHS Bridges in Good Condition	35.0%	24.0%	20, 100
% of NHS Bridges in Poor Condition	3.2%	1.0%	" "

Table 18: Infrastructure Condition Performance Measures

Performance Measure:	Statewide		Lex Area MPO		TIP Projects Addressing Target (MPO ID)
	Baseline 5-Yr Avg. (2013 - 17)	Target 2020	Target 2022	Baseline (2016)	
% of Reliable Interstate Miles Traveled	95.6%	93.0%	93.0%	100%	14, 15, 17, 18, 100
% of Reliable Non-Interstate (NHS) Miles Traveled	NA	NA	82.5%	75.1%	12, 26, 27, 28, 31, 36, 58, 61, 63, 64, 65, 100
Interstate Truck Travel Time Reliability Index	1.24	1.25	1.25	1.13	14, 15, 17, 18, 27, 100

Table 19: System Performance - Performance Measures

FTA Required Performance Measures

Performance Measure:	ACTUAL		TARGETS		TIP Projects Addressing Target (MPO ID)
	2018	2021	2022	2023	
% of Non-Revenue Service Vehicles Exceeding ULB	9%	40%	40%	40%	Table 13
% of Revenue Vehicles Exceeding ULB	31%	20%	20%	20%	Table 13, 102
% of Facilities Rated Under 3.0 on the TERM Scale	0%	5%	5%	5%	Table 13

Table 20: Transit Asset Management Performance Measures

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 13 ,20,22,23,25,31,36,100,101
Fatalities Rate	0	" "
Injuries	13	" "
Injuries Rate	9	" "
Safety Events	15	" "
Safety Events Rate	11	" "
System Reliability	4,739	" "

Table 21: Lextran - Safety Performance Targets (Fixed Route)

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 13 ,12,14,15,17,18,20,22,23,25,26,27,28,31,36,57,58,100,101
Fatalities Rate	0	" "
Injuries	2	" "
Injuries Rate	2	" "
Safety Events	2	" "
Safety Events Rate	2	" "

Table 22: Lextran - Safety Performance Targets (Paratransit)

B Major Funding Programs

Highway Funding Programs:

Surface Transportation Block Grant Program (STBG):

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.

STBG Suballocation for Lexington (STBG-SLX):

STBG funding dedicated to the Lexington area. Requires a 20% local match.

STBG Set-Aside for Transportation Alternatives (STBG-TA):

The FAST Act includes a set-aside of STBG funding for transportation alternatives. This includes all projects and activities that were previously eligible under TAP (pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements).

National Highway Performance Program (NHPP):

This program incorporates elements from several programs, including the National Highway System (NHS), Interstate Maintenance (IM) and Bridge programs.

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 projects consistent with the State's strategic highway safety plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Funds under this 100% federal program can be used for most activities eligible under STBG-SLX, but the funds must be obligated on or before September 30, 2024 and incurred by September 30, 2029.

Federal Transit Administration (FTA) Funding Programs:

- 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
 - Accelerating Innovative Mobility (AIM) Challenge Grant

C MPO Committee Membership

Transportation Policy Committee

Fayette County Members:

Mayor Linda Gorton

Lexington Fayette Urban County Government
(LFUCG) Represented By:

Kevin Atkins, LFUCG Chief Development Officer

Vice Mayor Steve Kay (TPC Vice Chair)

LFUCG Councilmember-At-Large

Chuck Ellinger II

LFUCG Councilmember At-Large

Richard Moloney

LFUCG Councilmember At-Large

Josh McCurn

LFUCG Councilmember 2nd District
(Representing Districts 1,2 & 6)

Jennifer Reynolds

LFUCG Councilmember 11th District
(Representing Districts 3,5 & 11)

Fred Brown

LFUCG Councilmember 8th District
(Representing Districts 4,7 & 8)

Whitney Baxter

LFUCG Councilmember 9th District
(Representing Districts 9,10 & 12)

Honorable Don Blevins Sr.

Fayette County Judge/Executive
Represented By:

Jon Larson, Attorney

Christian Motley

Chair of Lextran Board of Directors
Represented By:

Jill Barnett, Lextran General Manager

Jessamine County Members:

Honorable David West (TPC Chair)

Jessamine County Judge Executive

Mayor Pete Sutherland

Mayor, City Of Nicholasville

Represented By:

Bob Amato, Finance Director

Mayor Harold Rainwater

Mayor, City Of Wilmore

Represented By:

David Carlstedt, Utilities & Public Works Director

State, Regional & Federal Members:

Jim Gray Secretary of Transportation

Kentucky Transportation Cabinet

Represented By:

Thomas Witt, KYTC Planning Central Office

Todd Jeter (Advisory Member)

Division Administrator, FHWA

Represented By:

Bernadette Dupont FHWA Kentucky Division

Yvette B. Taylor (Advisory Member)

Region 4, Regional Administrator, FTA

Represented By:

Aviance Webb, FTA

Transportation Technical Coordinating Committee

The following agencies are represented on the Transportation Technical Coordinating Committee of the Lexington Area MPO.

AAA Bluegrass Lexington	KYTC Office of Transportation Delivery
Bluegrass Airport	Lexington & Fayette County Parking Authority (LFCPA)
Bluegrass Area Development District	Lexington United
Bluegrass Community Action Partnership	Lextran
City of Nicholasville Planning and Zoning	Lexington-Fayette Urban County Government (LFUCG)
Division for Air Quality	LFUCG CAO Office
Fayette County Public Schools	LFUCG Council Office
Federal Highway Administration - Kentucky	LFUCG Director of Community Development
Federal Transit Administration - Region 4	LFUCG Division of Engineering
Federated Transit Services of the Bluegrass	LFUCG Division of Planning
Jessamine County Fiscal Court	LFUCG Division of Police
Jessamine County Planning Commission	LFUCG Division of Traffic Engineering
Jessamine County Public Schools	R.J. Corman Railroad Group
Kentucky Transportation Center (KTC)	United Transportation, Inc.
Kentucky Transportation Cabinet (KYTC)	University of Kentucky
KYTC District Office 7	WHEELS Paratransit (Lextran & American Red Cross)
KYTC Division of Planning	



D Public Review

During the 30 day public review period from July 16, 2020 - August 15, 2020 the Lexington Area MPO received 30 individual emails in response with many of the emails containing multiple comments. In total, there 84 comments. Most concerned the projects and programs in the draft FY 2021 - 2024 TIP while a few concerned general transportation issues. The latter comments were forwarded on to the appropriate agencies. These comments were organized into seven broad categories, which are summarized in Figure 5. The comments in their entirety are included on the following pages.

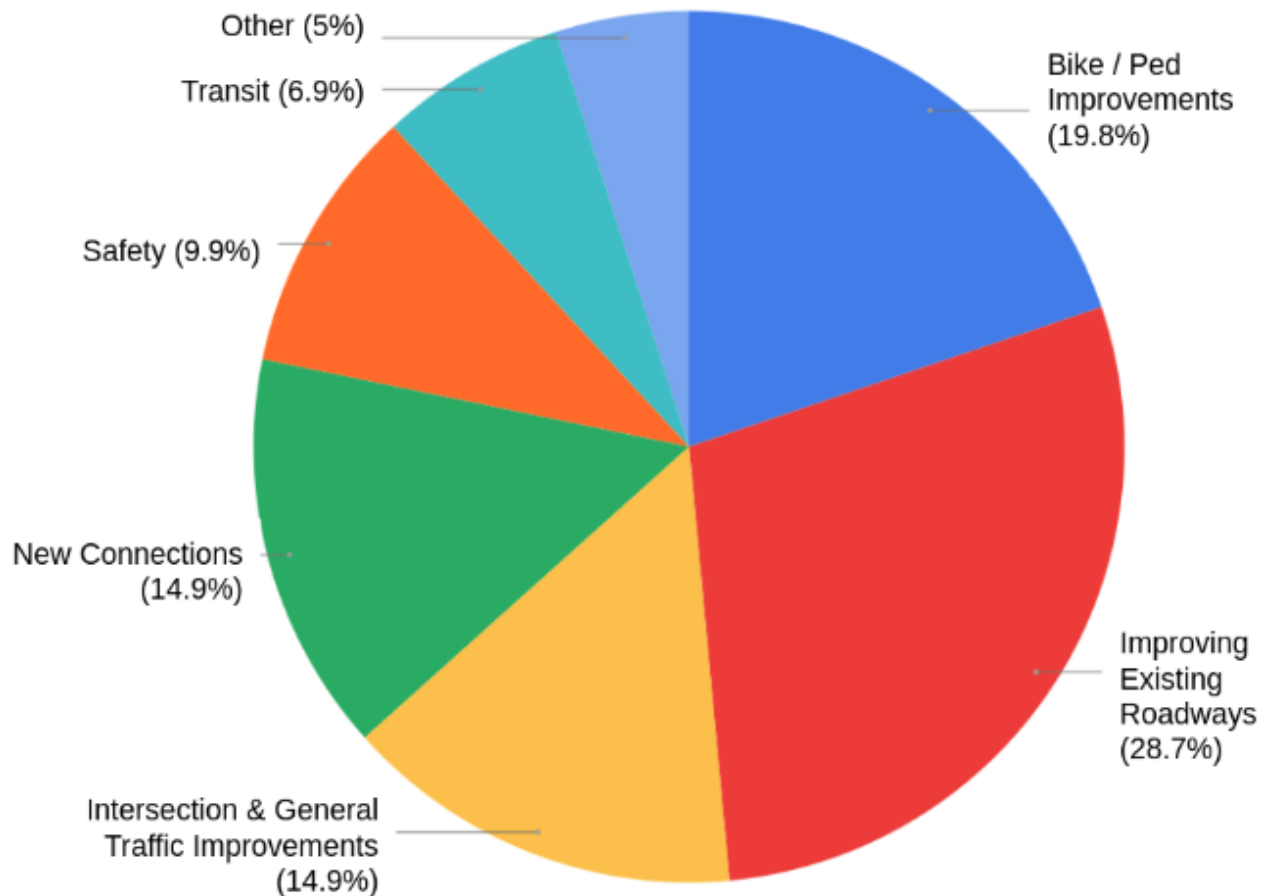


Figure 5: Breakdown of Public Comments

KEY PUBLIC COMMENT

- C001 I would like to recommend that the Tip program to look at the I 75 connector project from Jessamine to Madison Counties as this would alleviate some of the traffic problems in Fayette County and could also help with commerce for all 3 counties.
-
- C002 I would like to see the following:
On Manchester Street from Rupp Arena all the way out to New Circle Road...where I have worked for 31 years....right now you cannot see the road markings at all in inclement weather. Not only that but the road stays dirty with all the industrial traffic and quarry that are on that street. Can we please have reflectors or better, more visible markings and the road cleaned at least once a week?
Also on Manchester Street from Rupp Arena all the way out to New Circle Road.....the speed on that street needs to be reduced and enforced with the street being now a tourist destination AND with the Town Branch Trail soon to be a new addition to the street. Right now...there are dump trucks, cars, etc. flying down that street at least 10 to 15 mph over the speed limit.
Has there ever been discussion about a 4 lane highway from Lexington to Frankfort?
-
- C003 Has downsizing our buses ever been looked at? Not in the number of vehicles, but the size. I have never seen any of our city buses have more than a few patrons. It seems possible that smaller shuttle buses would still get the job done, but at a cheaper operating budget (both for purchases and maintenance). The money saved could go towards adding more shelters at bus stops (instead of just a sign marker with no benches or overhead cover) or back towards the city's general fund.
-
- C004 Being a native of Jessamine County and having returned to Jessamine County in 2016 as my primary residence, I am significantly concerned about the decision to create an East Jessamine County bypass. Historically, the West Jessamine Bypass of the business area of US 27 has not been adequately maintained as a bypass. Traffic is congested unnecessarily by poor signaling and a rather ludicrous intersection of business North US 27 with the bypass.
At least 50% of the time, bypass traffic must stop for at least four of the six signals (south US 27 business connection to north US 27 business connection). Sensors for signaling side route traffic to enter the bypass are disruptive to traffic flow along the bypass and make it extremely challenging and dangerous to enter US 27 from side roads without signals. Part of this is due to motorists (including commercial vehicles) that frequently exceed the speed limit interspersed with more sensible motorists traveling at or below the speed limit. No concerted effort by law enforcement occurs to curb the speeding since, apparently, it is socially accepted to exceed the speed limit by 10 mph without penalty.
The historical significance of poor thru traffic movement and motorists' speeding to the new Eastern bypass is that we, Jessamine County residents, can expect the same issues with the new bypass as commercial development occurs along these historically agricultural lands, a significant loss of ecosystems and quality of life as well. I have driven the length of the southern leg of the Eastern bypass several times at varying times of day, and find it almost vacant of vehicles even though it currently provides easy access from the South for residents of this area. My concern is that it will become either another area of excessive speeding of motorists and, like it's Western counterpart, a menace to public safety and quality of life.
I would propose that the appropriate government agencies have an obligation to correct the deficiencies of the Western bypass BEFORE completing another bypass by 1) regulating traffic flow such that thru traffic can continue with minimal stops at traffic signals 90% of the time; 2) enforcing the speed limit within 5 mph; and 3) addressing the remainder of US 27 through Jessamine County in terms of thru traffic flow with appropriate signaling. In reference to the third item, variable timing of traffic signals produces heavily congested thru traffic at Brannon Crossing, the two signals closed to Sam's Club, the signal at Catnip Hill, the signal at Elizabeth Drive and, as previously described, the signals of the bypass.
comment continued on next page
-

KEY PUBLIC COMMENT

C004 *comment continued from previous page*

It is utterly ridiculous to think that more miles of pavement will alleviate traffic volume and safety issues when current routes have yet to be fully optimized. Unfortunately, there appears to be lack of engineering wherewithal to optimize traffic flow through Jessamine County that has apparently been replaced with political gain by capturing Federal funds for new projects whether or not there are sound traffic movement capabilities of our current local and state agencies to create roadways that are safe and truly of benefit to the citizens of this area.

I appreciate the opportunity to express my comments regarding the Lexington MPO area plans and hope that I have at least stimulated some thought processes about improving what we already have before moving forward and being doomed to repeat history with yet more miles of inadequate roadways.

PS. I would like this organization to petition county and state law enforcement to enforce the speed limit of US 68 in Jessamine County. It has become a speedway with vehicles weaving in and out of traffic at high speeds well above the speed limit making it difficult to safely enter the inner lane for a left turn. When chatting with a Jessamine County Sheriff's deputy, I was told that they do not cite people for speeding on US 68 unless they are at least 15 mph over the speed limit. This probably sheds some light on the speeding occurring on US 27 as well.

C005 I have wanted to talk to someone about how much more dangerous the area at the Y is now compared to the extremely dangerous intersection it was before the store and Hotel was torn down. Now we have high, high grass and other vegetation such as trees that block the view from vehicles traveling toward Wilmore. I am sure a tragic accident will occur unless the trees are cut down and the grass kept short. Also, there are construction vehicles that often cut down on the visibility of those traveling this daily as me and my family do. Just say the word and you have me and my chainsaw. Won't take a day.

C006 Just wanted to highlight what I believe to be Lexington's largest transportation concerns at the moment. Some are addressed by the MPO and others are not. Also, I understand some ideas are wishful thinking but put them down anyways. Hope the feedback proves helpful.

1. I think one of the most pressing needs of Lexington is to finish the conversion of Liberty Road into a four-lane road that hopefully has multiple turning lanes to get onto New Circle Road's limited-access highway section. This road serves as the connector to everyone who works in Hamburg and commutes from the other sides of town. I also wish the lights at the intersection of New Circle Road and Woodhill Drive would be fixed. The light seems incredibly short for New Circle Road traffic and traffic gets backed up considerably

2. The fact that New Circle road is only partially a limited-access highway is of course a travesty. Whoever decided to line a quarter of New Circle Road with businesses is an idiot. Having said that, if there was a direct connection from the interstate to New Circle Road's limited access highway portion it would be ideal. This could be done either with a southern interstate or bypass from Richmond to Frankfort, through Keene, Nicholasville, and Versailles, or a highway along the Kentucky River. It could also be done with a connector highway to New Circle Road from the interstate to say the Richmond Road and Georgetown/Leestown exits - that way there are no traffic lights from the interstate to New Circle Road's limited-access highway portion. These roads could go along existing railway lines or may need an underground tunnel. Also, the New Circle Road entrance ramp from Nicholasville Road going towards Harrodsburg Road is very short and accidents always seem just about to happen there.

3. New Circle Road definitely needs six lanes through its entirety. Traffic moves at 35 MPH bumper-to-bumper during 5 o'clock traffic.

4. I think Greendale Road and Mercer Road need to be four lanes for all of the semi-truck traffic. Sidewalks are also desperately needed because a lot of UPS/Amazon workers walk to work. One Amazon worker died walking home in the last few months.

5. Forbes Road and Old Frankfort Pike/Manchester could be four-lane with bike lanes and pedestrian paths. This seems to be the emerging entertainment district.

6. I really love the idea of connecting Scott Street over South Broadway because Scott Street is one of the main parking places for UK students and many students will be able to walk from their homes to class now instead of using the Newtown Crossing bridge a good distance away.

comment continued on next page

KEY PUBLIC COMMENT

C006 *comment continued from previous page*

7. Really, more sidewalks everywhere would be amazing. Its crazy how much of Lexington is without sidewalks. A pedestrian bridge over certain parts of Lexington would be awesome too. Pedestrian bridges over South Limestone for UK students, in Hamburg, on Vine Street for people going to the bus station, etc.

8. Man O War and Clays Mill definitely need more lanes, but I believe this is addressed in the long-term MPO plan.

9. It would be really nice if Northwest Main Street between the Lexington Cemetery and New Circle Road was four lanes. Always a ton of traffic there.

10. Interstate access from Georgetown Road would be great.

11. West Brannon Road being completely four lanes would be great and a lot safer for motorists.

12. A connector outside of the interstate from Winchester Road north to Bryan Station, Paris Pike, Russell Cave, and Newtown Pike. Crazy this does not exist yet.

13. Pedestrian paths and/or Pedestrian Bridges for the HUGE UK student communities living on Red Mile Road and Angliana to UK Campus.

14. Euclid Avenue definitely needs additional lanes. It gets crazy when school is in session and everyone is trying to park on the street or is moving in or out of the dorms.

15. Connecting Newtown Pike to Euclid avenue (somehow lol) would be beneficial.

16. Making all of Alumni Drive four-lane, especially for all the football traffic. Sidewalks too.

17. Connecting Versailles (town) to Nicholasville (town) on a route better than Troy Pike or Pinckard

18. Beaumont Center Traffic. Connect Beaumont Center to Alexandria Drive to provide another entrance/exit point for all of that traffic. Short underground tunnel may do the trick.

19. More Roundabouts.... in general. They rock.

20. Connect Man O War to Alexandria Drive, perhaps by tunnel because of the horse farms. That way Citation would be connected all the way to Man O War.

21. Connect Polo Club Boulevard to Hays Boulevard.

22. Easier access from the interstate to Frankfort. Takes forever to get to Capitol with all those lights and traffic.

23. Direct interstate access to and from the Bluegrass Airport would be amazing and increase traffic flow and commercial opportunities for the airport.

24. Connect Forbes Road to Georgetown Road. There is currently no connector between Leestown/Main Street and Georgetown Road along a long stretch of both roads.

25. Extend Elm Tree Lane to Loudon Avenue.

26. Have Manchester Street merge into High Street or put a roundabout there.

27. Fix the Left Turn Lane at the intersection of South Broadway and Red Mile Road going northbound on South Broadway from Waller Avenue. This tiny left turn lane gets extremely backed up because of all the student housing on Red Mile Road and clogs all of South Broadway up.

I understand that some of these ideas are included in the MPO and some things are outside your jurisdiction or are pipe dreams lol. Just thought these ideas might help.

I hope Lexington gets to a size one day where we can discuss sustainable and efficient public transit options. I take a great interest in city planning and design and think about these topics often.

C007 As part of this program, please go to all environmentally friendly transportation. Buses powered by compressed gas or electric and same for other forms of public transportation.

C008 Would you please tell me how I can access more information on the below from the MPO TIP program? Does this address the Limestone Cycle Track identified on 7-16 of the MPO's Bicycle and Pedestrian Master Plan?

C009 What are the top projects to be focused on? How will funding be effected by Covid? Here are a few of the projects my top 7 I love to see worked on below.

1. Right turn lane added at Appian Way & Tates Creek & Wilson Downing to Tates Creek both at the intersection.

2. Right turn lane Alumni Dr & Nicholasville Rd.

3. Love to see Willson Downing repaved & improved from Nicholasville Rd to Tates Creek.

4. Angliana repaved and improved.

comment continued on next page

KEY PUBLIC COMMENT

- C009 *comment continued from previous page*
5. New Circle widened and repaved from Winchester Rd. To Richmond Rd.
6. Improve traffic on Nicholasville rd from Pasadena to High St. At times of the days buses bog down this area or traffic is high with people heading to & from work.
7. In the future love to see Man O War worked on from Richmond Road to I-75 widened, repaved and turn lanes added were needed.
What do you think? Love to see surveys being sent out to people in the mail or email to get the responses needed but keep social distancing. Lost love to see zoom meetings about this for the city & public but you need to do more to let them know about it than what is currently being done. Hope to hear back from you all.
-
- C010 Better public transit would allow people to park elsewhere and commute into the city. Look at the bigger cities. That is what they do. Buses run on the 10 to 15 minutes and allow to make transit within city manageable doing meeting on laptops and phones. Why is that such a problem for Lexington?
-
- C011 Thank you for the opportunity to comment on the plans. I am very happy to see the plans for sidewalks and on Liberty Road and Alumni Dr. I hope the Alumni Dr. sidewalks/bike paths extend all the way to the University of Kentucky. My sons currently ride their bikes to class at UK from Turkey Foot Rd and I feel it is very unsafe. I also hope the sidewalks proposed on Liberty Rd include the stretch of road inside New Circle RD. I would suggest considering the use of more traffic circles instead of traffic lights, they are environmentally friendly and more pleasing to the eye. If possible, I would also suggest, to make Lexington more attractive to place all electric lines underground. Most cities that rank high on livability lists have their electric lines underground - this can start with the Nicholasville Rd project- please no ugly hanging traffic lights!
-
- C012 The link does not direct you too the Draft TIP. When I searched the site for Draft TIP the only result was from 2014. Had to click through several menus before I could find the document. Don't obscure the public participation process by burying the relevant document.
-
- C013 Thanks for sharing! I have looked at the Nich Rd plans but not seen the others. I love the trail and sidewalk projects!
-
- C014 A sound barrier wall is needed at the on ramp of the New Circle Rd at US 60. Cost about \$850,000
-
- C015 Thought I'd throw my top 10 into the mix for TIP public comment. In no particular order:
1. Intelligent Transportation Systems (ITS)
2. L&N RR bridge overpass on North Broadway
3. Liberty Rd Improvements - Outside New Circle
4. Liberty Rd Improvements - Inside New Circle
5. N Limestone Improvements - Withers to New Circle
6. Georgetown Rd Improvements near I75/I64
7. STBG-SLX Allocation for Bus Purchases
8. Winchester Rd Improvements - Haley Rd to Bypass Rd
9. Winchester Rd Improvements - Polo Club to Haley Rd
10. Valley View Ferry Operation at KY River
Thank you!
-
- C016 MPO's Bottleneck Study and Imagine Nicholasville Road transportation and land use plan is a waste of time. The last report just listed current statistics and showed other cities solutions. Cleveland's Euclid ave is a dense urban environment. Here, people live out of town and commute in. No land was identified for park and ride. People don't like to take the bus. If you live on Clays Mill or other streets, people are going to walk to Nicholasville road to do shopping????? Lowering speed limits does nothing. Without major structural changes to Nicholasville Road and Lexington that can't be done, nothing will get better.
-
- C017 looked through the new TIP a few days ago. I was glad to see phase 3B of Citation in there, but the rest of phase 3A seems to have vanished from the plan without actually getting built.
-

KEY PUBLIC COMMENT

- C018 I believe new circle rd. Should take priority in Fayette co. Proper improvements from leestown rd. N.E. To Versailles rd. With three ad four lanes completely around Lexington is the best and Biggest relief of traffic congestion For the second largest population center in Kentucky. Looking to the Future, if not done very soon and Completely encircling the city, not piece mill. The cost in money, Traffic accidents, time sent in traffic and the ugly commercial blight on the North side will forever take away from the Beauty of our urban county!!!! Ps. Not the biggest urban center, but the Best No more State,Fed.or local Road projects on nicholasville rd. The complete transformation of New Circe rd. Must be Priority no.1 Or lex.-fay. Co. Will just be another over grown City unprepared for future Traffic issues.
-
- C019 Being a Lexington citizen for the last 10 years, I have much input to give on the future transportation projects within the Lexington area. I, myself, have experienced a lot of ambiguous layouts when coming to Lexington as compared to other larger cities like Los Angeles.
One glaring problem is just how traffic needs to be organized and it seems to be very unregulated here. It was not until a year ago when I first started seeing signs with speed limits and directions to get to essential highways, namely I-64 and I-75. Additionally, on Richmond Rd., particularly when it turns from Athens-boonesboro to Richmond Rd., there needs to be signs that state "stay right unless to pass". There are many vehicles, namely trucks, vehicles with trailers, etc. that really do not need to be in the passing lanes. This would improve efficiency. On New Circle Rd., there should be three lanes as this bypass road is always susceptible to accidents and once an accident occurs, there is only one lane to use. This should be unacceptable. I am surprised federal audits have not been conducted to find the best way to regulate traffic.
Other minor problems are yellow blinking arrows on signal lights (I am not sure if this is exclusive to Kentucky because I had never seen this before until coming here; however, it seems to enable dangerous maneuvers even at the expense of trying to avoid long lines in turn lanes. Maybe it could be changed?
All islands within lexington should have adequate lighting "preferably on the islands instead of at the other end, at each of the right lanes on either side of roads. Drivers, at night, me being one, are susceptible to hitting the island because it is not clearly lit.
Nicholasville Rd. needs to have an island and should not be regulated by hanging lights changing and showing straight arrows (for straight lanes), turning lane (with double curved arrows), and "x"s for lanes going the other way. These are easy ways to get into accidents. It could be changed to islands in the middle and obvious direction lanes going the way they are supposed to on each side (almost like Harrodsburg, without the transition from driving from left to right). I am not sure who came up with that idea.
Please take these suggestions and help curb dangerous maneuvers and more in line with the rest of the states in the U.S. There is a road authority in Texas that can also be utilized in making KY roads more safer, regulated, and more in tune to the standard.
-
- C020 Being a resident that lives off of Hayes Blvd, I've been hoping that this part of Richmond Road / Athens Boonesboro would get some attention.
I have an idea that keep from adding a stoplight to this area by taking the stoplight out at old Richmond Road / Jacobson Park, installing a light and new entrance to Jacobson park at Ellersbee, and routing all incoming traffic on old Richmond Road to Aphids Way down to Athens Boonesboro light at Hayes Blvd.
-
- C021 It is the belief of my family that all sidewalk and trail projects for pedestrians and cyclists should take priority.
-
- C022 I appreciate the TV commercials asking for public input on the MPO. Good to know what the plans are, and that Lexington would like the input of residents. I did not read it over thoroughly. The general descriptions seem sound and practical. I do have one question. It's about the walking trail that goes under Star Shoot Parkway and along Liberty Road. There isn't really any place to park to access that trail. Is there a plan to build a parking area for that trail? Where would it be located?
-

Public Comments 5 of 8

KEY PUBLIC COMMENT

- C023 I would recommend someone study the stop patterns for traffic signals on new circle road from Boardwalk to Woodhill Drive. I drive the route daily and find from 2:30 AM throughout the day New circle road is constantly stopped for side streets. New circle road should be moving and not stopped because one car pulls on a sensor and stops traffic. It appears the traffic signals are set so as soon as someone pulls onto the sensor it stops new circle road and allows all side corridors priority. I drive the road on my way to work and on my way from work and spend my time stopped at every signal. I understand the side roads must go however the traffic on side roads should back up more than it does for New Circle, Road. This is not happening, New Circle Road is constantly backed up because everyone is stopped at the signals. I've lived in Lexington over 20 years and I've driven new circle road many of those 20 daily. New circle road should have priority. It is ridiculous to have to stop at every signal at 2:30 AM because one car is turning left hits the sensor and stops new circle road traffic completely when there was no need at all for it to be stopped.
-
- C024 It is my understanding that you are seeking input on Lexington's mass transit bus system. As an employer in the Lexington area working with many businesses that offer shift work, we often hear the frustrations of businesses that work shifts that are not supported by our bus system. I would like to propose getting a group of businesses to give their input on the difficulties they experience in order to better help people get to their jobs safely. Many routes do not start in time for first shift employees and end before second shift is finished. This mean employees are walking in the dark at either 5am-6am or at midnight to get home. I am happy to get a group together or support the effort in any way.
-
- C025 I'm writing to submit feedback on the TIP program. The one I am most in favor of is the "safety and congestion improvements along Richmond road." I have brought this up during Kenwick neighborhood meetings, but we really need a pedestrian crosswalk at Preston Ave to cross over to Ashland. I see many people, families with children, dogs crossing the busy Richmond road, coupled with cars turning left on to Preston or crossing over to Sycamore. It just isn't safe given the slight hills and trees and traffic that reduce visibility. When I requested a crosswalk to my councilman, I was told then that Richmond rd is a busy state road and they couldn't put in a cross walk. If Atlanta, GA (where I used to live) can put them in midtown and downtown, certainly Lexington, KY traffic can stop for 15 seconds. I would like to see a flashing crosswalk with button activation, like Transylvania university has on north Broadway.
All of the other projects sound good as well, especially the increased biking trails and sidewalk improvements. Thanks for listening to and seeking public input!
-
- C026 I have some questions about the Transportation Improvement Program draft, specifically I'm looking for details on the proposed projects. For example, the site and TIP draft list "Safety and congestion improvements along Richmond Road" but there are no details about where these improvements would be made and what type of improvements there would be. Is that intentionally broad in definition? It makes giving any sort of feedback difficult, because I would love to see safety improvements on Richmond Rd, especially for bikes and pedestrians, but I'm afraid "congestion improvements" would be short sighted road widening. Following that line of thinking, I see the required measures for safety but does the MPO look beyond those? For example, a common argument from KYTC against crosswalks is "that no one crosses there", which disregards the catch 22 that people aren't crossing in some places because it's unsafe and there is no crossing. Does the MPO take into account other measures than just waiting until there's a threshold of unsafe activity (fatalities/serious injuries) before advocating for safety improvements?
Just to continue through the draft with the questions, is highway maintenance not considered in the financial considerations like transit maintenance is? I see that there is a section on operating and maintenance but I'm specifically curious as to whether the future maintenance costs are being considered for new highway projects?
Are there no plans to connect the Main St./Richmond Rd. bike lanes together? Seems like there would be a safety concern with a bike lane tapering off and ending after Hanover without any signs or warnings. Are there any goals for the percentage of STBG-SLX funds dedicated to bike/ped projects? While I expect them to get substantially less money than car infrastructure because that's the world we live in, I'm not going to lie that it's kinda insulting to see the traffic studies are planned to get more money than bike/ped projects.
I've probably misunderstood or misread the draft in any number of ways. Is there any better way to present the document, at least to the public?
-

KEY PUBLIC COMMENT

C027 I've tried in several places to e mail mynthots, but none of the supposed links would work, so..luck you...here are my transportation thots: Think Trains Self propelled, modern trains are available...and if Lexington were to offer a service--in co-op w/Ky state govt-- from downtown (we never should have given up the Corman station behind Rupp Arena)..to downtown Frankfort..on a schedule that meets most state agency hours...not during the virus, but "normally" ..think how many vehicles such a system would remove from highway. Such "shuttle" trains have proven environmentally sound..and economically sound in other areas, why not here? Ex: 8am or 8:30..half hour to Frankfort, to station near History Center downtown, connecting to city buses/or state shuttles to take state employees to work....and back in late pm..as 4:30/ 5pm etc. IF this works..and with low-multi-day tickets (perhaps subsidized by state) for sale as revenue, and extension in time might be Frankfort-Louisville. Now we have a Lexington-Louisville connection..for employment, shopping, recreation, etc..and a backup for bad weather...(those snows will NEVER come again, of course)..as well as taking vehicles off I-64/US 60..leaving it better for the rest of us.
If MPo doesn't have the vision, maybe the state government does, or even the Corman family. Think about it. (and there's probably grant money available for the feds.)

C028 I live in Lexington, KY in the Saddle Club Subdivision, and my home backs up to New Circle Road. Since the New Circle widening project was completed, the noise levels in our area are simply not tolerable, and continue to get worse.In an effort to get our local officials's support, the Saddle Club community invited several council-members to my home to discuss the issue, and experience the noise for themselves. Our concil members, Chuck Ellinger and Richard Moloney both agreed that the noise is extremely obtrusive, and agree that something needs to be done.
Senator Tom Buford also attended the meeting at my home, and has also helped by including funds in the amount of \$730,000 in the 2020 Regular Session's road plan to build a sound barrier for our community. However, through my recent review of the Metropolitan Planning Committee's (MPO)'s Transporatation Improvement Plan (TIP), I discovered that our project is not listed as a priority project for the MPO. Instead, it is simply listed to reflect that it is Lexington project supported by state funds in the State's Road Plan. Throughout our meeting with Council Members and other elected officials, we have expressed that we need our project to show as a priority project for the MPO in the TIP. Specifically, we are requesting the plan be revised to place our project, metropolitan ID number 405, on table 3 of the MPO instead of table 4, and that the necessary funding for this project is appropriated.
Attached is a letter that I sent to Council-members Chuck Ellinger and Richard Moloney regarding the noise issue. This letter explains what the residents of Saddle Club are experiencing. Also, attached is a noise analysis that was produced before the widening of the New Circle project. Even then, per the Noise Analysis, the noise levels were shown to be higher the Dba required to qualify for a sound barrier. However, the predicted noise levels shown in the report are way too low. The projected noise level shown in the Noise Study was 72 dBAs, however the actual noise level is 104 dBAs. To see a recent recording of the noise levels, please see attachment no. 3, this is a snapshot of the Dba reading in the backyard of my home. The noise analysis is also incorrect as it does not represent the true number of receptors. The number of receptors noted in the 2013 Noise Analysis reflects the number of receptors as (15) and the actual number is closer to (35). If both of these numbers were accurately reported, a sound barrier would meet the state's criteria for a sound barrier.
The biggest concern when considering the data reported in the Noise Study, is that both the State and Lexington Transportation Departments, knew the noise levels were already too high (67 Dbas) before the widening of New Circle. It's appalling to know our elected officials agreed to initiate a project that would more than double the noise level for these residents, and did not build a sound barrier during the construction phase. With this knowledge in addition to the fact that two new road projects in the Lexington area at Tates Creek and Meadowthorpe both have sound barriers included in the initial construction phase. Neither of these areas are, or will, experience sound as loud as the noise experienced by the neighbors of Saddle Club. Both of these factors make the Saddle Club Community feel unheard and not cared for.
comment continued on next page

KEY PUBLIC COMMENT

C028 *comment continued from previous page*

On page 4 of the Draft Transportation Improvement Program (TIP), the MPO should enhance the environment, and support health and wellness. Our residents do not have these necessities; many neighbors are experiencing issues with the hearing, and have ringing in their ears. Others cannot sleep at night, cannot enjoy their backyards, cannot watch a television show, and have experienced a great loss in the value of their homes. All of these things make the quality of life very low for our community. On page 6 of the Draft TIP, the "Livability Principles" include Support existing communities, and Value communities and neighborhoods. We are asking that the MPO ensure that this is made possible for the Saddle Club community. On page 8 of the Draft TIP, the TPC and the MPO inform state-level decision-makers about regional priorities to assist the Kentucky Transportation Cabinet and State Legislature in selecting projects. In our experience, this has been reversed. As mentioned, we have met with several local council members to ask for help, we also met with Jennifer Reynolds last year and we were told that it's a state problem. The State has now shown their willingness to support us, we ask that you show the same support to your community.

The public is supposed to be an important part of the TIP development process, therefore we ask that you take our request seriously; I, and the residents of Saddle Club, appreciate your assistance in this enormous problem. Please either revise the plan to include our project as a priority, or at the very least, flag the project as a controversial project to allow more public discussion. Our community needs your help, to ensure the health, quality of life, and our assets, are protected.

Thank you for your attention to this very important matter. If you need additional information, please feel free to contact me.

C029 This email is a note about the proposed MPO Transportation plan. What I, as an aging but active Lexington citizen would like to see is MORE, BETTER public transportation and pedestrian options.

First, on public transportation I believe that the routes need to be redone to optimize rider convenience. I know there is a method to do this and I assume that is something the MPO should be responsible for. Right now, it seems we just have spoke and hub design which doesn't really connect people with places they need to go.

Second, I agree that more sidewalks need to be added. However, walk-ability could be greatly increased by just having the existing sidewalks kept up to code. Since sidewalks are a home owner responsibility, this could be done at a relatively low cost to the city by just increasing code enforcement.

Thank you for your consideration. I do not believe that we can grow our city by having driving as the only transportation option.

C030 In 2009, my eight-month-old car was totaled at the intersection of Georgetown and Sandersville Roads. Too often traffic on Sandersville, I meant to say travelling south on Georgetown Road, thinks the oncoming traffic is turning right because of the way the road goes to the right. I have witnessed near misses too often. Why don't you straighten out the lane going into Coldstream Station so that oncoming traffic doesn't appear to be turning right? There is plenty of road space to correct this problem.

On Leestown Road, Highway 421, the right turn lane into the Kroger shopping center, should start right after Trade Center Drive—not after where it is now. Too many drivers try to get over to that lane too late and cause some dangerous traffic. It would be safer to be able to turn into Kroger further back; eliminating the chaos and danger.

Thanks for your help in making these areas safer.

Public Comments 8 of 8

E Abbreviations & Acronyms

AADT	Annual Average Daily Traffic, expressed in vpd (vehicles per day)
ADA	Americans with Disabilities Act of 1990 and ADA Amendments Act of 2008
ADD	Area Development District
AIM	FTA Accelerating Innovative Mobility Challenge Grant
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
BRT	Bus Rapid Transit
BRX	Federal Bridge Replacement off Federal System
BRZ	Federal Bridge Replacement Local System
BUILD	Better Utilizing Investments to Leverage Development
BUS	Bluegrass Ultra Transit Service
CAAA	Clean Air Act Amendment of 1990
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
Construction (C)	Project Construction Phase
CR	County Road
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprise
Design (D)	Project Design Phase
DOT	U.S. Department of Transportation
E+C	Existing road network and committed projects
EJ	Environmental Justice
EPA	United States Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation ACT
FBP	Federal Ferryboat Formula Funds
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration

FTA 5303 Metropolitan Transportation Transit Planning Program
FTA 5307 Lextran Operating Expenditures
FTA 5309 Lextran Capital Expenditures
FTA 5310 Elderly and Persons with Disabilities Program
FTA 5311 Non-Urbanized (Rural) Area Program
FTA 5337 State of good repair
FTA 5339 Buses and bus facilities
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
HSIP Highway Safety Improvement Program
HUD U.S. Department of Housing and Urban Development
IM Interstate Maintenance
INFRA Infrastructure for Rebuilding America
ITN of the Bluegrass An affiliate of the Independent Transportation Network America
ITS Intelligent Transportation System
IVR Interactive Voice Response
JARC Jobs Access and 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
PBPP Performance-Based Planning and Programming
POP Program of Projects
PP Participation Plan
ROW (R) Project Right of Way Phase
RRP Railroad Protection
RRS Railroad Separation
SAF Federal Safety
SIP State Implementation Plan (for air pollutants)
SP State Construction Program
SPP State Construction High Priority Projects
STBG Surface Transportation Block Grant Program
STBG-SLX STBG Suballocation for Lexington
STBG-TA STBG Set-Aside for Transportation Alternatives
STIP Statewide Transportation Improvement Program
TAZ Traffic Analysis Zone
TCM Transportation Control Measure
TCSP Transportation and Community System Preservation Funds
TDM Travel Demand Model or Transportation Demand Management
TE Transportation Enhancement Projects
TIP Transportation Improvement Program
Title VI Title VI of The Civil Rights Act
TMA Transportation Management Area (an MPO with a population over 200,000)
TPC Transportation Policy Committee of the MPO
TSC Traffic Safety Coalition
TSMO Transportation Systems Management & Operations
TTCC Transportation Technical Coordination Committee of the MPO

F Resolutions

**RESOLUTION OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION (MPO)
AMENDING THE
THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT NO. 1**

WHEREAS, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population and that the metropolitan transportation planning process shall include the development of a Metropolitan Transportation Plan (MTP) and the development of a Transportation Improvement Program (TIP) for the metropolitan planning area; and

WHEREAS, the LEXINGTON AREA MPO Transportation Policy Committee is the designated Metropolitan Planning Organization (MPO) for the Lexington, Kentucky urbanized area; and

WHEREAS, the transportation planning process is being carried out in conformance with all Federal requirements and has been so certified, and all federally funded highway and transit projects must be in the TIP prior to expenditure of funds; and

WHEREAS, the amendment described in this resolution to the LEXINGTON AREA MPO 2045 MTP and 2021 – 2024 TIP is in compliance with the public review process as prescribed in the LEXINGTON AREA MPO Participation Plan; and

WHEREAS, it has been determined that this amendment is consistent with the 2045 MTP for the Lexington Area Metropolitan Planning Organization; and

WHEREAS, this amendment will result in a TIP that remains fiscally constrained.


NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby amends the 2045 MTP and the FY 2021 – FY 2024 TIP for the projects attached to this resolution.

COUNTIES AND STATE: Fayette and Jessamine County, Kentucky

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 25th day of August, 2021.



Jessamine County Judge Executive, David West
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair



Date

**RESOLUTION OF THE POLICY COMMITTEE OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTION OF THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

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

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

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

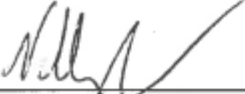
WHEREAS, the fiscally-constrained FY 2021–FY 2024 TIP is the short-range element and a subset of the Year 2045 Metropolitan Transportation Plan;

THEREFORE BE IT RESOLVED, that the MPO Policy Committee at its regular public meeting of September 2, 2020, adopts the FY 2021–FY 2024 TIP for the Lexington Urbanized Area.



Judge David West, Chair;
Lexington Area Metropolitan Planning Organization

September 4, 2020
DATE



Kelly Baker, KYTC District 7
MPO Policy Committee Representative for
Kentucky Transportation Cabinet - Governor's Designee

September 8, 2020
DATE