



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 - FY 2024



Adopted: September 2, 2020 Updated: May 15, 2023

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:

- 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
- Modification 6 - 07/30/2021: KY 169 Low Cost Safety Improvements
- Modification 7 - 09/08/2021: Fayette County CRRSAA 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: 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)
- Modification 13 - 02/10/2022: Jessamine County CRRSAA Projects
- Modification 14 - 02/23/2022: HSIP Projects: US 25 @ Citation, US 27 @ Haggard Ln
- Modification 15 - 03/04/2022: Mt Tabor Multimodal Improvements & North Limestone Improvements
- Modification 16 - 03/22/2022: Lextran: FTA - Grant for Buses and Bus Facilities (4 Elec Buses + Chargers & Depot)
- Modification 17 - 05/12/2022: District 7 Pavement Markers, Forbes/Red Mile/Virginia Multimodal Improvements Study
- Modification 18 - 05/24/2022: Alumni Drive Shared Use Trail, Citation Trail - Sec 2
- Modification 19 - 07/15/2022: Citation Trail - Sec 2, I-75 Pavement MP 97.85 - MP 107.445.
- Modification 20 - 08/04/2022: Armstrong Mill Bike/Ped Improvements
- Modification 21 - 08/19/2022: Lextran: FTA - 5339(c) Grant for CNG Buses and CNG Facility Upgrades
- Modification 22 - 08/26/2022: West Main & Buchanan Safety Improvements
- Modification 23 - 09/14/2022: Valley View Ferry - Cable System Replacement
- Modification 24 - 11/09/2022: Mt Tabor Multimodal Improvements & Town Branch Trail Crossing
- Modification 25 - 11/28/2022: TIP Reconciliation with Enacted 2022 KYTC Highway Plan
- Modification 26 - 02/13/2023: W. Loudon Streetscape, Man O' War Fiber Optic, Lextran CMAQ
- Modification 27 - 02/24/2023: Rosemont Garden Sidewalks, Lextran CARB Battery Electric Bus Purchase
- Modification 28 - 03/23/2024: Georgetown Road Improvements - Sec 2, Performance Measures
- Modification 29 - 04/17/2023: Rosemont Garden Sidewalks, KY 169 Spot Imp, High Friction Surface Treatments, Various Cont. Progs.
- Modification 30 - 04/27/2023: Complete Streets Design Standards, Alexandria Dr at Trailwood Ln, S Broadway at Red Mile
- Modification 31 - 05/15/2023: Georgetown Road at Innovation Drive

Amendments:

- Amendment 1 - 07/23/2021: Nicholasville Rd Access Management - Sec 1, Lextran Safety Targets
- Amendment 2 - 04/27/2022: Citation Blvd - Section IIIA
- Amendment 3 - 08/24/2022: Richmond Road RCUTs and Shared Use Trail

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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

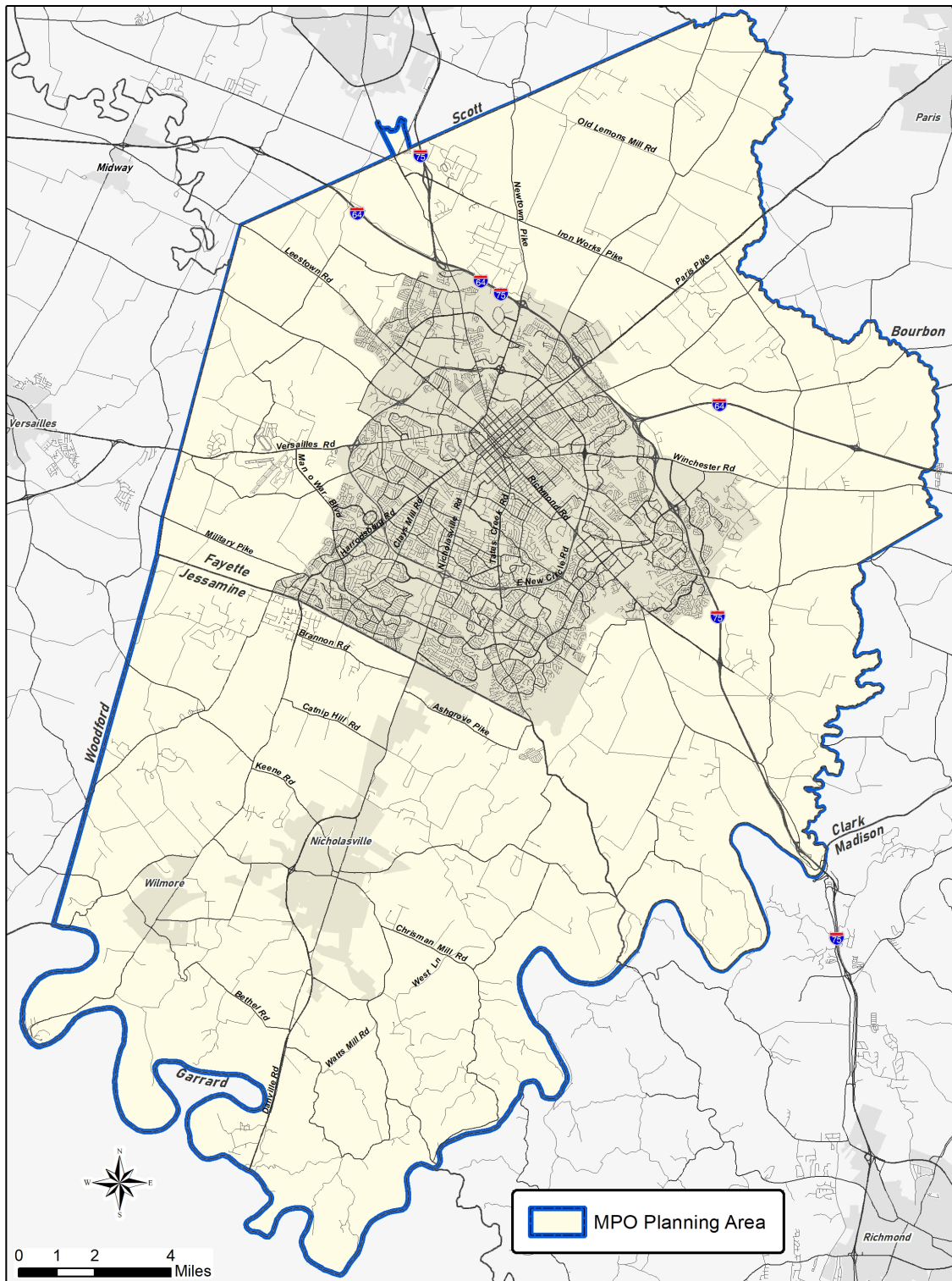


Figure 2: MPO Planning Area Map

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



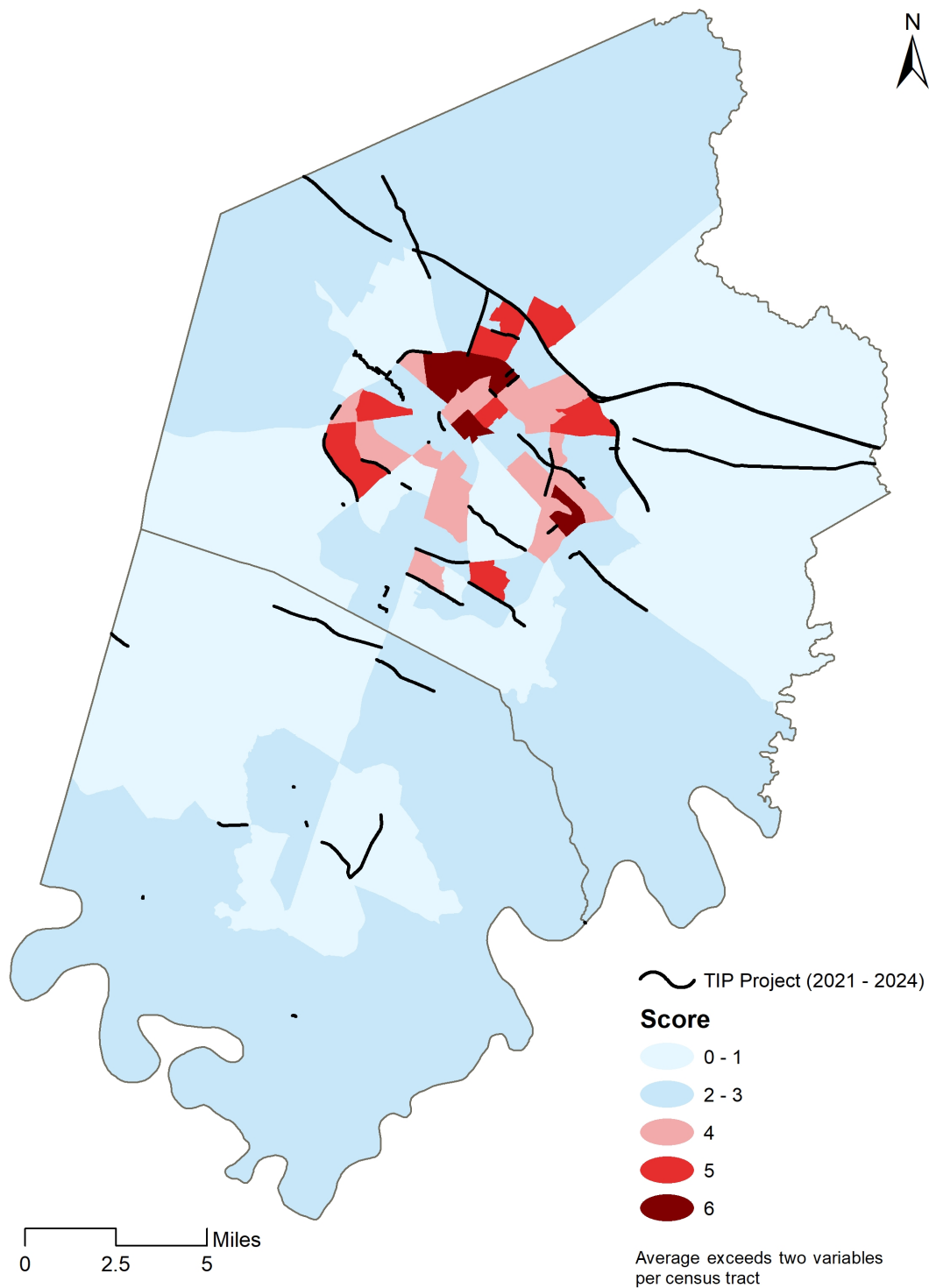


Figure 3: Environmental Justice Impact of TIP Projects

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	\$268,943,400
Total Anticipated Revenues	\$268.943,400
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 \$190 million from FY 2021 through FY 2024.



TRANSIT ELEMENT	FY 2021-2024 TOTALS
Expenditures	
Operating & Maintenance Expenditures	\$108,000,000
Capital Outlays	\$86,685,156
Total	\$194,685,156
Revenue	
FTA 5307	\$19,789,201
FTA 5310	\$4,972,120
FTA 5311	\$39,454,765
FTA 5339	\$9,990,200
FTA 5339(c) Grant	\$7,624,850
FTA AIM Grant	\$528,625
FTA B & BF Grant	\$5,134,552
CMAQ Grant	\$5,880,084
Carbon Reduction Program	\$943,581
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	\$194,685,156
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 PROJECT MAP & TABLES

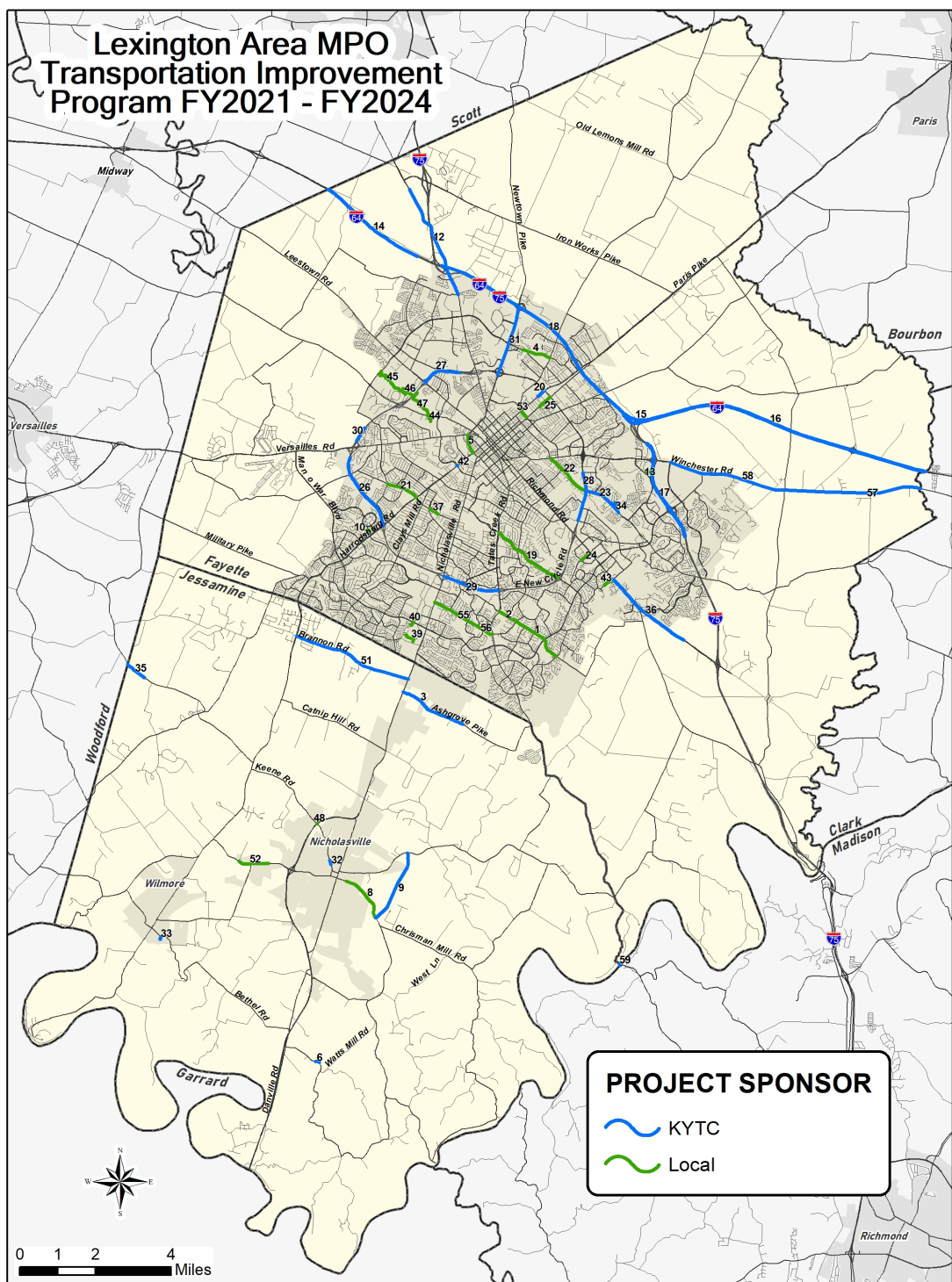


Figure 4: TIP Projects Map

4.1 Locally Sponsored Projects (Federal Funding with Local Match)

PROJECT	MPO#	EST. TOTAL COST (\$1000)
Alumni Drive Shared Use Trail	19	\$2,989
Armstrong Mill Bike/Ped Improvements	01	\$1,100
Armstrong Mill Sidewalks	02	\$1,328
Citation Blvd Section III-A	80	\$6,500
Citation Blvd Section III-B	04	\$4,310
Citation Trail Section 2	82	\$708
Complete Streets Design Standards	93	\$300
East Fayette Trail Connectivity Study	07	\$150
East High Shared Use Trail	08	\$3,048
Fiber Optic Cable Extension (MOW and Versailles)	88	\$750
Fieldstone Connector	10	\$700
Forbes / Red Mile Rd. / Virginia Multimodal Improvements Study	11	\$150
Hamburg Connector	13	\$25,400
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	\$1,975
N Limestone Improvements - Withers to New Circle	25	\$6,820
Northeast New Circle Road Corridor Plan	66	\$250
Rosemont Garden Sidewalks	37	\$1,120
South Elkhorn Trail (Sec 2)	39	\$500
South Elkhorn Trail (Sec 3)	40	\$725
South Fayette Trail Connectivity Study	41	\$150
Squires Rd Sidewalks	43	\$208
Town Branch Trail Crossing	44	\$4,605
Town Branch Trail Phase 3:	45	\$1,898
Town Branch Trail Phase 4	46	\$1,124
Town Branch Trail Phase 5	47	\$6,513
West High Shared Use Trail	52	\$2,327
West Loudon Streetscape	53	\$1,498
Wilmore Trail Feasibility Study	54	\$200
Wilson Downing Sidewalks	55	\$1,035
Wilson-Downing Intersection Improvements	56	\$700

Table 5: Locally Sponsored Projects: Quick Lookup

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Alumni Drive	19	3038.00	D	2022	STBG-TA	\$178		\$44	\$222
Shared Use Trail: Construct a shared use trail along Alumni Dr from Bates Creek Rd to New Circle Rd; Len: 2.0 mi MOD 18			R	2024	"	\$2		\$1	\$3
Armstrong Mill	01	448.00	D	2022	CRRSAA	\$200			\$200
Bike/Ped Improvements: Complete gaps in bike/ped facility & intersection improvements along Armstrong Mill Rd from Bates Creek Rd to Squires Hill Ln; Len: 2.2 mi MOD 7 MOD 20			C	2024	STBG-SLX	\$720		\$180	\$900
Armstrong Mill Sidewalks: Construct sidewalks between Bates Creek Rd and Greentree Rd; Len: 0.3 mi	02	3213.00	C	2021	CMAQ	\$941		\$235	\$1,176
Citation Blvd Section III-A: Extend Citation Boulevard from Silver Springs Drive to the Winburn Drive extension. Construct a shared use path along Winburn Dr extended and Citation Blvd to Newtown Pike. AMD 2	80		C	2023	STBG-SLX	\$1,600		\$3,400	\$5,000
Citation Blvd Section III-B: Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd; Len: 0.70 mi MOD 7, MOD 25	04	447.00	D	2022	CRRSAA	\$200			\$200
			R	2023	"	\$1,410			\$1,410
			U	2023	STBG-SLX	\$80		\$20	\$100
			C	2024	"	\$2,080		\$520	\$2,600
			C	2024	STBG	\$2,800	\$700		\$3,500
Citation Trail - Sec 2: Construct shared use path between Masterson Hills Park and the Town Branch Trail extension into Great Acres Development.	82		R	2022	STBG-TA	\$25		\$6	\$31
			C	2024	"	\$493		\$123	\$617
Complete Streets Design Standards Update the LFUCG Roadway Manual, Subdivision/Zoning Regulations, and Traffic Management Program Guide to better integrate and align these with current best-practice guidelines and standards. MOD 30	93		P	2024	STBG-SLX	\$240		\$60	\$300
East Fayette Trail 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.	07		P	2022	STBG-SLX	\$120		\$30	\$150

Table continues

1 of 4

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
East High Shared Use Trail:	08	3235.00	D	2021	STBG-TA	\$54		\$14	\$68
Construct shared use trail along			R	2021	"	\$366		\$91	\$457
West Maple St from Central Ave to			U	2021	"	\$144		\$36	\$180
the Eastern Bypass Trail; Len: 0.70			C	2022	STBG-SLX	\$1,760		\$440	\$2,200
mi MOD 1									
Fieldstone Connector:	10		D	2022	STBG-SLX	\$80		\$20	\$100
Extend Fieldstone from behind			R	2023	"	\$80		\$20	\$100
Beaumont Library to Snaffle Rd to			U	2023	"	\$80		\$20	\$100
alleviate congestion on Beaumont			C	2024	"	\$320		\$80	\$400
Center Pkwy. Len: 300 ft									
Hamburg Connector:	13		D	2022	STBG-SLX	\$320		\$80	\$400
Construct a new road across I-75									
from Polo Club to Sir Barton Way									
Fiber Optic Extension:	88		C	2023	CMAQ	\$600		\$150	\$750
Extend existing fiber optic network									
along Man o' War Blvd from Fort									
Harrods Dr to Versailles Rd and									
along Versailles Rd from Man o'									
War Blvd to Parkers Mill Rd inside									
New Circle Rd; Len: 5.0 mi MOD 26									
Forbes/ Red Mile/ Virginia	11		P	2023	STBG-SLX	\$120		\$30	\$150
Multimodal Improvements:									
Preliminary design to determine mul-									
timodal upgrades from Leestown									
Road to South Limestone; Len: 2.7									
mi MOD 17									
Intelligent Transportation	101	227.09	P	2021	STBG-SLX	\$480		\$120	\$600
Systems:			P	2022	"	\$480		\$120	\$600
ITS upgrades and traffic			P	2023	"	\$480		\$120	\$600
management activities			P	2024	"	\$480		\$120	\$600
Lane Allen Rd Sidewalks:	21	418.00	D	2022	STBG-SLX	\$120		\$30	\$150
Complete sidewalk gaps and make			R	2023	"	\$40		\$10	\$50
ADA intersection improvements at			C	2024	"	\$760		\$190	\$950
Alexandria Dr & Harrodsburg Rd									
Liberty Road (KY 1927)	22	329.00	D	2022	STBG-SLX	\$640		\$160	\$800
Inside New Circle:			R	2023	"	\$744		\$186	\$930
Improve typical section of Liberty			R	2024	"	\$744		\$186	\$930
Rd from New Circle Rd to									
Winchester Rd; Len: 1.3 mi									
Mercer Rd at Greendale	50		C	2021	CMAQ	\$526		\$132	\$658
Road Turn Lanes									
Mt Tabor Multimodal	24	3721.00	C	2023	CMAQ	\$1,109		\$277	\$1,386
Improvements:			C	2023	STBG-SLX	\$904		\$226	\$1,130
Construct sidewalks, bike lanes and									
assoc. infrastructure along Mt									
Tabor Rd between Patchen Dr and									
the Richmond Rd Service Road;									
Len: 0.3 mi MOD 15, MOD 24									
North Limestone	25	451.00	D	2022	STBG-SLX	\$480		\$120	\$600
Improvements:			R	2023	"	\$296		\$74	\$370
Improve typical section of North			U	2023	"	\$176		\$44	\$220
Limestone from Withers Av to New			C	2024	"	\$4,520		\$1,130	\$5,630
Circle Rd; Len: 0.4 mi MOD 15									

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
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
Rosemont Garden Sidewalks: Construct sidewalk along three blocks of Rosemont Garden just east of Southland Dr; Len: 0.2 mi MOD 27 MOD 29	37	3219.00	C	2022	STBG-SLX	\$24		\$6	\$30
			C	2023	"	\$424		\$106	\$530
			C	2023	STBG-TA	\$44		\$11	\$55
South Elkhorn Trail (Sec 2): Construct shared use trail from Joseph Bryan Way through NS RR tunnel to Waveland; Len: 0.3 mi	39	3219.00	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	41		P	2022	STBG-SLX	\$120		\$30	\$150
Squires Rd Sidewalks: Install sidewalks on the north side of the 200 block of Squires Rd; Len: 0.3 mi	43		C	2022	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 MOD 24	44	3702.00	D	2021	CMAQ	\$40		\$10	\$50
			C	2023	"	\$1,718		\$430	\$2,148
			C	2023	STBG-SLX	\$376		\$94	\$470
Town Branch Trail Phase 3: Construct shared use trail from Alexandria Dr to Bizzell Dr; Len: 1.3 mi	45	3224.00	C	2022	STBG-TA	\$718		\$180	\$898
			C	2022	STBG-SLX	\$800		\$200	\$1,000
Town Branch Trail Phase 4: Construct shared use trail from Bizzell Dr to Townley Shopping Center; Len: 0.53 mi	46	3708.00	C	2024	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	2024	CMAQ	\$3,958			\$3,958
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. MOD 29	100	227.09	P	2021	STBG-SLX	\$343		\$86	\$429
			P	2022	"	\$354		\$88	\$442
			P	2023	"	\$362		\$91	\$453
			P	2024	"	\$444		\$111	\$555

Table continues

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
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	3215.00	C	2024	STBG-SLX	\$1,606		\$401	\$2,007
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 MOD 26	53	3203.00	R U C	2023 2023 2024	STBG-TA " "	\$74 \$8 \$222		\$18 \$2 \$55	\$92 \$10 \$277
Wilmore Trail Feasibility Study MOD 13	54	450.00	P D	2022 2023	CRRSAA STBG-SLX	\$100 \$80		\$20	\$100 \$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 Bates Creek Rd & install a traffic circle at the Belleau Wood intersection.MOD 7	56	449.00	D D R C	2022 2022 2023 2024	CRRSAA STBG-SLX " "	\$120 \$24 \$40 \$400		\$6 \$10 \$100	\$120 \$30 \$50 \$500

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

	FY	FEDERAL	STATE	LOCAL	TOTAL
STBG-SLX	2021	\$823		\$206	\$1,029
	2022	\$6,342		\$1,585	\$7,927
	2023	\$5,882		\$4,471	\$10,353
	2024	\$12,314		\$3,078	\$15,392
	SF*	\$2,434	\$608		\$3,042
	TOTAL	\$27,795	\$608	\$9,340	\$37,743
CMAQ	2021	\$1,507		\$377	\$1,884
	2022	\$790		\$198	\$988
	2023	\$3,427		\$857	\$4,284
	2024	\$4,642			\$4,642
	TOTAL	\$10,367		\$1,431	\$11,798
STBG-TA	2021	\$786		\$196	\$982
	2022	\$921		\$230	\$1,151
	2023	\$126		\$31	\$157
	2024	\$496		\$124	\$620
	SF*	\$233	\$58		\$291
	TOTAL	\$2,561	\$58	\$582	\$3,201
CRRSAA	2021				
	2022	\$620			\$620
	2023	\$1,410			\$1,410
	2024				
STBG	TOTAL	\$2,030			\$2,030
	2024	\$2,800	\$700		\$3,500
	TOTAL	\$2,800	\$700		\$3,500
TOTAL (Local):		\$45,552	\$1,367	\$11,353	\$58,272

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

Note: 'SF' denotes the total amount reserved for state forces for all STBG-SLX and STBG-TA funded project phases during the TIP timeframe.



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	\$500
Bike/Pedestrian Design: For design of sidewalks and trails focusing on major corridors.			\$50	\$200	\$250
Bottleneck Improvements: To implement recommendations from the FY 21 Bottleneck Study.			\$1,000	\$300	\$1,300
Safety Projects: To augment HSIP-funded safety projects.			\$550	\$550	\$1,100
Implementation of US 27 Coordinated Land Use and Transportation Plan			\$1,000	\$1,000	\$2,000
TOTAL:			\$2,850	\$2,300	\$5,150

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

	FY 2021	FY 2022	FY 2023	FY 2024
Total (All STBG-SLX Projects + Match)	\$6,829	\$13,162	\$18,460	\$18,892
Total STBG-SLX Programmed	\$5,463	\$10,530	\$12,668	\$15,114
STBG-SLX Balance from Previous FY	\$23,706	\$27,369	\$31,275	\$26,648
Annual STBG-SLX Project Allocation (less Various Cont. Prog & ITS)	\$9,126	\$14,436	\$8,041	\$8,041
STBG-SLX Available (Balance + Allocation)	\$32,832	\$41,805	\$39,316	\$34,689
Remaining STBG-SLX Balance (Rolled to Next FY)	\$27,369	\$31,275	\$26,648	\$19,576
Total STBG-SLX Received:	\$63,350	100%		
Total STBG-SLX Programmed:	\$43,774	69.1%		
Total STBG-SLX Set-Aside:	\$4,120	6.5%		
Total STBG-SLX Reserved for State Forces:	\$5,006	7.9%		
Total STBG-SLX Remaining:	\$10,449	16.5%		

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

4.2 KYTC Sponsored Projects (Federal Funding with State Match)

PROJECT	MPO#	EST. TOTAL COST (\$1000)
Alexandria Dr Left Turn Lane at Trailwood Ln.	94	\$330
Ashgrove Road Improvements - US 27 to Young Drive	03	\$1,040
Brannon Rd Improvements - Harrodsburg Rd. to Nicholasville Rd	51	\$32,230
District 7 Pavement Markers (MPO Routes)	81	\$849
Drake Lane Bridge	49	\$2,310
East Nicholasville Bypass 1A	09	\$16,900
Georgetown Road at Innovation Drive	96	\$627
Georgetown Rd Improvements - Sec 2	12B	\$32,335
I-64 Pavement - MP 71.00 to MP 73.94	14	\$1,375
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
I-75 ramp 711 - High Friction Surface Treatment	89	\$150
I-75 ramp 331 - High Friction Surface Treatment	90	\$55
I64/I75 Common Route Improvements (Sec 1)	18	\$25,025
KY 169 Microsurface Treatment	61	\$30
KY 169 Low Cost Safety Improvements - MP 11.978 - MP 16.555	68	\$4,830
KY 169 Spot Improvements	35	\$37,430
KY 1978 - High Friction Surface Treatment	91	\$38
KY 1981 Improve Pavement Friction	62	\$200
KY 353 Low Cost Safety Improvements - MP 1.372 - MP 10.153	72	\$1,875
KY 4 @ Russell Cave Rd Safety Improvements	76	\$125
KY 57 Low Cost Safety Improvements - MP 1.292 - MP 7.800	69	\$1,900
L&N RR bridge overpass on North Broadway	20	\$18,402
Liberty Rd Improvements - Outside New Circle	23	\$20,810
Man O' War @ Parkers Mill Rd Safety Improvements	75	\$45
New Circle Improvements - Harrodsburg to Versailles	26	\$22,090
New Circle Improvements - Leestown to Georgetown	27	\$48,990
New Circle Improvements - Trade Center to Woodhill Dr	28	\$7,200
New Circle Sound Barrier - Tates Creek to Nicholasville	29	\$4,600
New Circle Sound Barrier - Versailles Rd Ramp	30	\$730
Newtown Pike Ext. - Redevelop Southend Park Neighborhood	05	\$4,855
Newtown Pike from KY-4 to I-75	31	\$27,640
Nicholasville Rd Access Management (Section 1)	67	\$11,270
North 3rd Street (KY 169) Bridge	32	\$1,920
Old Glass Mill Restoration	33	\$263
Old Rosebud: Phase 1	34	\$250
Richmond Rd RCUTs	36	\$9,100
South Broadway at Red Mile Road	95	\$260
South Lime & Virginia Improvements	42	\$163
Sugar Creek Pike Guardrail	06	\$18
US 25 Resurfacing - MP 13.43 - 14.63	64	\$733
US 27 @ Edgewood Dr Safety Improvements	77	\$245
US 27 @ Haggard Ln Safety Improvements	77	\$70
US 27 @ Loudon Av Safety Improvements	73	\$110
US 27 - High Friction Surface Treatment	92	\$164
US 27 at KY 169 Safety Improvements - Phases 1 & 2	48	\$714
US 27 Resurfacing - MP 6.28 - 6.61	65	\$218
US 68 @ Ft Harrods Dr Safety Improvements	74	\$380
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
Valley View Ferry Operation at KY River	59	\$1,332
Valley View Ferry - Purchase 2 engines	70	\$81
Valley View Ferry - Replace Cable System	84	\$59
West Main & Buchanan Safety Improvements	103	\$1,400
Winchester Rd Improvements - Haley Rd to Bypass Rd	57	\$62,371
Winchester Rd Improvements - Polo Club to Haley Rd	58	\$21,040
Winchester Road Scoping Study	38	\$260

Table 10: KYTC Sponsored Projects: Quick Lookup

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Alexandria Dr at Trailwood Construction of a left turn at the intersection of Alexandria Dr and Trailwood Ln MOD 30	94	963.00	C	2023	HSIP	\$297		\$33	\$330
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 MOD 25	51 J	414.00	R R U	2021 2023 2024	STBG-SLX FED "	\$1,600 \$4,400 \$4,000	\$400 \$1,100 \$1,000		\$2,000 \$5,500 \$5,000
Clays Ferry Bridge Detour Routes Study MOD 25	87	264.00	P	2024	SPP		\$260		\$260
Dist. 7 Pavement Markers: Installation of pavement markers on various state routes MOD 17	81	962.00	C	2023	HSIP	\$849			\$849
Drake Lane Bridge Address deficiencies of bridge on CR 1238 over NS system; Len: 0.02 mi MOD 25	49 J	1144.00	D C	2023 2024	STBG "	\$168 \$1,680	\$42 \$420		\$210 \$2,100
East Nicholasville Bypass 1A: Improve connectivity and mobility around Nicholasville from south of KY 39 to north of KY 169 MOD 25	09 J	87.20	C	2023	SPP		\$19,610		\$19,610
Georgetown Rd Improvements - Sec 2: Reconstruct/Widen US 25 from Kearney Road to Ironworks Road.; Len: 2.22 mi MOD 28	12B	122.30	R U	2023 2024	STBG "	\$4,400 \$4,068	\$1,100 \$1,017		\$5,500 \$5,085
Georgetown Road at Innovation Drive: Improve intersection of Innovation Drive and Georgetown Road (US 25) MOD 31	96	80253.00	C	2023	SPP		\$427	\$200	\$627
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 MOD 26	15	20010.00	D C	2021 2022	NHPP "	\$140 \$1,400	\$35 \$350		\$175 \$21,750
I-64 Pavement: MP 82.19 to MP 89.48: Address pavement condition - both directions; Len: 7.29 mi MOD 25	16	20011.00	D C	2022 2023	NHPP "	\$696 \$6,960	\$174 \$1,740		\$870 \$8,700
I-75 Pavement: MP 105.36 to MP 107.453: Address pavement condition; Len: 2.09 mi MOD 25	86	22117.00	D C	2024 2024	NHPP "	\$200 \$2,000	\$50 \$500		\$250 \$2,500

Table continues

PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
I-75 Pavement:	17	20013.00	D	2021	NHPP	\$432	\$108		\$540
MP 107.453 to MP 110.213:			C	2022	"	\$4,320	\$1,080		\$5,400
Address pavement condition; Len: 2.76 mi									
I-75 Pavement:	83	22116.00	D	2021	NHPP	\$680	\$170		\$850
MP 97.95 to MP 107.445:			C	2021	"	\$6,800	\$1,700		\$8,500
Address pavement condition; Len: 9.59 mi MOD 19 MOD 25									
I64/I75 Common Route:	18	8909.00	D	2021	FED	\$600	\$150		\$750
Reduce congestion from Southern Split to Northern Split MOD 25			R	2022	"	\$800	\$200		\$1,000
I64/I75 Common Route - 1:	18-1	8909.10	U	2024	NHPP	\$20	\$5		\$25
Sec. 1 - Reduce congestion from the Northern Split to Newtown Pike (MP 115.200- 117.665) MOD 25									
I64/I75 Common Route - 2:	18-2	8909.20	U	2023	NHPP	\$88	\$22		\$110
Sec. 2 - Reduce congestion from Newtown Pike to Paris Pike (MP 112.900 – 115.200) MOD 25			C	2023	"	\$4,000	\$1,000		\$5,000
			C	2024	"	\$4,000	\$1,000		\$5,000
I64/I75 Common Route - 3:	18-3	8909.30	U	2022	NHPP	\$640	\$160		\$800
Sec. 3 - Reduce Congestion from Paris Pike to Southern Split (MP 111.000 – 112.900) MOD 25 MOD 29			R	2023	"	\$360	\$90		\$450
			C	2023	"	\$4,000	\$1,000		\$5,000
I-75 Bridge at David Fork of Elkhorn Creek MOD 25	85	10045.00	D	2023	FBP	\$130	\$33		\$163
			C	2023	"	\$1,304	\$326		\$1,630
I-75 Ramp 711 MP 0.2 - 0.425: Installation of High Friction Surface Treatment MOD 29	89	971.00	C	2023	HSIP	\$150			\$150
I-75 Ramp 331 MP 0.0 - 0.396: Installation of High Friction Surface Treatment MOD 29	90	972.00	C	2023	HSIP	\$55			\$55
KY 1978 MP 0.3 - 0.4: Installation of High Friction Surface Treatment MOD 29	91	973.00	C	2023	HSIP	\$38			\$38
KY 169	61	959.00	C	2021	HSIP	\$24	\$6		\$30
Microsurface Treatment: Installation of a microsurface treatment on KY 169 in Jessamine County between MP 13.1 and MP 13.6. MOD 3									
KY 169 Low Cost Safety Improvements: Perform low cost safety improvements on KY 169 from MP 11.978 to MP 16.555 MOD 25	68	9014.00	R	2021	" "	\$135	\$15		\$150
			U	2021	" "	\$90	\$10		\$100
			C	2023	" "	\$2,160	\$240		\$2,400
KY 169 Spot Improvements: Improve KY 169 from north of Clear Creek Rd in Jessamine County to north of KY 1967 in Woodford Co; Len.(Jess Co sec) len: 0.54 mi MOD 25 MOD 29	35 J	80108.00	D	2023	SPP		\$1,350		\$1,350
			R	2024	" "		\$2,020		\$2,020

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
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
KY 353 Low Cost Safety Improvements 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
KY 4 @ Russell Cave Rd Safety Improvements Pedestrian improvements near the intersection. MOD 12	76	9012.25	C	2022	HSIP	\$113	\$12		\$125
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 MOD 25	20	412.00	R	2022	NHPP	\$2,480	\$620		\$3,100
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 MOD 25	23	8902.00	R	2022	STBG-SLX	\$3,440	\$860		\$4,300
			R	2024	STBG	\$2,016	\$504		\$2,520
			U	2023	STBG-SLX	\$3,464	\$866		\$4,330
			U	2023	STBG	\$1,736	\$434		\$2,170
Man O' War @ Parkers Mill Rd 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
New Circle Improvements Leestown to Georgetown: Improve New Circle Rd from Leestown Rd to near Georgetown Rd; Len: 1.0 mi MOD 25	27	113.02 113.03	R	2021	STBG-SLX	\$1,040	\$260		\$1,300
			R	2022	NHPP	\$2,200	\$550		\$2,750
			U	2024	STBG-SLX	\$2,400	\$600		\$3,000
			U	2024	NHPP	\$6,400	\$1,600		\$8,000
			C	2024	NHPP	\$4,000	\$1,000		\$5,000
New Circle Improvements Trade Center to Woodhill: Reduce Congestion on New Circle Rd from Trade Center to Woodhill Dr; Len: 1.31 mi MOD 25	28	438.00	D	2023	NHPP	\$1,600	\$400		\$2,000
New Circle Rd Sound Barriers at US 60: 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	05	593.00	C	2021	STBG-SLX	\$800		\$200	\$1,000
Redevelop Southend Park Neighborhood			C	2021	STBG	\$3,855			\$3,855
Environmental Justice mitigation per the Record of Decision (ROD) MOD 1									
Newtown Pike	31	252.00	R	2021	NHPP	\$3,520	\$880		\$4,400
Improvements:			U	2022	NHPP	\$4,744	\$1,186		\$5,930
Improve KY 922 from KY 4 to I-75; Len: 1.75 mi MOD 25			C	2023	STBG	\$2,800	\$700		\$3,500
			C	2023	STBG	\$2,800	\$700		\$3,500
Nicholasville Rd Access Management - Sec 1:	67	430.00	D	2022	SPP		\$1,000		\$1,000
Access management on US 27 from Man O' War to about 1,000' south of Brannon Rd			R	FUTURE			\$2,560		\$2,560
AMD 1			U	FUTURE			\$450		\$450
			C	FUTURE			\$7,260		\$7,260
North 3rd Street Bridge:	32 J	8851.00	U	2021	STBG	\$188	\$47		\$235
Address deficiencies of RR bridge on KY 169 between Meadowlark Ln & Ilhardt Av; Len: 0.05 mi. MOD 8			C	2022	STBG	\$1,200	\$300		\$1,500
			C	2022	STBG-SLX	\$148		\$37	\$185
Old Glass Mill Restoration:	33 J	3027.00	C	2022	SPP		\$263		\$263
Restore The Old Glass Mill to serve as a Transportation Museum/Welcome Center in Wilmore; Len: 0.04 mi									
Old Rosebud: Ph 1:	34		R	2022	STBG-SLX	\$40	\$10		\$50
Construct new road from Liberty Rd. to Kingsbury Rd. In coordination with Liberty Rd (23)			U	2022	STBG-SLX	\$160	\$40		\$200
Richmond Rd RCUTs:	36	9012.50	R	2022	HSIP	\$1,350	\$150		\$1,500
Construction of RCUT intersections along Richmond Rd and Athens Boonesboro Rd to reduce conflict points and enhance safety. Incl minor widening and re-alignment of Aphids Way at Old Richmond Rd and a shared use path on the north side of Richmond Rd between Yorkshire Blvd and Hays Blvd. AMD 03			U	2022	HSIP	\$540	\$60		\$600
			C	2023	HSIP	\$4,950	\$550		\$5,500
			C	2023	STBG-SLX	\$1,500			\$1,500
South Broadway at Red Mile Rd:	95	967.00	C	2023	HSIP	\$234	\$26		\$260
Minor widening of US 68 to allow for a longer NB left turn lane onto Red Mile Rd MOD 30									
South Lime & Virginia Intersection	42	80112.00	C	2022	SPP		\$163		\$163
Improvements:									
Construct a right turn lane WB on Virginia Av from US 27 & construct a bus turnout south of Virginia Av									

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
Sugar Creek Pike Guardrail: Install Guardrail on KY 1268 in Jessamine Co; Len: 0.08 mi	06 J	4308.00	C	2022	STBG	\$14	\$4		\$18
US 25 - Resurfacing MP 13.43 to MP 14.63 MOD 4	64	20045.00	C	2021	NHPP	\$586	\$147		\$733
US 27 @ Edgewood Dr Safety Improvements Construct offset left turn lanes on US 27, upgrade signal to include reflective backplates, improve the striping along Edgewood Dr near the intersection. MOD 12	77	9012.90	C	2022	HSIP	\$221	\$24		\$245
US 27 MP 14.6 - 14.9: Installation of High Friction Surface Treatment MOD 29	92	974.00	C	2023	HSIP	\$164			\$164
US 27 @ Loudon Av 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 27 at KY 169 Safety Improvements - Phase 1: Extend NB & SB left turn lanes on the US 27 Bypass at the intersection of Keene Rd. MOD 13	48a J		D C	2022 2023	CRRSAA "	\$45 \$222			\$45 \$222
US 27 at KY 169 Safety Improvements - Phase 2: Construct a WB right turn lane from Keene Rd onto NB US 27 Bypass MOD 13	48b J		D C	2022 2023	CRRSAA STBG-SLX	\$70 \$302		\$75	\$70 \$377
US 27 - Resurfacing MP 6.28 to MP 6.61 MOD 4	65	20046.00	C	2021	NHPP	\$174	\$44		\$218
US 68 @ Ft Harrods Dr Safety Improvements Widen Ft Harrods to add a second left turn lane, update signal to include reflective backplates, and pedestrian improvements at the intersection. MOD 12	74	9006.30	C	2022	HSIP	\$342	\$38		\$380
US 68 - Resurfacing MP 2.80 to MP 3.49 MOD 4	63	20044.00	C	2021	NHPP	\$826	\$207		\$1,033
US 68 Low Cost Safety Improvements Perform low cost safety improvements 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
US 25 @ Citation Safety Improvements Update signal to include reflective backplates and improve the turning radius of the NB left turn lane. MOD 14	78	9006.40	C	2022	HSIP	\$61	\$7		\$68

Table continues

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PROJECT	MPO#	KYTC#	PH	FY	FUND	FED	STA	LOC	TOT
US 27 @ Haggard Ln Safety Improvements Upgrade the Traffic Signals along US 27 to include Reflective Backplates and Improve Access Control near the Intersection of US 27 & Haggard Ln MOD 14	79	9012.70	C	2022	HSIP	\$63	\$7		\$70
Valley View Ferry Authority Purchase two new engines MOD 9	70		C	2022	FBP	\$65		\$16	\$81
Valley View Ferry Authority Replace ferry cable system MOD 23	84	452.00	C	2022	FBP	\$47		\$12	\$59
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
West Main & Buchanan Safety Improvements: Construct a WB left turn lane from Main to Buchanan and right & left turn lanes from Buchanan to Main. MOD 22	103		D	2023	STBG-SLX	\$80	\$20		\$100
			R	2023	""	\$88	\$22		\$110
			U	2023	""	\$32	\$8		\$40
			C	2023	""	\$920	\$230		\$1,150
Winchester Rd Improvements Haley Rd to Bypass Rd: Modernize and improve capacity on US 60 PL from Haley Rd to KY 1958	57	80151.00	D	2024	SPP		\$3,786		\$3,786
Winchester Rd Improvements Polo Club to Haley Rd: Address congestion and improve safety by widening and modernizing US 60 from the end of the four-lane section near Polo Club Blvd to Haley Rd	58	80150.00	D	2022	STBG	\$1,298	\$324		\$1,622
			R	2024	STBG	\$1,120	\$280		\$1,400
Winchester Road Scoping Study:	38	8340.00	P	2021	SPP		\$260		\$260

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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	\$3,788	\$910	\$37	\$4,735
	2023	\$6,386	\$1,146	\$75	\$7,607
	2024	\$2,400	\$600		\$3,000
	SF*	\$1,571	\$393		\$1,964
	TOTAL	\$17,585	\$3,709	\$312	\$21,606
FED	2021				
	2022	\$1,400	\$350		\$1,750
	2023	\$4,400	\$1,100		\$5,500
	2024	\$4,000	\$1,000		\$5,000
	TOTAL	\$9,800	\$2,450		\$12,250
NHPP	2021	\$6,359	\$1,590		\$7,949
	2022	\$27,760	\$6,940		\$34,700
	2023	\$10,048	\$2,512		\$12,560
	2024	\$19,412	\$4,853		\$24,265
	TOTAL	\$63,579	\$15,895		\$79,474
SPP	2021		\$593		\$593
	2022		\$3,489		\$3,489
	2023		\$24,730	200	\$24,930
	2024		\$13,599		\$13,599
	TOTAL		\$42,411	\$200	\$42,611
STBG	2021	\$3,855			\$3,855
	2022	\$2,700	\$675		\$3,375
	2023	\$10,224	\$2,556		\$12,780
	2024	\$10,564	\$2,641		\$13,205
	TOTAL	\$27,343	\$5,872		\$33,215
HSIP	2021	\$409	\$71		\$480
	2022	\$8,122	\$897		\$9,019
	2023	\$8,897	\$816	\$33	\$9,746
	TOTAL	\$17,428	\$1,784	\$33	\$19,245
FBP	2022	\$112		\$28	\$140
	2023	\$1,434	\$359	\$28	\$1,793
	TOTAL	\$1,546	\$359	\$28	\$1,933
CRRSAA	2022	\$115			\$115
	2023	\$222			\$222
	TOTAL	\$337			\$337
TOTAL (KYTC):		\$137,618	\$72,480	\$573	\$210,671

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

Note: 'SF' denotes the total amount reserved for state forces for all STBG-SLX and STBG-TA funded project phases during the TIP timeframe.



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 - 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
	5310	Bus Associated Transit Improvements	2021	\$299		\$75	\$374
			2022	\$302		\$75	\$377
			2023	\$305		\$76	\$381
			2024	\$308		\$77	\$385
		Other Capital Items - 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		2021	\$1,200		\$300	\$1,500
			2022	\$400		\$100	\$500
			2023	\$400		\$100	\$500
			2024	\$400		\$100	\$500
Lextran	FTA-AIM	UK MaaS MOD 2	2021	\$423		\$106	\$529
Lextran	CMAQ	Purchase 2 Electric Buses & Chargers MOD 9	2022	\$1,389		\$741	\$2,130

Table continues on next page

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DESCRIPTION	FUND TYPE	PHASE	FY	FED	STA	LOC	TOT
Lextran	CARB	Purchase 1 Battery Electric Bus MOD 27	2023	\$755		\$189	\$944
Lextran	CMAQ	Purchase 4 CNG Buses & 6 Hybrid-Electric Cutaways MOD 26	2023	\$3,000		\$750	\$3,750
Lextran	5339(c)	Purchase 8 CNG Buses & CNG Facility Upgrades MOD 21	2023	\$6,360		\$1,265	\$7,625
Lextran	FTA Grants for Buses and Bus Facilities	Purchase Four Electric Buses, Chargers and a Charging Depot MOD 16	2022	\$4,108		\$1,027	\$5,135
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
FTA Grant for Buses & Bus Facilities	2022	\$4,108		\$1,027	\$5,135
	TOTAL	\$4,108		\$1,027	\$5,135
CMAQ Grant	2023	\$4,389		\$1,491	\$5,880
	TOTAL	\$4,389		\$1,491	\$5,880
5339(c) Grant	2023	\$6,360		\$1,265	\$7,625
	TOTAL	\$6,360		\$1,265	\$7,625
CARB	2023	\$755		\$189	\$944
	TOTAL	\$755		\$189	\$944
TOTAL (Transit):		\$77,799	\$450	\$19,069	\$97,318

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)
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)
Covered storage area and the incremental cost of additional zero emission vehicles (Lextran)
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)
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

Performance Measure	Actual (CY 2022)	Target (CY 2023)	TIP Projects Addressing Target
% of Revenue Vehicles Exceeding ULB	37%	<40%	Table 13
% of Non-Revenue Service Vehicles Exceeding ULB	25%	<40%	"
% of Facilities Rated Under 3.0 on the TERM Scale	0%	<5%	"

Table 17: Lextran - Transit Asset Management Performance Measures (FTA)

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 13 ,20,22,23,25,31,36,42,60,66,73,100,101
Fatalities Rate	0	" "
Injuries	13	" "
Injuries Rate	9	" "
Safety Events	15	" "
Safety Events Rate	11	" "
System Reliability	4,739	" "

Table 18: Lextran - Safety Performance Targets (Fixed Route) (FTA)

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 13 ,12,14,15,17,18,20,22,23,25,26,27,28,31,36,42,57,58,60,66,73,100,101
Fatalities Rate	0	" "
Injuries	2	" "
Injuries Rate	2	" "
Safety Events	2	" "
Safety Events Rate	2	" "

Table 19: Lextran - Safety Performance Targets (Paratransit) (FTA)

Performance Measure:	Statewide		Lex Area MPO		TIP Projects Addressing Target (MPO ID)
	Baseline 5-Yr Avg. (2016 – 20)	FY 2023 Target 5-Yr Avg. (2019-23)	Baseline 5-Yr Avg. (2016 – 20)	% of Statewide Baseline	
Number of Fatalities	770.4	764.0	40.0	5.2%	01, 02, 03, 06, 12, 14, 15, 16, 17, 18, 20, 21, 22, 23, 25, 26, 27, 28, 31, 32, 35, 36, 37, 43, 48, 49, 50, 51, 55, 56, 57, 58, 61, 62, 63, 64, 65, 68, 69, 71, 72, 73, 74, 75, 76, 77, 100, 101
Number of Serious Injuries	2,860	2,658	191.2	6.7%	" "
Fatality Rate per 100 M VMT	1.579	1.575	0.44		" "
Serious Injury Rate per 100 M VMT	5.859	5.519	2.14		" "
Non-Motorized Fatalities & Serious Injuries	299.0	289.0	33.6	11.2%	" "

Table 20: Safety Performance Measures (FHWA)

Performance Measure:	Statewide Target (2024)	Statewide Target (2026)	TIP Projects Addressing Target (MPO ID)
% of Interstate in Good Condition	NA	50.0%	14, 15, 17, 18, 100
% of Interstate in Poor Condition	NA	3.0%	" "
% of Non-Interstate NHS in Good Condition	35.0%	35.0%	12, 26, 27, 28, 31, 58, 61, 63, 64, 65, 100
% of Non-Interstate NHS in Poor Condition	6.0%	6.0%	" "
% of NHS Bridges in Good Condition	13.4%	19.4%	20, 100
% of NHS Bridges in Poor Condition	3.7%	3.2%	" "

Table 21: Infrastructure Condition Performance Measures (FHWA)

Performance Measure:	Statewide Target (2024)	Statewide Target (2026)	TIP Projects Addressing Target (MPO ID)
Interstate Level of TTR	95.0%	95.0%	14, 15, 17, 18, 100
Non-Interstate (NHS) Level of TTR	80.0%	80.0	12, 26, 27, 28, 31, 36, 58, 61, 63, 64, 65, 100
Truck TTR	1.50	1.25	14, 15, 17, 18, 27, 100

Table 22: System Performance Measures (FHWA)

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 (LF CPA)
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.

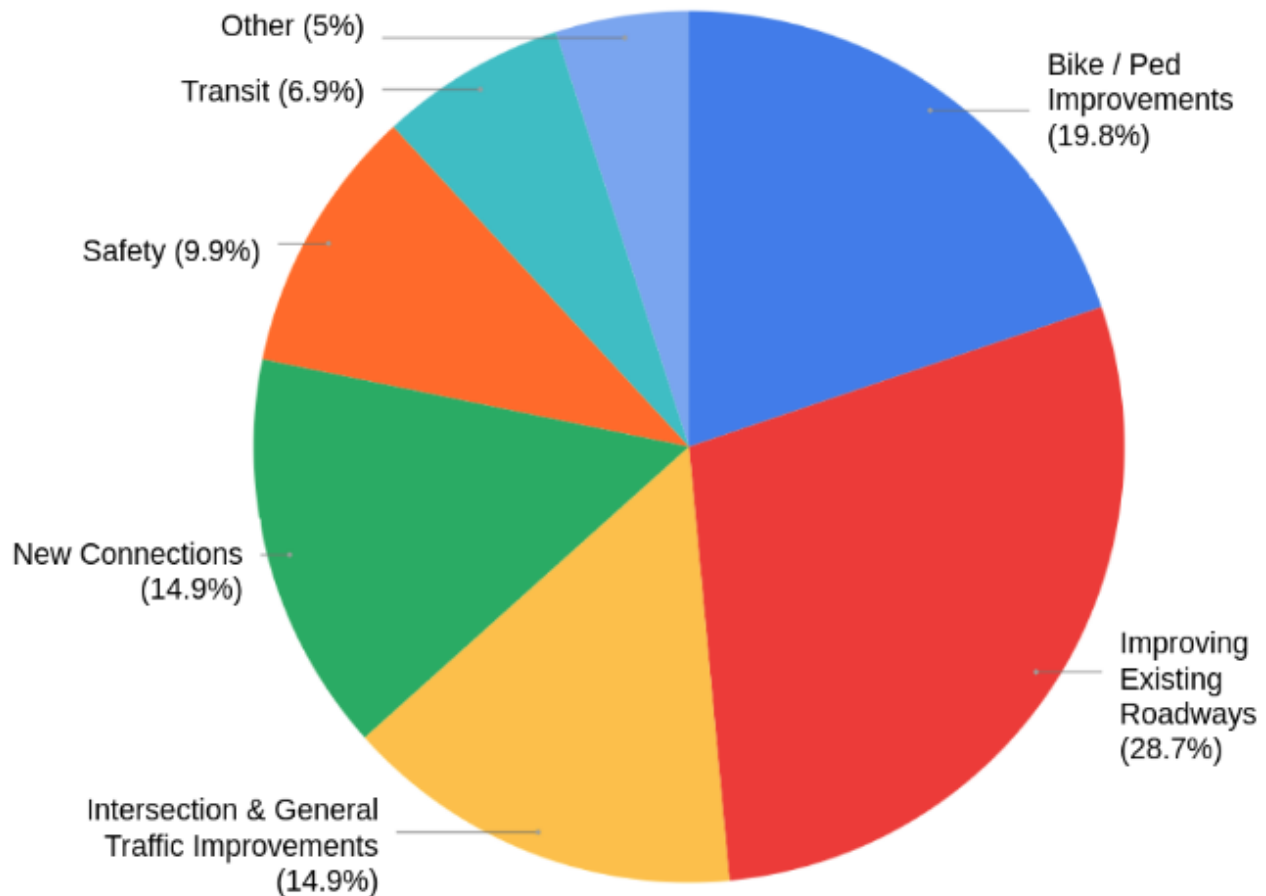


Figure 5: Breakdown of Public Comments

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 o 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
SF State Forces
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 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

**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

10/27/2021

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2022-7
AMENDING THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)
MTP AMENDMENT NO. 1, AMENDING THE
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TIP AMENDMENT NO. 2, AND MPO APPROVAL TO DEDICATE STBG-SLX FUNDS IN THE
AMOUNT OF \$1,600,000 FOR THE CONSTRUCTION PHASE OF CITATION BOULEVARD
PHASE III-A

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 (TPC) 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 identified 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, the LEXINGTON AREA MPO has been designated as a Transportation Management Area and that in combination with an urbanized area population in excess of 200,000 permits the MPO to receive a sub-allocation of the Surface Transportation Program Block Group Program referred to as STBG-SLX Funding within the State of Kentucky; and

WHEREAS, the Lexington Fayette Urban County Government (LFUCG) has previously committed local funds for all phases of the Citation Boulevard Phase III-A project which will extend Citation Boulevard from the existing termination at Silver Spring Drive to the intersection with an extension of Winburn Drive and then include said extension of Winburn Drive; and

WHEREAS, the Lexington Fayette Urban County Government (LFUCG) as the responsible party has determined during the design phase that the Citation Boulevard Phase III-A project will require an additional commitment of funding in order to construct said project; and

WHEREAS, the LFUCG has requested from the MPO a commitment of \$1,600,000 in STBG-SLX funds in order to be able to complete the construction phase of said project; and

WHEREAS, the MPO staff has determined that the balance of STBG-SLX Funds is sufficient to provide the additional funds requested for said project and recommends approval of this request; and

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WHEREAS, this amendment will result in a MTP and TIP that remain fiscally constrained.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby enacts the following actions:

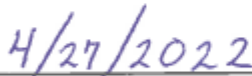
1. Amends the 2045 Metropolitan Transportation Plan to add the Citation Boulevard Phase III-A
2. Amends the FY 2021 – FY 2024 Transportation Improvement Program to add the Citation Boulevard Phase III-A project
3. Authorizes the commitment of \$1,600,000 in STBG-SLX Funds for the Construction Phase of the Citation Boulevard Phase III-A project (MPO# 80).

That this authorization is contingent upon the Lexington Fayette Urban County Government identifying or committing sufficient dollars from another source to satisfy any non-federal match requirements and ensuring that this project will comply with all federal requirements for use of SLX funds.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 27th day of April, 2022.



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



Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization



Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2022-12

**MPO APPROVAL OF AMENDMENTS TO THE LEXINGTON AREA METROPOLITAN
TRANSPORTATION PLAN AND THE FISCAL YEAR 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE THE CONSTRUCTION OF RESTRICTED CROSSING
U-TURNS TO A SECTION OF RICHMOND ROAD AND ATHENS-BOONESBORO ROAD**

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 (TPC) is the designated Metropolitan Planning Organization (MPO) for the Lexington, Kentucky urbanized area; and

WHEREAS, the LEXINGTON AREA MPO is required to adopt a Metropolitan Transportation Plan covering a minimum planning horizon of 25-years to identify the long-range transportation needs for the region and the regionally significant projects intended to address those needs; and

WHEREAS, the Office of the Highway Safety Improvement Program within the Kentucky Transportation Cabinet has identified the section of Richmond Rd and Athens-Boonesboro Rd between the Yorkshire Blvd / Squires Rd intersection and the Brenda Cowan Elementary School as having a high number of fatal and serious injury crashes; and

WHEREAS, the Office of the Highway Safety Improvement Program has also determined that the number of total, fatal and serious injury crashes can be significantly reduced by reconstructing the primary intersections within this section of Richmond Rd and Athens-Boonesboro Rd with a Restricted Crossing U-Turn design; and

WHEREAS, a Restricted Crossing U-Turn design has the added benefit of simplifying traffic signal operations thereby permitting a more efficient flow of traffic especially during the AM and PM peak traffic periods; and,

WHEREAS, the reconstruction of this section of Richmond Rd and Athens-Boonesboro Rd will permit the extension of the regional multipurpose trail network to Hays Blvd; and,

WHEREAS, the Office of the Highway Safety Improvement Program has committed federal safety dollars to the reconstruction of this section of Richmond Rd and Athens-Boonesboro Rd provided an amendment to the Metropolitan Transportation Plan and Transportation Improvement Program is approved; and,

WHEREAS, the amendments 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

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WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee has reviewed the Richmond Road RCUT Project and recommends approval of the proposed amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby amends the Lexington Area Metropolitan Transportation Plan and the 2021-2024 Transportation Improvement Program to include the construction of Restricted Crossing U-Turns to the section of Richmond Road and Athens-Boonesboro Road between the Yorkshire Blvd/Squires Rd intersection and the Brenda Cowan Elementary School.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 24th day of August, 2022.

David K West

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

8/24/2022

Date

Attest:

Christopher Evilia

Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

8/24/22

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2022-14

**MPO APPROVAL OF AUTHORIZATION OF SLX FUNDS IN THE AMOUNT OF \$904,000
FOR MULTIMODAL IMPROVEMENTS ON MT. TABOR ROAD AND \$376,000 FOR THE TOWN
BRANCH TRAIL MID-BLOCK CROSSING PROJECT**

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

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

WHEREAS, the LEXINGTON AREA MPO has been designated as a Transportation Management Area and that in combination with an urbanized area population in excess of 200,000 permits the MPO to receive a suballocation of the Surface Transportation Program Block Group Program referred to as SLX Funding within the State of Kentucky; and

WHEREAS, the LEXINGTON AREA MPO has adopted a Transportation Improvement Program (TIP) for fiscal years 2021 through 2024 which identifies commitments of funding for various phases of project implementation for both projects; and

WHEREAS, both the Mt. Tabor Road Multimodal Improvement Project and the Town Branch Trail Mid-Block Crossing Project have previously received funding for the design, right of way, utility relocation and construction phases as part of the competitive application process from the Congestion Mitigation Air Quality program (CMAQ); and

WHEREAS, recent increases in the cost of labor and materials require funding beyond the original construction cost estimates for both projects; and

WHEREAS, the MPO staff has determined that the balance of SLX Funds is sufficient to provide the additional funds requested for said projects and recommends approval of these requests; and

WHEREAS, the MPO has identified each project as important in addressing regional multimodal connectivity needs as highlighted in both the Metropolitan Transportation Plan and the Bicycle Pedestrian Master Plan; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee has reviewed these requests for SLX funds and recommends approval.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby authorizes an additional \$904,000 in SLX Funds for the Construction Phases of the Mt. Tabor Road Multimodal Improvement Project and \$376,000 in SLX Funds for the Town Branch Trail Mid-Block Crossing Project.

That this authorization is contingent upon the Lexington Fayette Urban County Government identifying or committing sufficient dollars from another source to satisfy any non-federal match requirements.

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That this authorization also approves an additional 10% in SLX funds to cover the costs for state project oversight charges.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 2nd day of November, 2022.

David K West

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

11/4/2022

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

11/4/22

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-4
MPO AUTHORIZATION OF \$754,865 IN CARBON REDUCTION FUNDS TO LEXTRAN FOR
THE PURCHASE OF 1 BATTERY ELECTRIC BUS

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

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

WHEREAS, The Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) to provide federal funding for regional efforts to reduce greenhouse gas emissions (GHG); and

WHEREAS, the US Congress in their FY 2022 omnibus appropriations act allocated \$934,000 in CRP funds directly to the Lexington Area MPO; and

WHEREAS, 23USC175(c) identifies projects automatically eligible for CRP funding; and

WHEREAS, Lextran has adopted a plan to convert existing diesel buses used for their fixed route service to alternative fueled vehicles including battery electric vehicles; and

WHEREAS, the purchase of a battery electric vehicle for publicly accessible use is an automatically eligible use of CRP funds as identified in 23USC175(c); and

WHEREAS, the estimated lifetime reduction of greenhouse gas emissions for a battery electric bus is 50% relative to a diesel fueled bus; and

WHEREAS, CRP funds allocated during FY 2022 must be obligated prior to September 30, 2025; and

WHEREAS, Lextran has committed the required 20% non-federal match for a purchase of a battery electric bus; and

WHEREAS, Lextran estimates delivery of the battery electric vehicle prior to the obligation deadline for FY 2022 CRP funds; and

WHEREAS, the Lexington Area MPO Congestion Management Air Quality committee has recommended authorization of \$754,865 in CRP funds for said purchase due to the significance of estimated greenhouse gas reductions for the battery electric bus; and

WHEREAS, the Lexington Area MPO Transportation Technical Coordinating Committee has accepted the recommendation of the CMAQ committee and recommended approval of \$754,865 in CRP funds for the Lextran purchase of 1 battery electric bus.

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NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby authorizes \$754,865 in Carbon Reduction Program funds for Lextran to purchase 1 battery electric bus for use as part of their Lextran Fixed Route Public Transit service.

That this authorization is contingent upon Lextran identifying or committing sufficient dollars from another source to satisfy any non-federal match requirements and ensuring that this project will comply with all federal requirements for use of CRP funds.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 22nd day of February, 2023.

David K West

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

2/23/2023

Date

Attest:



Christopher Evilla, AICP
Director, Lexington Area Metropolitan Planning Organization

2/24/23

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-5
MPO AUTHORIZATION OF \$136,000 IN STBG-SLX FUNDS FOR THE CONSTRUCTION
PHASE OF THE ROSEMONT GARDEN SIDEWALK PROJECT

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

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

WHEREAS, the LEXINGTON AREA MPO has been designated as a Transportation Management Area and that in combination with an urbanized area population in excess of 200,000 permits the MPO to receive a sub-allocation of the Surface Transportation Program Block Group Program referred to as STBG-SLX Funding within the State of Kentucky; and

WHEREAS, the Rosemont Garden Sidewalk Project has been identified as a high priority within both the Lexington Area Bicycle Pedestrian Master Plan and the Lexington Area 2045 Metropolitan Transportation Plan; and

WHEREAS, the Lexington Fayette Urban County Government (LFUCG) has previously been awarded construction funding for said project through the Transportation Alternatives Program (TAP); and

WHEREAS, the LFUCG has solicited construction bids for said project the low bid for which being \$170,000 greater than the engineer's estimate; and

WHEREAS, the MPO staff has determined that the balance of STBG-SLX Funds is sufficient to provide the additional funds requested for said project and recommends approval of this request; and

WHEREAS, the Lexington Area MPO Transportation Technical Coordinating Committee has recommended approval of the requested authorization of \$136,000 in STBG-SLX funds for the Rosemont Garden Sidewalk Project.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby authorizes \$136,000 in STBG-SLX funds to supplement previous funding for the construction of a sidewalk along 950 feet of Rosemont Garden.

That this authorization is contingent upon the Lexington Fayette Urban County Government identifying or committing sufficient dollars from another source to satisfy any non-federal match requirements and ensuring that this project will comply with all federal requirements for use of STBG-SLX funds.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 22nd day of February, 2023.

David K West

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

2/23/2023

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/24/23

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2022-15
MPO ADOPTION OF REGIONAL NATIONAL HIGHWAY SYSTEM
BRIDGE CONDITION TARGETS
FOR CALENDAR YEARS 2024 AND 2026

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

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

WHEREAS, 23CFR490 requires KYTC to develop highway system bridge condition targets for bridges carrying the National Highway System (NHS) every four years based on the percentage of bridge decks in good and poor condition; and

WHEREAS, once bridge condition targets have been adopted by KYTC, the Lexington Area MPO has 180 days to either support these bridge condition targets or adopt different targets; and

WHEREAS, KYTC forwarded adopted bridge condition targets to MPO staff on September 30, 2022; and

WHEREAS, the MPO staff conducted an analysis of bridge condition trends for both Fayette and Jessamine Counties and determined that regional trends are similar to or better than the statewide trends for poor bridges; and

WHEREAS, the MPO region has a lower percentage of NHS bridges rated in good condition relative to the statewide bridge condition trends; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the bridge condition targets adopted by KYTC along with the MPO staff analysis of bridge condition trends; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has recommended MPO support of KYTC targets for bridges in poor condition and establishing a Lexington regional target for bridges in good condition for Calendar Years 2024 and 2026.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby supports the KYTC bridge condition targets for poor bridges for Calendar Years 2024 and 2026 and establishes the following regional targets for good bridges for 2026:

NHS Bridge Condition Targets for Lexington MPO Region		
Year	Percent Good	Percent Poor
2024	13.4%	3.7%
2026	19.4%	3.2%

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Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 2nd day of November, 2022.

David K West

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

11/4/2022

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

11/4/22

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-2
MPO ADOPTION OF REGIONAL NATIONAL HIGHWAY SYSTEM
PAVEMENT CONDITION TARGETS
FOR CALENDAR YEARS 2024 AND 2026

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

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

WHEREAS, 23CFR490 requires KYTC to develop pavement condition targets for National Highway System Facilities (NHS) every four years based on the percentage of the system in good and poor condition; and

WHEREAS, once pavement condition targets have been adopted by KYTC, the Lexington Area MPO has 180 days to either support these bridge condition targets or adopt different targets; and

WHEREAS, KYTC forwarded adopted pavement condition targets to MPO staff on September 30, 2022; and

WHEREAS, the MPO staff conducted an analysis of pavement condition trends for both Fayette and Jessamine Counties and determined that regional trends are similar to or better than the statewide trends; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the pavement condition targets adopted by KYTC along with the MPO staff analysis of pavement condition trends; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has recommended MPO support of KYTC pavement condition targets for both Interstate and Non-Interstate NHS facilities for Calendar Years 2024 and 2026.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby supports the KYTC pavement condition targets for both the Interstate and Non-Interstate NHS Systems for Calendar Years 2024 and 2026 and adopts a regional target for Interstate pavement conditions for Calendar Year 2024:

Interstate Pavement Condition Targets for Lexington MPO Region		
Year	Percent Good	Percent Poor
2024*	50.0%	3.0%
2026	50.0%	3.0%

*KYTC did not adopt an Interstate Condition target for 2024.

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Non-Interstate NHS Pavement Condition Targets for Lexington MPO Region		
Year	Percent Good	Percent Poor
2024	35.0%	6.0%
2026	35.0%	6.0%

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 25th day of January, 2023.



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

1/25/2023

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

1/26/23

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-3
MPO ADOPTION OF REGIONAL NATIONAL HIGHWAY SYSTEM
TRAVEL TIME RELIABILITY TARGETS
FOR CALENDAR YEARS 2024 AND 2026

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

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

WHEREAS, 23CFR490 requires MPOs to develop travel time reliability targets for Interstate and other National Highway System Facilities (NHS) every four years; and

WHEREAS, the MPO staff conducted an analysis of Level of Travel Time Reliability for the National Highway System and Truck Travel Time Reliability for the Interstate System using methodologies prescribed within federal regulations; and

WHEREAS, MPO staff have provided recommendations for Level of Travel Time Reliability and Truck Travel Time Reliability targets for 2024 and 2026 based on the aforementioned analysis; and

WHEREAS, the LEXINGTON AREA MPO Congestion Mitigation Air Quality Committee (CMAQ) and the Transportation Technical Coordinating Committee (TTCC) have reviewed the MPO staff analysis and recommended adoption of MPO staff recommendations for Level of Travel Time Reliability and Truck Travel Time Reliability targets for 2024 and 2026.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby adopts the following Travel Time Reliability Targets for Calendar Years 2024 and 2026:

National Highway System Travel Time Reliability Targets for Lexington MPO Region		
Metric	2024 Target	2026 Target
Interstate Level of Travel Time Reliability	95.0%	95.0%
Non-Interstate NHS System Level of Travel Time Reliability	80.0%	80.0%
Truck Travel Time Reliability	1.50	1.25

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 25th day of January, 2023.

David K West

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

1/25/2023

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

1/26/23

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-6
MPO SUPPORT OF LEXTRAN TRANSIT ASSET CONDITION TARGETS FOR 2023

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

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

WHEREAS, 49CFR625 requires recipients of Federal Transit Administration funding to develop a Transit Asset Management Plan to include asset condition targets for revenue vehicles, non-revenue vehicles, facilities and infrastructure, if applicable, for the following calendar year; and

WHEREAS, Lextran, being a Tier II transit provider operating within the Lexington Area MPO jurisdiction, has developed and adopted a Transit Asset Management Plan including the aforementioned asset condition targets for Calendar Year 2023; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the asset condition targets adopted by Lextran and recommended MPO support of said targets for Calendar Year 2023.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby supports the following Lextran transit asset condition targets for 2023:

- Revenue Vehicles: Less than 20% of vehicles beyond Useful Life Benchmark of 14 years
- Non-Revenue Vehicles: Less than 40% of vehicles beyond Useful Life Benchmark of 8 years
- Facilities: Less than 5% of facilities scoring a 3 or less on the FTA TERM condition scale

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 22nd day of February, 2023.

David K West

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

2/23/2023

Date

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Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/24/23

Date



LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
Transportation Planning for Fayette and Jessamine Counties

RESOLUTION 2023-7
MPO SUPPORT OF KENTUCKY TRANSPORTATION CABINET
HIGHWAY SAFETY TARGETS FOR 2023

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

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

WHEREAS, the 23CFR490 requires KYTC to develop highway safety targets for total fatalities, total serious injuries, fatalities per one hundred million vehicle miles of travel, serious injuries per one hundred million vehicle miles of travel and non-motorized fatalities and serious injuries for a 5-year period to include the following calendar year as part of the development of the State's Highway Safety Plan and subsequent annual highway safety reports; and

WHEREAS, once the Highway Safety Plan and subsequent annual reports have been adopted by KYTC, the Lexington Area MPO has 180 days to either support these highway safety targets or adopt different targets; and

WHEREAS, KYTC issued a highway safety annual report updating these targets during 2022; and

WHEREAS, the MPO staff conducted an analysis of crash trends for both Fayette and Jessamine Counties for the aforementioned safety metrics and determined that regional trends are similar to or better than the statewide trends; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the highway safety targets adopted by KYTC along with the MPO staff analysis of crash trends and recommended MPO support of KYTC targets for Calendar Year 2023.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby supports the following KYTC highway safety targets for 2023:

Metric	Targeted Annual Average for 2019 to 2023
Total Fatalities	764
Total Serious Injuries	2,658
Fatalities per 100 Million Vehicle Miles of Travel	1.575
Serious Injuries per 100 Million Vehicle Miles of Travel	5.519
Non-Motorized Fatalities & Serious Injuries	289

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Furthermore, the Transportation Policy Committee hereby formally adopts the KYTC targets as the highway safety targets for the Lexington Region for 2023.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 22nd day of February, 2023.

David K West

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

2/23/2023

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/24/23

Date