



Lexington Area Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM: FY 2025 - FY 2028



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Prepared in Cooperation with:
THE [FEDERAL HIGHWAY ADMINISTRATION](#)(FHWA)
AND THE [FEDERAL TRANSIT ADMINISTRATION](#) (FTA)
OF THE [UNITED STATES DEPARTMENT OF TRANSPORTATION](#) (USDOT)



THE [KENTUCKY TRANSPORTATION CABINET](#) (KYTC)



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



THE [BLUEGRASS COMMUNITY ACTION PARTNERSHIP](#) (BGCAP)



AND [FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS](#) (FTSB)



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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), which is a near-term (4 year) schedule of transportation improvements that implement the long-range metropolitan transportation plan (MTP). Projects that use of federal highway or public transportation funds are required to be included in the TIP in addition to any projects the MPO has determined to be regionally significant.

The Fiscal Year 2025 - FY 2028 TIP contains projects requesting federal funds through the Infrastructure Investment and Jobs Act also known as the Bipartisan Infrastructure Law (BIL). 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 2025-2028 TIP is consistent with the [MPO 2050 Metropolitan Transportation Plan \(MTP\)](#), the [FY 2024 - FY 2030 State Highway Plan](#), the [Congestion Management Process](#), and the Comprehensive Plans for [Fayette](#) and [Jessamine Counties](#). The 2025-2028 TIP will be incorporated into the 2025 Statewide Transportation Improvement Plan (STIP) once adopted by KYTC. 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 breakdown of nearly \$358 million in funds currently programmed in the TIP by various project sponsors. All project costs within the TIP are consistent with authorized funding commitments which is the basis through which the TIP is 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.

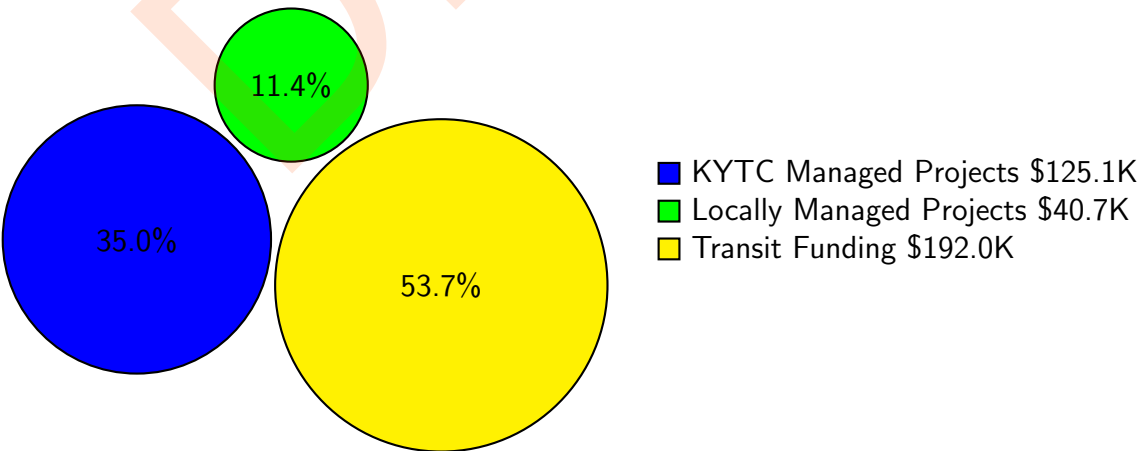


Figure 1: FY 2025 - FY 2028 Total TIP Program Funding

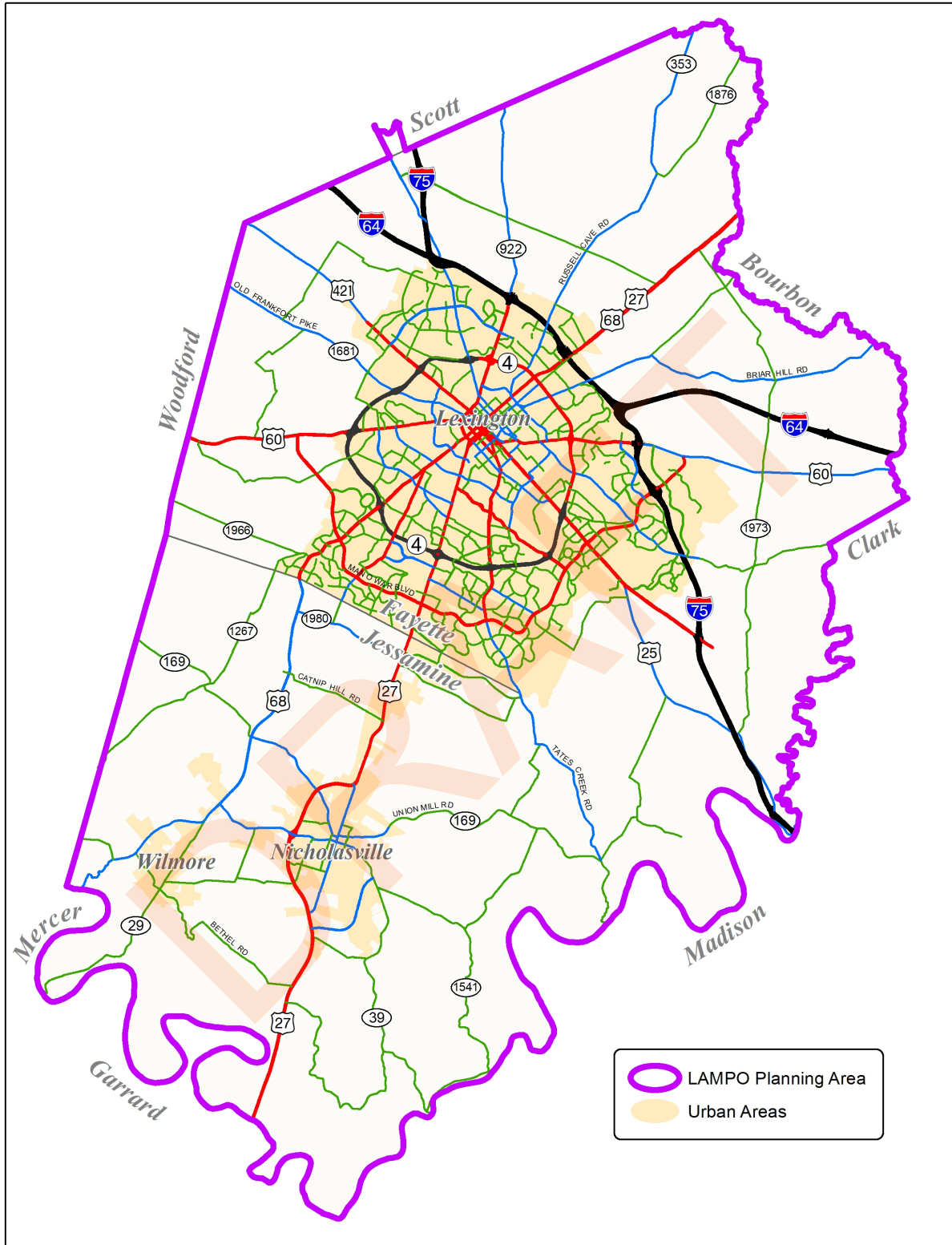


Figure 2: MPO Planning Area Map

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 MPO planning area (Figure 2), includes Fayette and Jessamine Counties and a small section of Scott County, an area of 458 square miles with a current population of about 374,600.

1.2 Legal Framework & Role of the MPO

A key role of the Metropolitan Planning Organization (MPO) is collaborative development of comprehensive long-range and short-range transportation plans. Engaging federal, state, and local governments, transit agencies, diverse stakeholders, and the public, the MPO ensures transportation policies, plans, projects, and programs align with shared regional goals and propel progress. Guided by a committee structure, the MPO includes the decision-making Transportation Policy Committee (TPC), several specialized technical committees, and dedicated staff.

In addition to the performance-based planning framework set forth in IIJA, the Lexington Area MPO has established the following goals for the region in the long-range 2050 Metropolitan Transportation Plan (MTP):

SAFETY

Our transportation system provides safe travel for all users

ACCESS & EQUITY

Our transportation system provides affordable, equitable transportation options

RESILIENCY

Our transportation system is resilient and well maintained

QUALITY OF LIFE

Our transportation system supports vibrant neighborhoods and resident vitality

ECONOMIC DEVELOPMENT

Our transportation system supports economic vitality and competitiveness by reliably moving people and goods

SUSTAINABILITY

Our transportation system is sustainable and does not significantly contribute to climate change

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 D 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 2050 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 MPO area. The TIP covers a four-year period, but is updated every two-years. 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 current FY 2025 - FY 2028 TIP contains the MPO’s priority list of programs and project work phases to be implemented during this 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.

MPOs with an urbanized population greater than 200,000, such as the Lexington Area MPO, must develop a Congestion Management Program (CMP), which 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 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 25 year horizon. The results of these efforts are integrated into a criteria-based scoring procedure to prioritize projects based 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 Chapter 4 of the 2050 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.

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 for implementation.

2.2 Consistency with Regional Plans

Projects in the TIP must be consistent with the MPO’s Metropolitan Transportation Plan (MTP). Project work phases that are included in the TIP are generally drawn from the highest priority transportation

projects in the near term of the 2050 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 2029. 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 2021 – FY 2024 Transportation Improvement Program (previous TIP)
- MPO Regional Bicycle and Pedestrian Master Plan
- Campus to Commons Trail Study
- Imagine Nicholasville Road
- Imagine New Circle Road
- 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.
- KYTC Statewide Freight Plan
- Lexington and Jessamine County Safety Action Plan
- Lexington Complete Streets Action Plan

2.3 Participation in TIP Development

Public and stakeholder participation is an important part of the TIP development process, and is 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 C 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 Air Quality Committee (CMAQ)), 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 E.

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). The procedures utilized by the MPO to ensure the transportation planning process complies with Title VI and ADA are outlined in the MPO Title VI plan including relevant complaint procedures.

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 Monday, July 1, 2024 until Friday, August 2, 2024.
- MPO staff will assemble and provide a summary of all public comments to MPO committees to be considered and addressed before adopting the final document.
- A summary of public involvement activities and input will be included in the final TIP document.

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 State 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:

- Adding or deleting a project or phase(s), except for Grouped Projects, which are eligible for an Administrative Modification.
- A substantial change in design concept and scope of the project.
- A substantial change in the limits of the project.
- A change in cost estimates that affects fiscal constraint.

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

- TIP amendment details will be advertised on the [Lexington Area MPO website](#), including special notification on the homepage, which will initiate a public comment period.
- TIP amendments require a 15-day public comment period
- 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 amendments shall include a description sufficient to clearly identify the project, location, estimated cost, phase years, project sponsor, and sources of funds.
- Notice of TIP amendments will be distributed via social media posts and a media press release.
- All TIP amendments must be consistent with the Metropolitan Transportation Plan.

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

- Correcting obvious minor data entry errors.
- Splitting or projects without modifying the original project design, concept and scope.
- Combining projects provided that the entire combined project limits and scope of work were previously included within the TIP.
- 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 phase from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the TIP.
- 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.

2.6 Grouped Projects Policy

Grouped Projects are relatively small-scale transportation projects that make important contributions to the region's transportation system and the achievement of Lexington Area MPO goals but are not considered major infrastructure projects. In general, Grouped Projects have a construction cost of less than \$1.0 million in 2024 dollars. The Grouped Project designation is used to more efficiently advance projects through the transportation planning process to better serve the residents of the region by delivering projects more quickly. Due to their small size, Grouped Projects are not individually included in the MTP, though the collective costs of Grouped Projects are identified in the MTP financial analysis under estimated maintenance expenditures. Grouped Projects are included in the TIP when funding has been dedicated for their implementation. To further ease implementation, projects classified as an eligible Grouped Project can be administratively modified into the TIP rather than go through the formal and longer amendment process. Grouped Project categories in the TIP are the same as those in the MTP. To be considered a Grouped Project, a project must meet the intent and criteria of one of the ten Grouped Project categories as defined below.

- Bicycle and Pedestrian Facilities
- Bridge Maintenance, Rehabilitation or Reconstruction
- Highway Preventative Maintenance or Rehabilitation
- Highway Safety Improvements
- Intelligent Transportation System (ITS) Projects
- Other Transportation Systems or Operational Projects (TSMO)
- Traffic Signal Maintenance or Installation
- Transportation Enhancements, Streetscaping or Landscaping
- Transit Vehicle Maintenance or Rehabilitation
- Transit Operations
- Valley View Ferry Operations

2.7 Performance-Based Planning

Under federal regulations, 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. Tables describing how the required FHWA and FTA performance measures are expected to be addressed by projects in the FY 2025 - FY 2028 TIP can be found in Appendix D.

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 2025 - FY 2028 TIP overlaying these Equity Target Areas in order to assess any benefits and burdens on EJ populations.

2.9 Annual List of Federal Obligations

The MPO provides an [Annual Obligations Report](#) 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).

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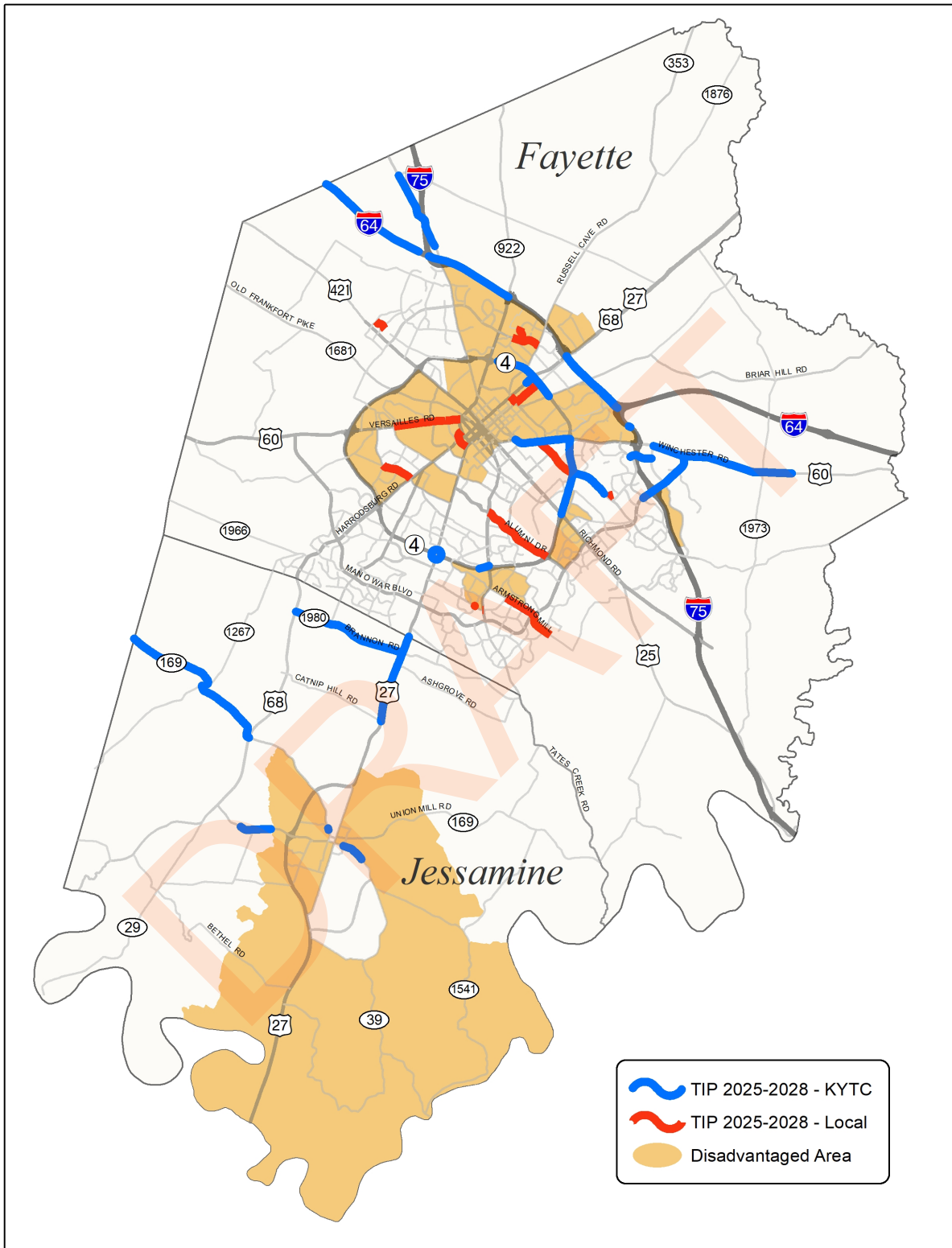


Figure 3: Environmental Justice Impact of TIP Projects

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, public transit providers and regional county & municipal governments.

3.1 Financial Resources

The Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspects of IIJA 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, in general the match cannot come from any federally allocated source. The major IIJA funding programs are listed below.

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

3.1.1 Highway Fiscal Considerations

Local and KYTC managed highway programs and projects are listed in Table 4 and Table 6 with various funding categories identified and funding for each phase shown by fiscal year. Detailed project tables; Table 12 and Table 13 can be found in Appendix B. These detailed tables provide information on any costs previously authorized for the project and any future costs that are either beyond the TIP period or have not been reviewed for compliance with the MPO Complete Streets policy. 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 1 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 2025-2028 TOTALS
Total Programmed Expenditures	\$165,853,038
Total Anticipated Revenues	\$259,947,664
Ratio of Expenditures to Revenue	0.64

Table 1: Anticipated Highway Revenue and Expenditures

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing suballocated funds dedicated to the Lexington MPO area. These include funds from three federal programs; Surface Transportation Block Grant Program - Lexington (SLX), Transportation Alternatives Program (TAP) and Carbon Reduction Program (CARB). These suballocated funds must be matched with local program funds. The MPO has decision authority over these funds and is responsible for selecting and prioritizing projects within the fiscal constraints of the current allocation. Table 11 shows the total amount of suballocated funds programmed and the remaining balance for each program.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for suballocated 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

Tables outlining expected transit revenues and expenditures during the four-year TIP period can be found in Section 4.3. 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 primarily from property tax revenue and is used as the source for local match of federal funds and operating expenditures. The transit financial element is estimated to total approximately \$190 million from FY 2025 through FY 2028.

TRANSIT ELEMENT	FY 2025-2028 TOTALS
Total Programmed Expenditures	\$191,988,626
Total Anticipated Revenues	\$191,988,626
Ratio of Expenditures to Revenue	1.0

Table 2: 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.

The estimated ratio of revenues to expenditures for all funding sources for FY 2025-2028 indicated in Tables 1 and 2 should not exceed 1.0, which means planned expenditures balance with our anticipated revenues. 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 \$123 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 2050 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 2025 - 2028 period are shown in Table 3.

Major O/M Funding Sources	O/M Funding Estimate FY 2025 - FY 2028
State Funding (KYTC)	\$49,920,000
Local Funding	\$37,440,000
Lextran (Operations)	\$112,830,515
Lextran (Maintenance)	\$20,309,493
Total	\$220,500,008

Table 3: Maintenance/Operations Funding Estimates

4 PROJECT TABLES & MAPS

Tables 4 and 6 and their accompanying maps outline the transportation programs and project phases that have funding authorized during the FY 2025 - 2028 TIP period. The tables are divided into locally and KYTC managed projects, and separate tables are provided for each project phase used in the tables:

(DN - Design, RW - Right of Way, UT - Utilities and CN - Construction).

Tables 8 and 9 provide an overview of the expected transit revenues and expenditures and Table 10 is a relatively short table providing information on continuing programs and studies funded during the FY 2025 - 2028 TIP period.

The projects in the following tables are funded under the following programs:

- CARB - Carbon Reduction Program (suballocated to Lexington)
- FBP - Federal Bridge Program
- FED - Federal Project
- HGC - High Growth Counties Program
- KYD - Federal Demonstration Funds allocated to Kentucky
- NH - Federal National Highway System
- SLX - Federal Statewide Transportation Funds (suballocated to Lexington)
- SPP - State Construction High Priority Projects
- STPF - Surface Transportation Flex Funding
- TAP - Federal Transportation Alternatives Program (suballocated to Lexington)

Note that TAP funds can also be awarded by KYTC through a separate competitive application, depending upon the project. All of the TAP funded projects in this current TIP have been funded with TAP funds suballocated to Lexington.

4.1 Locally Managed Projects

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Alumni Dr Shared Use Trail Construct SUP along Alumni Dr from Tates Creek Rd to New Circle Rd	FAY-137A	RW UT CN	2025 2025 2026	TAP " "	\$92 \$160 \$3,520		\$23 \$40 \$880	\$115 \$200 \$4,400
Armstrong Mill Bike/Ped Improvements Complete gaps in bike/ped facility & intersection improvements along Armstrong Mill Rd from Tates Creek Rd to Squires Hill Ln	FAY-034	CN CN	2026 2026	SLX TAP	\$692 \$800		\$173 \$200	\$865 \$1,000
Brighton Trail Connection Construct a 12' wide SUP to connect the existing Liberty Park trail to sidewalk on the east side of Liberty Rd	FAY-208	CN	2025	TAP	\$576		\$144	\$720
Citation Blvd - Sec III-A Extend Citation Blvd from Silver Springs Dr to the Winburn Dr extension. Construct a SUP along Winburn Dr extended and Citation Blvd to Newtown Pike	FAY-183	C	2026	SLX	\$1,600		\$3,400	\$5,000
Citation Blvd Section III-B Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd	FAY-184	UT CN CN	2025 2026 2026	SLX STP SLX	\$80 \$2,800 \$2,080	\$700	\$20 \$520	\$100 \$3,500 \$2,600
Citation Trail - Sec 2 Construct SUP between Masterson Hills Park and the Town Branch Trail extension into Great Acres Development	FAY-209	RW CN	2025 2025	TAP "	\$88 \$480		\$22 \$120	\$110 \$600
Lane Allen Rd Sidewalks Complete sidewalk gaps and make ADA intersection improvements at Alexandria Dr & Harrodsburg Rd	FAY-210	RW UT CN	2025 2025 2026	SLX " "	\$112 \$8 \$1,200		\$28 \$2 \$300	\$140 \$10 \$1,500
Liberty Road - Inside New Circle Improve typical section of Liberty Rd from New Circle Rd to Winchester Rd	FAY-032	RW	2025	SLX	\$1,132		\$283	\$1,415
North Limestone Improvements Improve typical section of North Limestone from Withers Av to New Circle Rd	FAY-135B	UT CN	2026 2027	SLX "	\$176 \$4,960		\$44 \$1,240	\$220 \$6,200
Newtown Pike Extension Phase III Scott Street Connector	FAY-002	DN	2025	FED	\$1,200		\$300	\$1,500
Versailles Rd Modernize roadway from Mason Headley Rd to Red Mile Rd	FAY-027	DN DN	2025 2026	NH "	\$400 \$488	\$100 \$122		\$500 \$610
Versailles Rd Modernize roadway from Red Mile Rd to Porter Place	FAY-045	DN	2026	NH	\$312	\$78		\$390
West High Street Modernize roadway from Porter Place to Oliver Lewis Way	FAY-046	DN	2027	NH	\$144	\$36		\$180
West Loudon Streetscape Complete sidewalk gaps, install bike lanes, delineate parking and walkways along West Loudon Av from North Broadway to North Limestone	FAY-076	RW UT CN	2025 2025 2026	TAP " "	\$74 \$8 \$222		\$18 \$2 \$55	\$92 \$10 \$277

Table continues

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Wilson-Downing Intersection Improvements	FAY-211	RW	2027	SLX	\$40		\$10	\$50
Install a right turn lane from Wilson-Downing Rd to Tates Creek Rd & install a traffic circle at the Belleau Wood intersection.		CN	2028	"	\$400		\$100	\$500

Table 4: Locally Managed Projects (\$1,000)

	FY	FEDERAL	STATE	LOCAL	TOTAL
SLX	2025	\$1,332		\$33	\$1,665
	2026	\$5,748		\$4,437	\$10,185
	2027	\$4,560		\$1,140	\$5,700
	2028				
	SF*	\$144		\$36	\$181
	TOTAL	\$12,184		\$6,046	\$18,231
STP	2025				
	2026	\$2,800	\$700		\$3,500
	2027				
	2028				
	TOTAL	\$2,800	\$700		\$3,500
TAP	2025	\$1,348		\$337	\$1,685
	2026	\$5,280		\$1,320	\$6,600
	2027				
	2028				
	SF*	\$663		\$166	\$829
	TOTAL	\$7,291		\$1,823	\$9,114
NH	2025	\$144	\$36		\$180
	2026	\$800	\$200		\$1,000
	2027	\$144	\$36		\$180
	2028				
	TOTAL	\$1,088	\$272		\$1,360
FED	2025	\$1,200		\$300	\$1,500
	2026				
	2027				
	2028				
	TOTAL	\$1,200		\$300	\$1,500
TOTAL (Local):		\$24,564	\$972	\$8,169	\$33,704

Table 5: Summary of Locally Sponsored Projects (\$1,000)

Note: 'SF' denotes the total amount reserved for state forces for all SLX and TAP funded project phases during the TIP timeframe. This covers the cost of KYTC managing the project, and is usually 10% of the project cost.

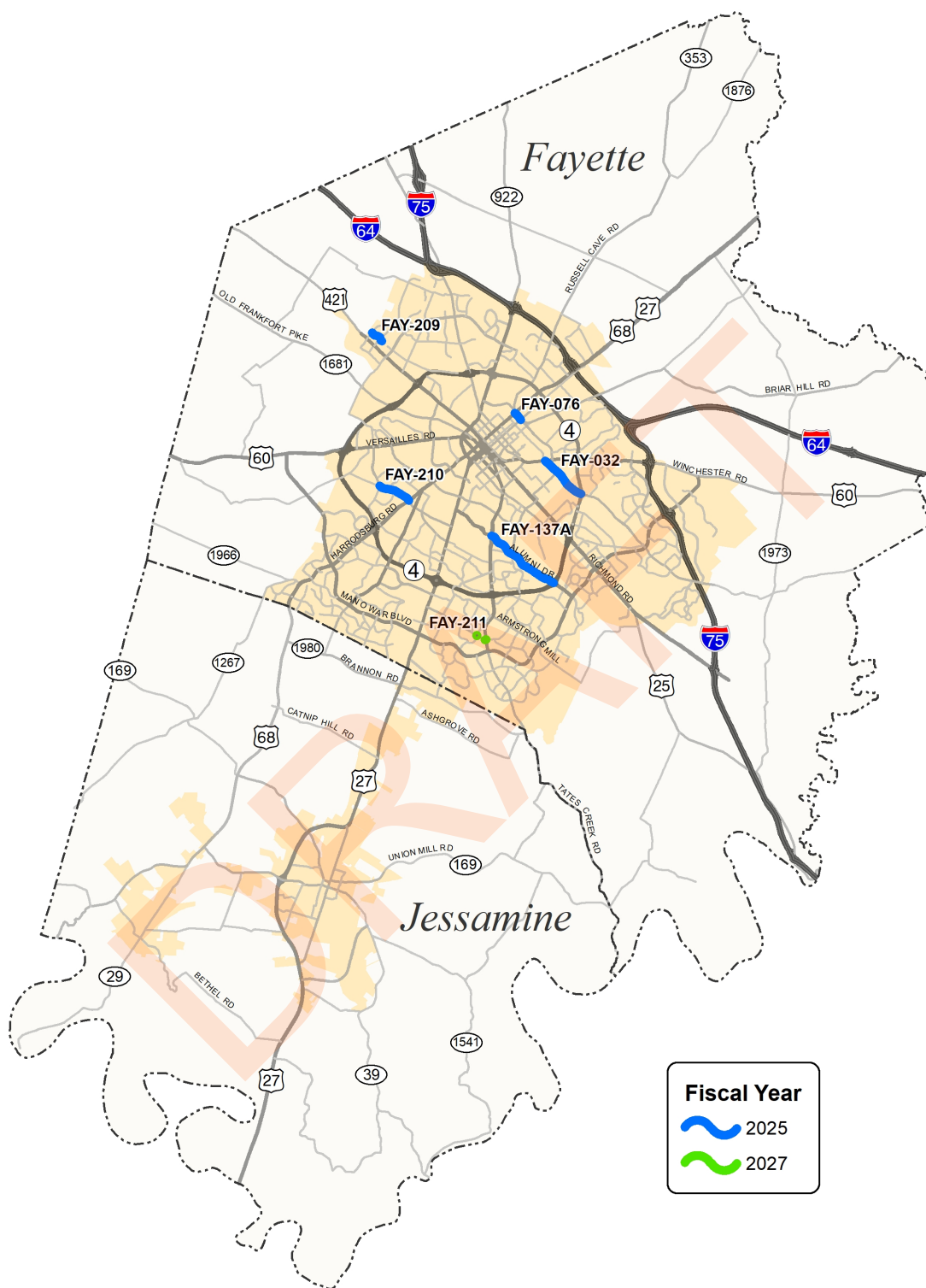


Figure 5: Locally Managed Projects - Right of Way Phases Map

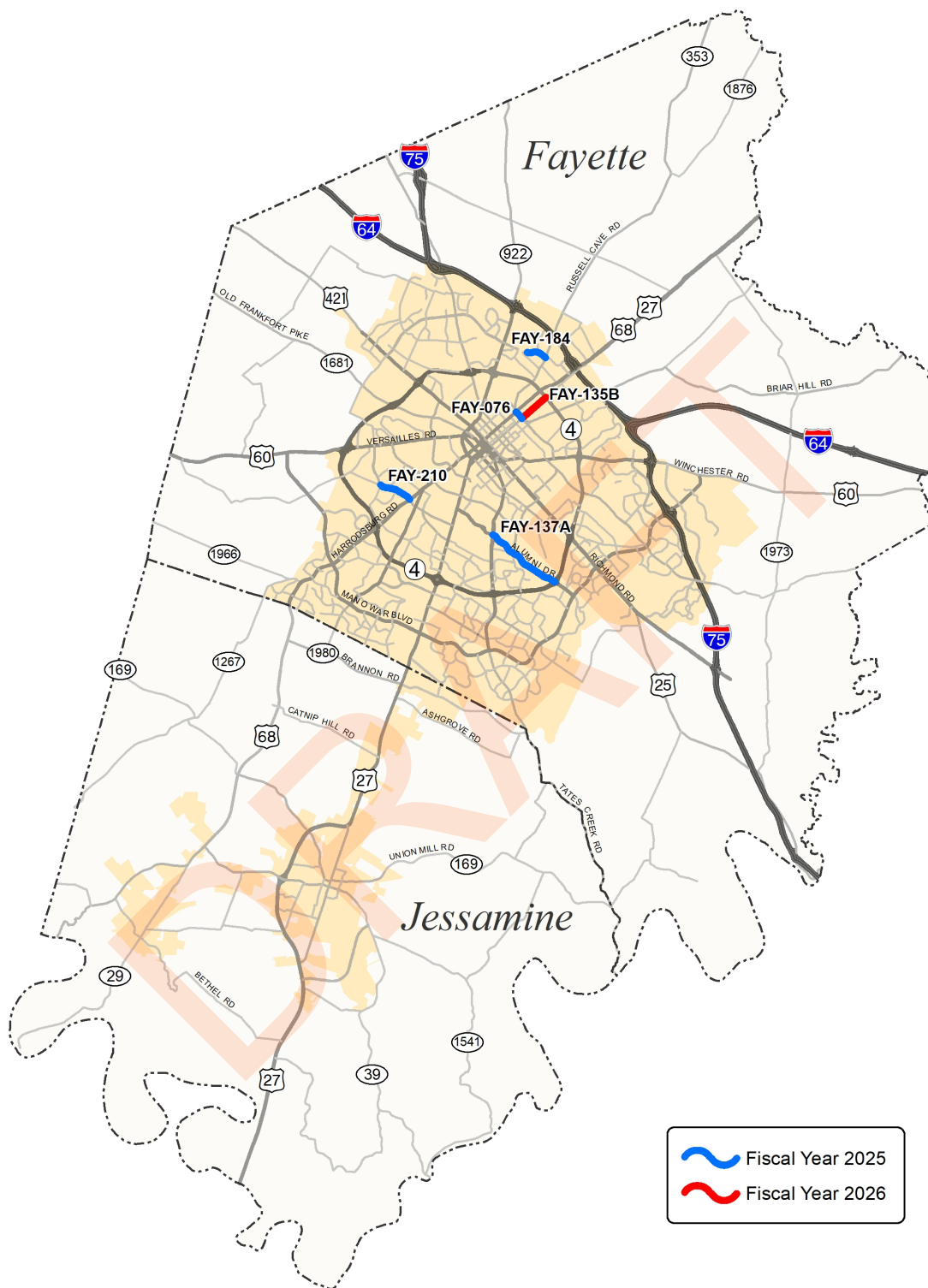


Figure 6: Locally Managed Projects - Utilities Phases Map

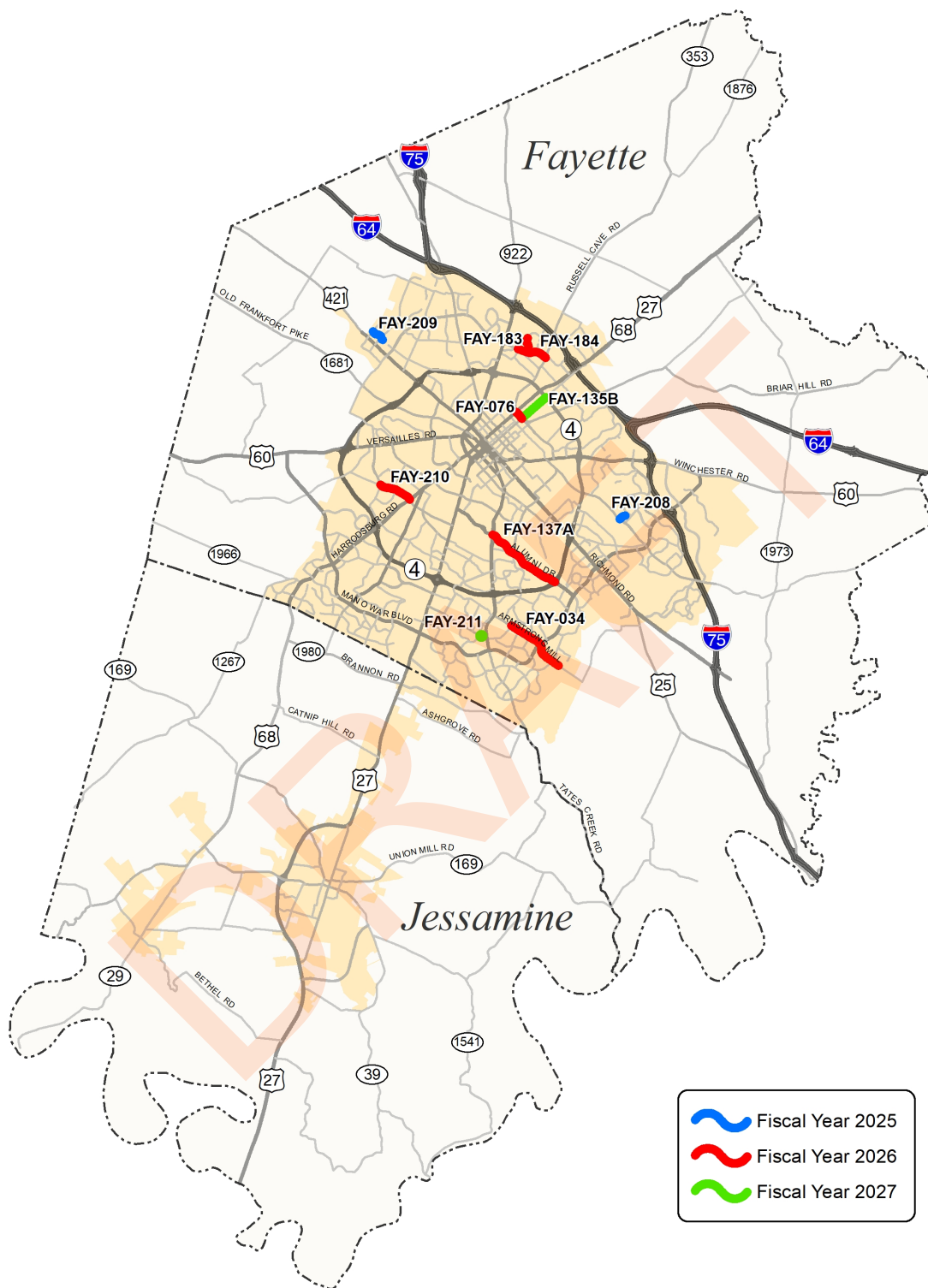


Figure 7: Locally Managed Projects - Construction Phases Map

4.2 KYTC Managed Projects

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Brannon Rd Improvements Improve roadway geometrics, typical section and roadway hazards on Brannon Rd from Harrodsburg Rd to Nicholasville Rd	JESS-015	CN	2025	HGC	\$3,725			\$3,725
		CN	2026	HGC	\$14,000			\$14,000
East High Shared Use Path Construct SUP along West Maple St from Central Ave to the Eastern Bypass Trail	JESS-017	CN	2025	SLX	\$1,760		\$440	\$2,200
Georgetown Rd Improvements Sec 2 Reconstruct/Widen US 25 from Kearney Rd to Ironworks Rd	FAY-015A	CN	2025	HGC	\$8,000	\$2,000		\$10,000
		CN	2026	"	\$9,400	\$2,350		\$11,750
I64/I75 Common Route Improvements - Sec 1 Reduce congestion from the Northern Split to Newtown Pike	FAY-068A	CN	2025	STPF	\$4,000	\$1,000		\$5,000
		CN	2027	NH	\$8,000	\$2,000		\$10,000
		CN	2028	NH	\$8,000	\$2,000		\$10,000
I64/I75 Common Route Improvements - Sec 3 Reduce congestion from Paris Pike to the Southern Split	FAY-068C	CN	2027	NH	\$22,160	\$5,540		\$27,700
I-64 - Pavement Maintenance MP 71 - 74.3	FAY-207	DN	2025	NHPM	\$129	\$32		\$162
		CN	2025	"	\$364	\$91		\$455
		CN	2027	"	\$800	\$200		\$1,000
I-75 Bridge at David Fork of Elkhorn Creek	FAY-206	DN	2025	FBP	\$130	\$33		\$163
		CN	2025	"	\$1,304	\$326		\$1,630
Liberty Rd Improvements - Outside New Circle Improve Liberty Rd from Graftons Mill Ln to New Circle Rd and improve intersection with KY 4	FAY-070	CN	2025	STPF	\$4,000	\$1,000		\$5,000
		CN	2027	"	\$4,926	\$1,232		\$6,158
North Broadway Bridge Replacement between Northland Av and New Circle Rd	FAY-069	UT	2025	NH	\$1,448	\$362		\$1,810
		CN	2026	NH	\$2,794	\$698		\$3,492
		CN	2026	KYD		\$8,120		\$8,120
West High Shared Use Path Construct SUP along KY 29 from Cooks Ln to Allie Run	JESS-016A	CN	2025	SLX	\$1,606		\$401	\$2,007
Winchester Rd - Midland to KY 4 Operational and Multimodal Improvements	FAY-033	DN	2026	NH	\$280	\$70		\$350

Table 6: KYTC Managed Projects (\$1,000)

	FY	FEDERAL	STATE	LOCAL	TOTAL
SLX	2025	\$3,366		\$841	\$4,207
	2026				
	2027				
	2028				
	SF*	\$337		\$84	\$421
	TOTAL	\$3,702		\$926	\$4,628
HGC	2025	\$11,725	\$2,000		\$13,725
	2026	\$23,400	\$2,350		\$25,750
	2027				
	2028				
	TOTAL	\$35,125	\$4,350		\$39,475
NHPM	2025	\$494	\$123		\$617
	2026				
	2027	\$800	\$200		\$1,000
	2028				
	TOTAL	\$1,294	\$323		\$1,617
STPF	2025	\$8,000	\$2,000		\$10,000
	2026				
	2027	\$4,926	\$1,232		\$6,158
	2028				
	TOTAL	\$12,926	\$3,232		\$16,158
NH	2025	\$1,448	\$362		\$1,810
	2026	\$3,074	\$768		\$3,842
	2027	\$30,160	\$7,540		\$37,700
	2028	\$8,000	\$2,000		\$10,000
	TOTAL	\$42,682	\$10,670		\$53,352
KYD	2025				
	2026		\$8,120		\$8,120
	2027				
	2028				
	TOTAL		\$8,120		\$8,120
FBP	2025	\$1,434	\$359		\$1,793
	2026				
	2027				
	2028				
	TOTAL		\$8,120		\$8,120
TOTAL (KYTC):		\$97,163	\$27,054	\$926	\$125,143

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

Note: 'SF' denotes the total amount reserved for state forces for all SLX and TAP funded project phases during the TIP timeframe. This covers the cost of KYTC managing the project, and is usually 10% of the project cost.

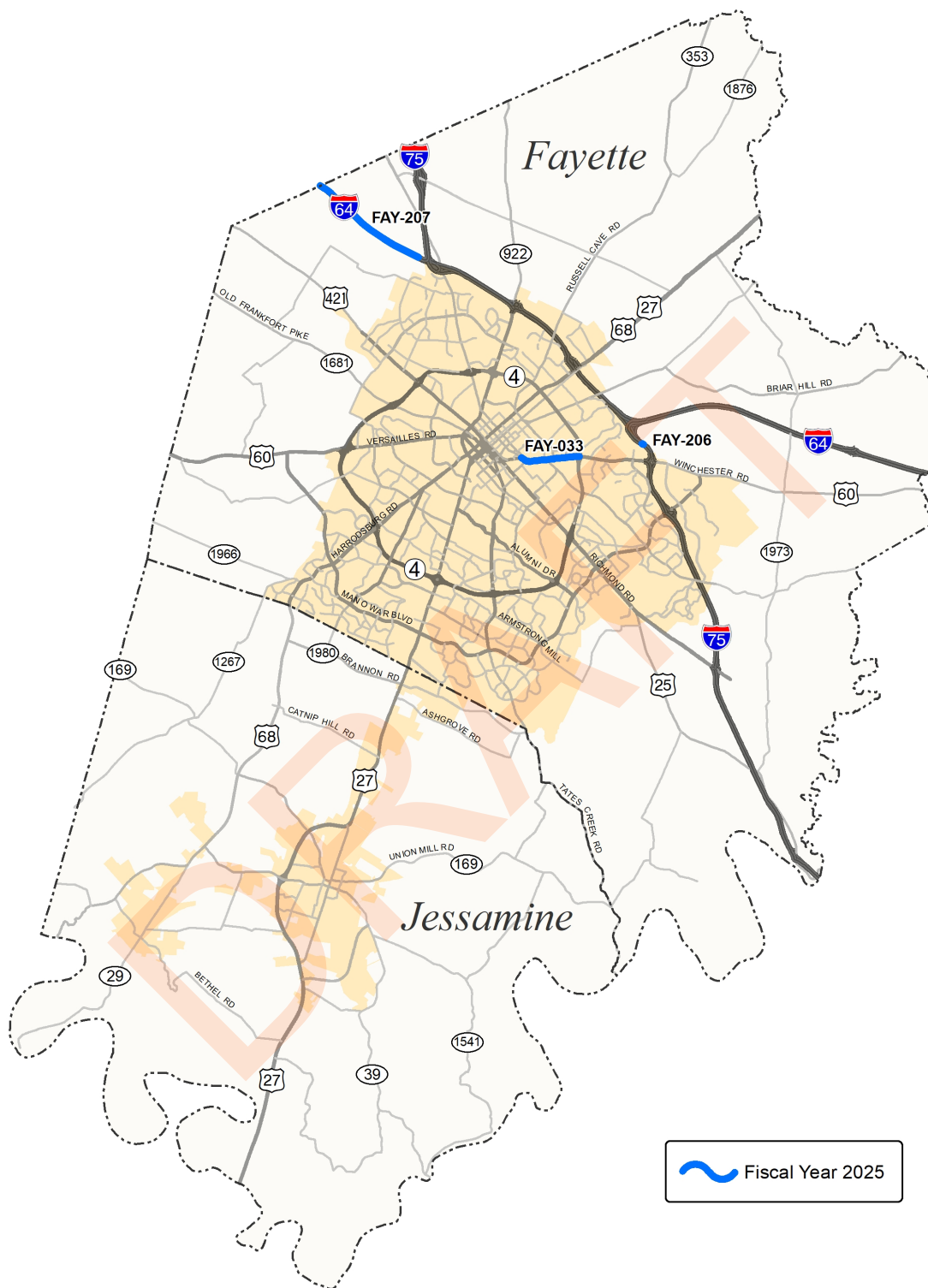


Figure 8: KYTC Managed Projects - Design Phases Map

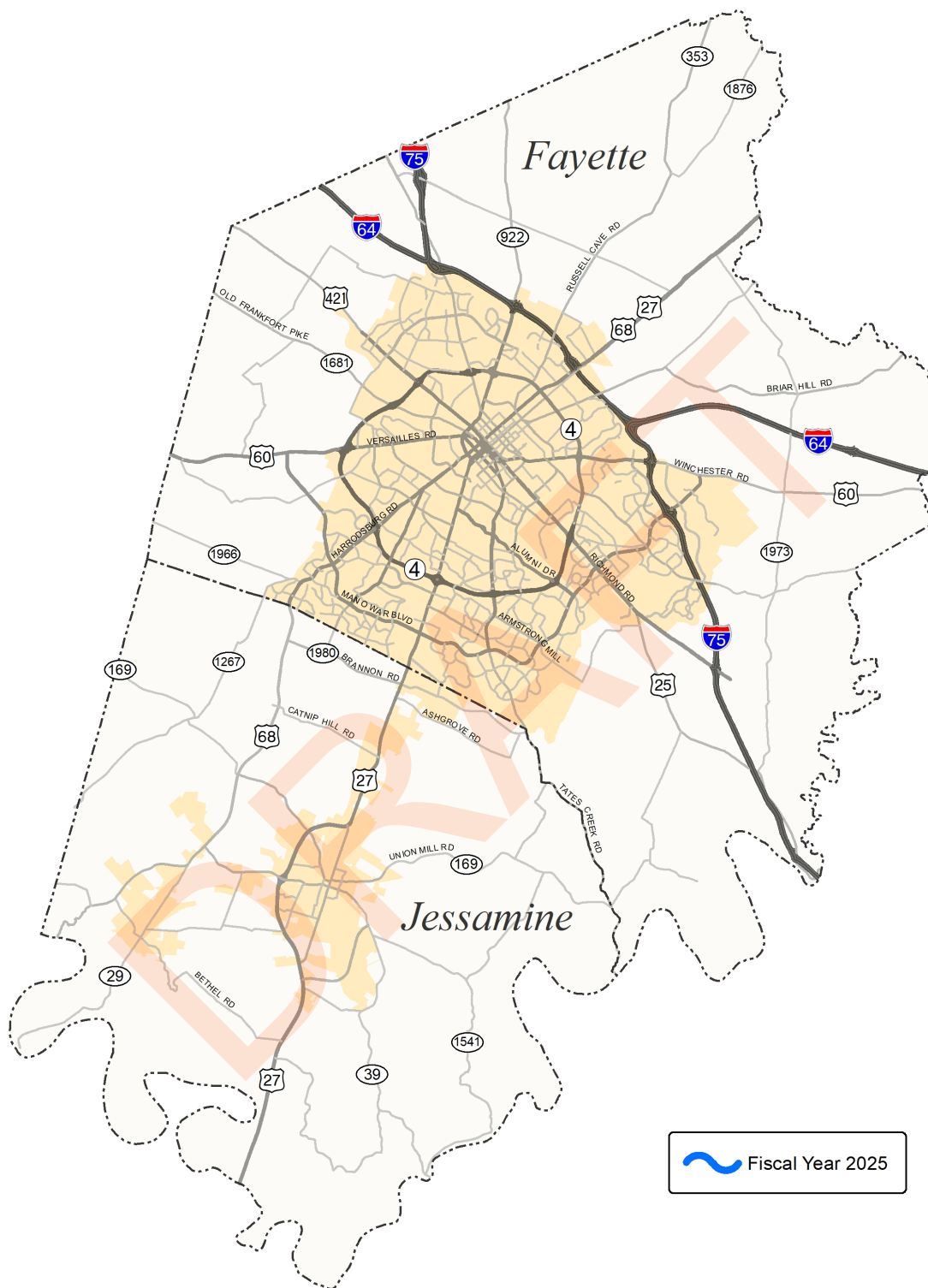


Figure 9: KYTC Managed Projects - Right of Way Phases Map
 Note: As of Oct 1, 2024, there are no KYTC projects with proposed Right of Way phases.

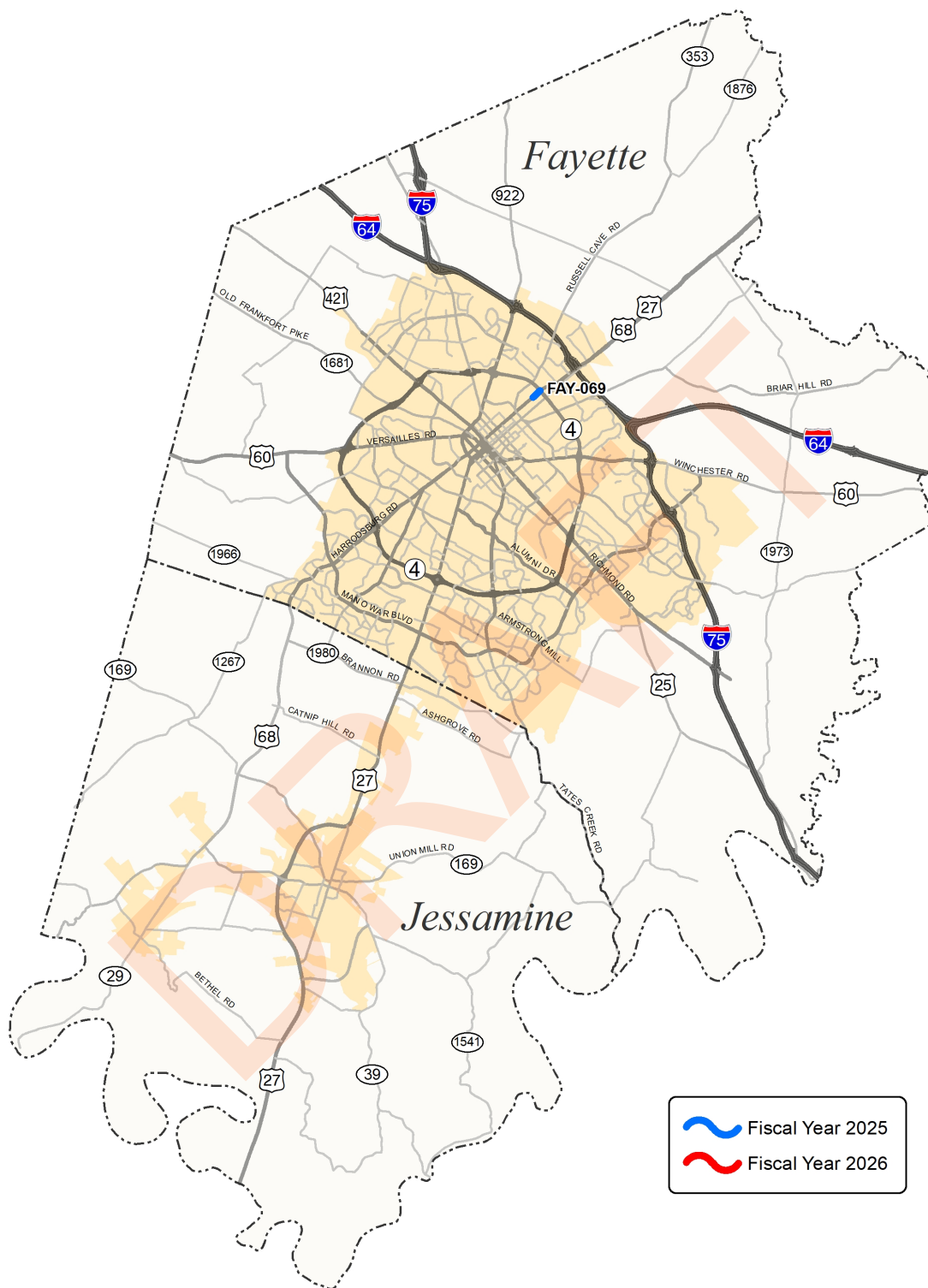


Figure 10: KYTC Managed Projects - Utilities Phases Map

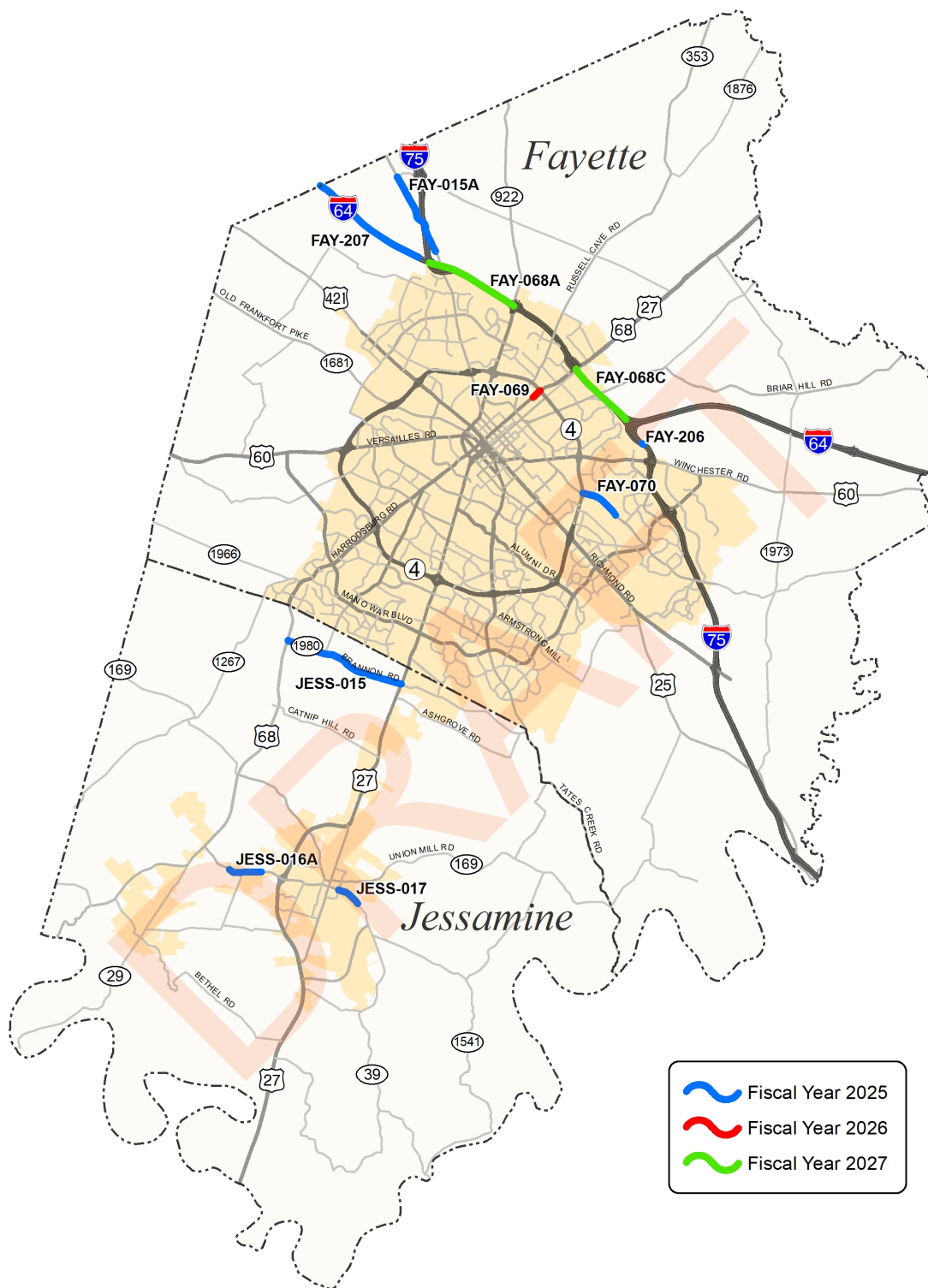


Figure 11: KYTC Managed Projects - Construction Phases Map

4.3 Transit Funding

Lextran Funding Sources	2025	2026	2027	2028	TOT
Section 5307 Formula Funding	\$6,804	\$6,872	\$6,940	\$7,010	\$27,625
Section 5339 Bus & Bus Facilities Funding	\$605	\$611	\$617	\$623	\$2,456
Section 5310 Enhanced Mobility Seniors & Disabilities	\$240	\$0	\$0	\$0	\$240
State Funding	\$1,852	\$1,871	\$1,889	\$1,908	\$7,520
Carbon Reduction Program (through MPO)	\$755	\$0	\$0	\$0	\$755
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$3,000	\$0	\$0	\$0	\$3,000
Local Share from Mass Transit Fund	\$999	\$0	\$0	\$0	\$999
Property Tax Revenue	\$24,024	\$24,504	\$24,995	\$25,494	\$99,017
Federal Funding	\$5,617	\$5,730	\$5,844	\$5,961	\$23,153
UK Partnership	\$2,511	\$2,561	\$2,613	\$2,665	\$10,350
State Funding	\$1,588	\$1,619	\$1,652	\$1,685	\$6,543
Passenger Fares	\$1,274	\$1,300	\$1,326	\$1,352	\$5,252
Advertising Revenue	\$300	\$306	\$312	\$318	\$1,236
Miscellaneous Revenue (fuel tax, vending)	\$181	\$185	\$188	\$192	\$746
Lextran Total	\$49,750	\$45,558	\$46,376	\$47,209	\$188,893
BGCAP Funding Sources					
Total 5311 FTA Operating Funding	\$507	\$528	\$549	\$571	\$2,155
Total FTA Capital Funding	\$222	\$231	\$240	\$249	\$941
BGCAP Total	\$729	\$758	\$788	\$820	\$3,096
				Total	\$191,989

Table 8: Anticipated Transit Revenue (\$1,000)

Lextran Expenditures	2025	2026	2027	2028	TOT
Bus Purchase (CNG)	\$4,000	\$850	\$876	\$902	\$6,627
Electric Buses & Chargers	\$944	\$0	\$0	\$0	\$944
Paratransit Vehicles	\$850	\$0	\$0	\$0	\$850
Bus Canopy (carry over)	\$0	\$0	\$0	\$0	\$0
CAD AVL System	\$0	\$0	\$0	\$0	\$0
ITS Technology Services	\$1,025	\$1,125	\$1,125	\$1,125	\$4,400
Planning, Research & Development	\$75	\$0	\$500	\$500	\$1,075
Service Vehicles	\$0	\$85	\$0	\$95	\$180
Capital Cost of Contracting (Paratransit)	\$3,017	\$3,079	\$2,732	\$3,245	\$12,074
Capital Maintenance	\$2,600	\$2,600	\$2,600	\$2,059	\$9,859
Transit Center Project (TAP) (carry over)	\$350	\$0	\$0	\$0	\$350
Transit Enhancements (Shelters, Benches, Trash Cans)	\$50	\$150	\$150	\$150	\$500
Hardware & Software (IT Projects)	\$170	\$190	\$190	\$190	\$740
Shop Tools/Equipment/Facilities	\$1,100	\$1,200	\$1,200	\$1,200	\$4,700
Security Equipment	\$73	\$74	\$75	\$75	\$297
Operating Expenses	\$35,495	\$36,205	\$36,929	\$37,668	\$146,297
Lextran Total	\$49,750	\$45,558	\$46,376	\$47,209	\$188,893
BGCAP Expenditures					
Capital Expenses (Jessamine County)	\$222	\$231	\$240	\$249	\$941
Operating Expenses (Jessamine County)	\$507	\$528	\$549	\$571	\$2,155
BGCAP Total	\$729	\$758	\$788	\$820	\$3,096
				Total	\$191,989

Table 9: Anticipated Transit Expenditures (\$1,000)

4.4 Continuing Programs and Studies

PROJECT DESCRIPTION	FY	FUND	FED	STA	LOC	TOT
Various Continuing Programs	2025	SLX	\$448		\$112	\$560
Implement the UPWP, including;	2026	"	\$466		\$116	\$582
Updating and implementing the Metropolitan Transportation Plan,	2027	"	\$485		\$121	\$606
Bicycle & Pedestrian Master Plan and Congestion Management	2028	"	\$504		\$126	\$630
Process; public outreach; traffic & land use impact analysis						
and staff development.						
Intelligent Transportation Systems	2025	SLX	\$480		\$120	\$600
ITS upgrades and traffic management activities	2026	"	\$499		\$125	\$624
	2027	"	\$519		\$130	\$649
	2028	"	\$540		\$135	\$675
Valley View Ferry	2025	SPP			\$520	\$520
Operation at the Kentucky Rivers	2026	"			\$520	\$520
	2027	"			\$520	\$520
	2028	"			\$520	\$520

Table 10: Continuing Programs and Studies (\$1,000)

	FY 25	FY 26	FY 28	FY 28
SLX Allocation	\$8,760	\$8,936	\$9,114	\$9,297
SLX Carryover	\$9,087	\$13,150	\$13,937	\$18,051
SLX Available	\$17,847	\$22,085	\$23,051	\$27,348
SLX Programmed:	\$4,698	\$8,148	\$4,560	\$400
SLX Planned:			\$440	
SLX Balance	\$13,150	\$13,937	\$18,051	\$26,948
TAP Allocation	\$906	\$925	\$943	\$962
TAP Carryover	\$3,826	\$3,255	-\$1,100	-\$157
TAP Available	\$4,732	\$4,180	-\$157	\$805
TAP Programmed:	\$1,348	\$5,280		
TAP Planned:	\$129			
TAP Balance	\$3,255	-\$1,100	-\$157	\$805
CARB Allocation	\$1,039	\$1,060	\$1,081	\$1,102
CARB Carryover	\$2,152	\$3,191	\$4,251	\$5,331
CARB Available	\$3,191	\$4,251	\$5,331	\$6,434
CARB Programmed:				
CARB Planned:				
CARB Balance	\$3,191	\$4,251	\$5,331	\$6,434

Table 11: Suballocated Funding Spending Analysis (\$1,000)

Appendices

A Status of Projects from the Previous TIP

Status of Locally Managed Projects from the FY 2021 - FY 2024 TIP

Completed Projects

Armstrong Mill Sidewalks
Fiber Optic Extension
Campus to Commons Trail Study
Mt Tabor Multimodal Improvements
Northeast New Circle Road Corridor Plan
Rosemont Garden Sidewalks
Complete Streets Design Standards
East Fayette Trail Connectivity Study
Wilmore Trail Feasibility Study

Projects that are Under Construction or have Construction Funding Authorized

Wilson- Downing and Squires Rd Sidewalks
Town Branch Trail Crossing
Town Branch Trail Phase 3:
Town Branch Trail Phase 4
Town Branch Trail Phase 5

Inactive Projects

Fieldstone Connector
South Elkhorn Trail - Sec 2
South Elkhorn Trail - Sec 3

Status of KYTC Managed Projects from the FY 2021 - FY 2024 TIP

Completed Projects

I-64 Pavement - MP 81.037 to MP 82.19
I-64 Pavement - MP 82.19 to MP 89.48
I-75 Pavement - MP 107.453 to MP 110.213
New Circle Sound Barrier - Versailles Rd Ramp
Drake Lane Bridge
KY 169 Installation of a Microsurface Treatment
KY 1981 Improve Pavement Friction
US 27 Resurfacing - MP 6.28 - MP 6.61
US 68 Resurfacing - MP 2.80 - MP 3.49
US 25 Resurfacing - MP 13.43 - MP 14.63
KY 169 Low Cost Safety Improvements - MP 11.978 -MP 16.555
KY 57 Safety Improvements - MP 1.292 - MP 7.800
US 68 Low Cost Safety Improvements - MP 0.000 - MP 4.807
KY 353 Perform Low Cost Safety Improvements - MP 1.372 - MP 10.153
US 27 @ Loudon Av Vicinity Safety Improvements
US 68 @ Ft Harrods Dr Vicinity Safety Improvements
Man O' War @ Parkers Mill Rd Vicinity Safety Improvements
KY 4 @ Russell Cave Rd Vicinity Safety Improvements
US 27 @ Edgewood Dr Vicinity Safety Improvements
US 25 @ Citation Safety Improvements
US 27 @ Haggard Ln Safety Improvements
District 7 Pavement Markers
I-75 Pavement - MP 97.85 to MP 107.445
Clays Ferry Bridge Detour Routes Study
I-75 ramp 711 - Installation of High Friction Surface Treatment
I-75 ramp 331 - Installation of High Friction Surface Treatment
KY 1978 - Installation of High Friction Surface Treatment
US 27 - Installation of High Friction Surface Treatment
Alexandria Dr Left Turn Lane at Trailwood Ln.
South Broadway at Red Mile Road
US 68 Safety Improvements Study
Ashgrove Road Improvements - US 27 to Young Drive
Sugar Creek Pike Guardrail
I64/I75 Common Route Improvements - Sec 1-3 Design only
I64/I75 Common Route Improvements - Sec 3
Valley View Ferry - New Engines, New Cable System & Drydock Restoration and Preservation
D7 Wrong Way Signs

Projects that are Under Construction or have Construction Funding Authorized

Ashgrove Road Improvements - Young Drive to Brannon Road
East Nicholasville Bypass 1A
I-75 Pavement - MP 105.36 to MP 107.453
I64/I75 Common Route Improvements - Sec 2
New Circle Improvements - Leestown to Georgetown
Newtown Pike From KY-4 to I-75
US 27 at KY 169 Safety Improvements - Phase 1
US 27 at KY 169 Safety Improvements - Phase 2
North 3rd Street (KY 169) Bridge

B Detailed Project Information

The following two tables provide extended funding information beyond that found in Tables 4 and 6. When available, information is provided on funding that was authorized to complete earlier phases (PRE) as well as future funding (FUT). The future funding amounts shown in these tables are for informational purposes only and do not reflect a formal commitment of funding by the Transportation Policy Committee. In most cases, the future funding is either beyond the current TIP years and/or the project design has not been reviewed for compliance with the MPO Complete Streets Policy.

Detailed Information on Locally Managed Projects

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Alumni Dr Shared Use Trail Construct SUP along Alumni Dr from Tates Creek Rd to New Circle Rd	FAY-137A	DN	PRE	TAP	\$440		\$110	\$550
		RW	2025	"	\$92		\$23	\$115
		UT	2025	"	\$160		\$40	\$200
		CN	2026	"	\$3,520		\$880	\$4,400
Armstrong Mill Bike/Ped Improvements Complete gaps in bike/ped facility & intersection improvements along Armstrong Mill Rd from Tates Creek Rd to Squires Hill Ln	FAY-034	DN	PRE	SLX	\$28		\$7	\$35
		DN	PRE	CRRSAA	\$200			\$200
		CN	2026	SLX	\$692		\$173	\$865
		CN	2026	TAP	\$800		\$200	\$1,000
Brighton Trail Connection Construct a 12' wide SUP to connect the existing Liberty Park trail to sidewalk on the east side of Liberty Rd	FAY-208	DN	PRE	ARPA	\$100			\$100
		CN	2025	TAP	\$576		\$144	\$720
Citation Blvd - Sec III-A Extend Citation Blvd from Silver Springs Dr to the Winburn Dr extension. Construct a SUP along Winburn Dr extended and Citation Blvd to Newtown Pike	FAY-183	DN	PRIOR	BOND			\$366	\$366
		CN	2026	SLX	\$1,600		\$3,400	\$5,000
Citation Blvd Section III-B Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd	FAY-184	DN	PRE	CRRSAA	\$275			\$275
		UT	2025	SLX	\$80		\$20	\$100
		CN	2026	STP	\$2,800	\$700		\$3,500
		CN	2026	SLX	\$2,080		\$520	\$2,600
Citation Trail - Sec 2 Construct SUP between Masterson Hills Park and the Town Branch Trail extension into Great Acres Development	FAY-209	DN	PRE	TAP	\$25		\$6	\$31
		RW	2025	"	\$88		\$22	\$110
		CN	2025	"	\$480		\$120	\$600
Lane Allen Rd Sidewalks Complete sidewalk gaps and make ADA intersection improvements at Alexandria Dr & Harrodsburg Rd	FAY-210	DN	PRE	SLX	\$168		\$42	\$210
		RW	2025	"	\$112		\$28	\$140
		UT	2025	"	\$8		\$2	\$10
		CN	2026	"	\$1,200		\$300	\$1,500

Table continues

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Liberty Road - Inside New Circle Improve typical section of Liberty Rd from New Circle Rd to Winchester Rd	FAY-032	DN	PRE	SLX	\$996		\$249	\$1,245
		RW	2025	SLX	\$1,132		\$283	\$1,415
		UT/CN	FUT	UNK				\$5,600
North Limestone Improvements Improve typical section of North Limestone from Withers Av to New Circle Rd	FAY-135B	DN	PRE	SLX	\$480		\$120	\$600
		RW	PRE	"	\$296		\$74	\$370
		UT	2026	"	\$176		\$44	\$220
		CN	2027	"	\$4,960		\$1,240	\$6,200
Newtown Pike Extension Phase III Scott Street Connector	FAY-002	DN	2025	FED	\$1,200		\$300	\$1,500
		RW	FUT	UNK	\$10,400		\$2,600	\$13,000
		UT	FUT	UNK	\$4,800		\$1,200	\$6,000
		CN	FUT	UNK	\$16,800		\$4,200	\$21,000
Versailles Rd Modernize roadway from Mason Headley Rd to Red Mile Rd	FAY-027	DN	2025	NH	\$400	\$100		\$500
		DN	2026	"	\$488	\$122		\$610
		RW	FUT	"	\$1,768	\$442		\$2,210
		RW	FUT	"	\$2,272	\$568		\$2,840
		UT	FUT	"	\$656	\$164		\$820
		UT	FUT	"	\$208	\$52		\$260
		CN	FUT	"	\$3,952	\$988		\$4,940
		CN	FUT	"	\$5,440	\$1,360		\$6,800
Versailles Rd Modernize roadway from Red Mile Rd to Porter Place	FAY-045	DN	2026	NH	\$312	\$78		\$390
		RW	FUT	"	\$568	\$142		\$710
		UT	FUT	"	\$208	\$52		\$260
		CN	FUT	"	\$1,248	\$312		\$1,560
West High Street Modernize roadway from Porter Place to Oliver Lewis Way	FAY-046	DN	2027	NH	\$144	\$36		\$180
		RW	FUT	"	\$616	\$154		\$770
		UT	FUT	"	\$256	\$64		\$320
		CN	FUT	"	\$1,352	\$338		\$1,690
West Loudon Streetscape Complete sidewalk gaps, install bike lanes, delineate parking and walkways along West Loudon Av from North Broadway to North Limestone	FAY-076	DN	PRE	TAP	\$77		\$19	\$96
		RW	2025	"	\$74		\$18	\$92
		UT	2025	"	\$8		\$2	\$10
		CN	2026	"	\$222		\$55	\$277

Table 12: Locally Managed Projects - Detailed (\$1,000)

Detailed Information on KYTC Managed Projects

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Brannon Rd Improvements Improve roadway geometrics, typical section and roadway hazards on Brannon Rd from Harrodsburg Rd to Nicholasville Rd	JESS-015	DN	PRE	STP	\$2,300	\$575		\$2,875
		RW	PRE	"	\$5,531	\$1,383		\$6,914
		UT	PRE	"	\$5,644	\$1,411		\$7,055
		CN	2025	HGC	\$3,725			\$3,725
		CN	2026	HGC	\$14,000			\$14,000
East High Shared Use Path Construct SUP along West Maple St from Central Ave to the Eastern Bypass Trail	JESS-017	DN	PRE	TAP	\$54		\$14	\$68
		RW	PRE	"	\$366		\$91	\$457
		UT	PRE	"	\$144		\$36	\$180
		CN	2025	SLX	\$1,760		\$440	\$2,200
Georgetown Rd Improvements Sec 2 Reconstruct/Widen US 25 from Kearney Rd to Ironworks Rd	FAY-015A	RW	PRE	SPP		\$5,103		\$5,103
		UT	PRE	"		\$5,085		\$5,085
		CN	2025	HGC	\$8,000	\$2,000		\$10,000
		CN	2026	"	\$9,400	\$2,350		\$11,750
I64/I75 Common Route Improvements - Sec 1 Reduce congestion from the Northern Split to Newtown Pike	FAY-068A	UT	PRE	NH	\$20	\$5		\$25
		CN	2025	STPF	\$4,000	\$1,000		\$5,000
		CN	2027	NH	\$8,000	\$2,000		\$10,000
		CN	2028	NH	\$8,000	\$2,000		\$10,000
I64/I75 Common Route Improvements - Sec 3 Reduce congestion from Paris Pike to the Southern Split	FAY-068C	RW	PRE	NH	\$360	\$90		\$4500
		UT	PRE	"	\$2,176	\$544		\$2,720
		CN	2027	"	\$22,160	\$5,540		\$27,700
I-64 - Pavement Maintenance MP 71 - 74.3	FAY-207	DN	2025	NHPM	\$129	\$32		\$162
		CN	2025	"	\$364	\$91		\$455
		CN	2027	"	\$800	\$200		\$1,000
I-75 Bridge at David Fork of Elkhorn Creek	FAY-206	DN	2025	FBP	\$130	\$33		\$163
		CN	2025	"	\$1,304	\$326		\$1,630
Liberty Rd Improvements - Outside New Circle Improve Liberty Rd from Graftons Mill Ln to New Circle Rd and improve intersection with KY 4	FAY-070	DN	PRE	STP	\$1,544	\$386		\$1,930
		RW	PRE	FED	\$4,300			\$4,300
		UT	PRE	FED	\$6,500			\$6,500
		CN	2025	STPF	\$4,000	\$1,000		\$5,000
		CN	2027	"	\$4,926	\$1,232		\$6,158
North Broadway Bridge Replacement between Northland Av and New Circle Rd	FAY-069	DN	PRE	STP	\$1,376	\$344		\$1,720
		RW	PRE	NH	\$4,489	\$1,122		\$5,611
		UT	2025	NH	\$1,448	\$362		\$1,810
		CN	2026	NH	\$2,794	\$698		\$3,492
		CN	2026	KYD		\$8,120		\$8,120
West High Shared Use Path Construct SUP along KY 29 from Cooks Ln to Allie Run	JESS-016A	DN	PRE	TAP	\$187		\$47	\$234
		RW	PRE	"	\$154		\$38	\$192
		UT	PRE	"	\$38		\$10	\$48

Table continues

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
		CN	2025	SLX	\$1,606		\$401	\$2,007
Winchester Rd - Midland to KY 4 Operational and Multimodal Improvements	FAY-033	DN	2026	NH	\$280	\$70		\$350
		RW	FUT	"	\$400	\$100		\$500
		UT	FUT	"	\$400	\$100		\$500
		CN	FUT	"	\$1,120	\$280		\$1,400

Table 13: KYTC Managed Projects - Detailed (\$1,000)

C Public Review

The 30 day public review period for this draft TIP will take place between July 1 and August 2, 2024. All comments received will be compiled and added to this section in the final adopted TIP.

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D Performance Measures & Targets

Performance Measure	Target (CY 2024)	TIP Projects Addressing Target
% of Revenue Vehicles Exceeding ULB of 14 Years	Less than 20%	Table 8 & Table 9
% of Non-Revenue Service Vehicles Exceeding ULB of 8 Years	Less than 40%	"
% of Facilities Rated Under 3.0 on the FTA TERM Condition Scale	Less than 5%	"

Lextran Targets - Adopted by TPC on February 28, 2024

Table 14: Lextran - Transit Asset Management Performance Measures (FTA)

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 8 & Table 9, FAY-002, FAY-015, FAY-027, FAY-032, FAY-033,
Fatalities Rate	0	FAY-045, FAY-046, FAY-069, FAY-070
Injuries	13	" "
Injuries Rate	9	" "
Safety Events	15	" "
Safety Events Rate	11	" "
System Reliability	4,739	" "

Lextran Targets - Adopted by TPC on June 23,2021

Table 15: Lextran - Safety Performance Targets (Fixed Route) (FTA)

Performance Measure:	FY 2022 Target	TIP Projects Addressing Target (MPO ID)
Fatalities	0	Table 8 & Table 9, FAY-002, FAY-015, FAY-027, FAY-032, FAY-033,
Fatalities Rate	0	FAY-045, FAY-046, FAY-068, FAY-069, FAY-070, FAY-135
Injuries	2	" "
Injuries Rate	2	" "
Safety Events	2	" "
Safety Events Rate	2	" "

Lextran Targets - Adopted by TPC on June 23,2021

Table 16: Lextran - Safety Performance Targets (Paratransit) (FTA)

Performance Measure	Targeted Annual Average CY 2020 - 2024	TIP Projects Addressing Targets (MPO ID)
Number of Fatalities	45	FAY-002, FAY-015, FAY-027, FAY-032, FAY-033, FAY-034,
Number of Serious Injuries	109	FAY-045, FAY-046, FAY-068, FAY-069, FAY-070, FAY-135,
Fatality Rate per 100M VMT	1.417	FAY-137, FAY-183, FAY-184, FAY-208, FAY-209, FAY-210,
Serious Injury Rate per 100M VMT	3.978	JESS-015, JESS-016, JESS-017
Non-Motorized Fatalities & Serious Injuries	31	

MPO Targets - Adopted by TPC on February 28, 2024

Table 17: Safety Performance Measures (FHWA)

Performance Measure:	beginnable[h]		TIP Projects Addressing Target (MPO ID)
	Target CY 2024	Target CY 2026	
% of Interstate in Good Condition	NA	50.0%	FAY-068, FAY-207
% of Interstate in Poor Condition	NA	3.0%	" "
% of Non-Interstate NHS in Good Condition	35.0%	35.0%	FAY-002, FAY-027, FAY-033, FAY-045, FAY-046
% of Non-Interstate NHS in Poor Condition	6.0%	6.0%	" "
% of NHS Bridges in Good Condition	13.4%	19.4%	FAY-206
% of NHS Bridges in Poor Condition	3.7%	3.2%	" "

KYTC Targets - Adopted by TPC on January 25, 2023 (Pavement) and November 2, 2022 (Bridge)

Table 18: Infrastructure Condition Performance Measures (FHWA)

Performance Measure:	Target CY 2024	Target CY 2026	TIP Projects Addressing Target (MPO ID)
Interstate Level of TTR	95.0%	95.0%	FAY-002, FAY-015, FAY-027, FAY-033,
Non-Interstate (NHS) Level of TTR	80.0%	80.0	FAY-045, FAY-046, FAY-068, FAY-069
Truck TTR	1.50	1.25	

KYTC Targets - Adopted by TPC on January 25, 2023

Table 19: System Performance Measures (FHWA)

E MPO Committee Membership

Transportation Policy Committee

Fayette County Members:

Mayor Linda Gorton

Lexington Fayette Urban County Government
(LFUCG) Represented By:

Keith Horn, Commissioner of Planning and Preservation

Vice Mayor Dan Wu (TPC Vice Chair)

LFUCG Councilmember-At-Large

Chuck Ellinger II

LFUCG Councilmember At-Large

James Brown

LFUCG Councilmember At-Large

Denise Gray

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 Mary Diane Hanna

Fayette County Judge/Executive

Harding Dowell

Chair of Lextran Board of Directors

Represented By:

Fred Combs, Lextran General Manager

Jessamine County Members:**Alex Carter (TPC Chair)**

Mayor, City Of Nicholasville

Mayor Harold Rainwater

Mayor, City Of Wilmore

Represented By:

David Carlstedt, Utilities & Public Works Director

State, Regional & Federal Members:

Jim Gray

Secretary of Transportation, KYTC

Represented By:

Kelly Baker, P.E., KYTC D7 Chief District Engineer

Pam Shepherd

Executive Director, FTSB

Todd Jeter (Advisory Member)

Division Administrator, FHWA

Represented By:

Nick Vail, 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 Lexington Area MPO Transportation Technical Coordinating Committee.

Bluegrass Airport

Bluegrass Area Development District

Bluegrass Community Action Partnership

City of Nicholasville Planning and Zoning

City of Wilmore

Federal Highway Administration - Kentucky

Federal Transit Administration - Region 4

Federated Transit Services of the Bluegrass

Jessamine County Fiscal Court

Jessamine County Planning Commission

Kentucky Transportation Center (KTC)

Kentucky Transportation Cabinet (KYTC)

KYTC District Office 7

KYTC Division of Planning

KYTC Office of Transportation Delivery

LexPark

Lextran

LFUCG Division of Engineering

LFUCG Division of Planning

LFUCG Division of Police

LFUCG Division of Traffic Engineering

University of Kentucky

F 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

G Resolutions

Starting with the resolution of adoption by the TPC in August of 2024, this section will include all TPC resolutions relevant to this TIP.

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