Lexington Area
Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM: FY 2025 - FY 2028



Adopted: August 28, 2024

Modification 30: November 4, 2026

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)

Modifications:

- Modification 1 - 11/13/2024: Lane Allen Sidewalks, Harrodsburg Rd Trail - Sec 1
- Modification 2 - 02/04/2025: West Main and Buchanan, Harrodsburg Rd Trail - Sec 1
- Modification 3 - 02/10/2025: Installation of High Friction Surface Treatment - 5 projects
- Modification 4 - 02/21/2025: West Main and Buchanan, Richmond Rd Safety Improvements
- Modification 5 - 03/07/2025: Suballocated Funding Awards, Town Branch Trail 3, 4 and 5.
- Modification 6 - 03/31/2025: Lextran Low No Grant for 6 CNG Buses
- Modification 7 - 05/09/2025: Versailles Road Improvements - Design (Viley Rd to Oliver Lewis Way)
- Modification 8 - 06/02/2025: N Broadway EV Station, Johnston Rd Bridge
- Modification 9 - 08/25/2025: Town Branch Trail IV & V, Winchester Road Corridor Study
- Modification 10 - 09/05/2025: US 60 Ped Signal, Wilson-Downing Intersections
- Modification 11 - 09/11/2025: I-75 High Velocity Surface Texturing HSIP
- Modification 12 - 11/03/2025: UPWP Amendment 1
- Modification 13 - 11/24/2025: US 421 and KY 57 Friction Enhancing Preventative Maintenance Treatment
- Modification 14 - 12/18/2025: UPWP Amendment 1 (Revised)
- Modification 15 - 12/19/2025: US 421 and KY 57 Friction Enhancing Preventative Maintenance Treatment (Funding Increase)
- Modification 16 - 01/23/2026: US 60 Ped Signal (Funding Increase)
- Modification 17 - 02/12/2026: Harrodsburg Rd Trail - Sec 2
- Modification 18 - 02/20/2026: KY 1681 Minor Curve Widening, West Loudon Streetscape
- Modification 19 - 02/27/2026: Lextran Lo No Grant for 2 CNG Buses
- Modification 20 - 03/13/2026: North Limestone Improvements - Withers to New Circle
- Modification 21 - 03/27/2026: US 25 @ Old Georgetown St Ped Crossing
- Modification 22 - 03/31/2026: Transit Asset Condition and Highway Safety Target Updates
- Modification 23 - 05/08/2026: West High Shared Use Path
- Modification 24 - 05/29/2026: LFUCG DOE Project Management Consulting, Waller Avenue
- Modification 25 - 08/07/2026: I-64/I-75 SB Bridge Replacement, US 25 Resurfacing, US 25 Surface Treatment, KY 353 Resurfacing
- Modification 26 - 08/17/2026: Newtown Pike Extension - Phase III (Scott Street Connector)
- Modification 27 - 09/10/2026: Lextran Long-Range Plan and LoNo Awards, Town Branch Trail Phase IV & V
- Modification 28 - 09/22/2026: Town Branch Trail Phase IV & V Update
- Modification 29 - 10/05/2026: Lextran CARB CNG Buses
- Modification 30 - 11/04/2026: Town Branch Trail Crossing at Old Frankfort Pike

Amendments:

- Amendment 1 - 11/06/2024: Georgetown Rd - Sec 1, Access Management on Nicholasville Rd and Hamburg Connector.
- Amendment 2 - 03/14/2025: Georgetown Rd - Suballocated Funding Awards
- Amendment 3 - 06/24/2026: Winchester Rd - Polo Club to Haley Rd, New Circle - Trade Center Dr to RR Bridge

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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 $510 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.

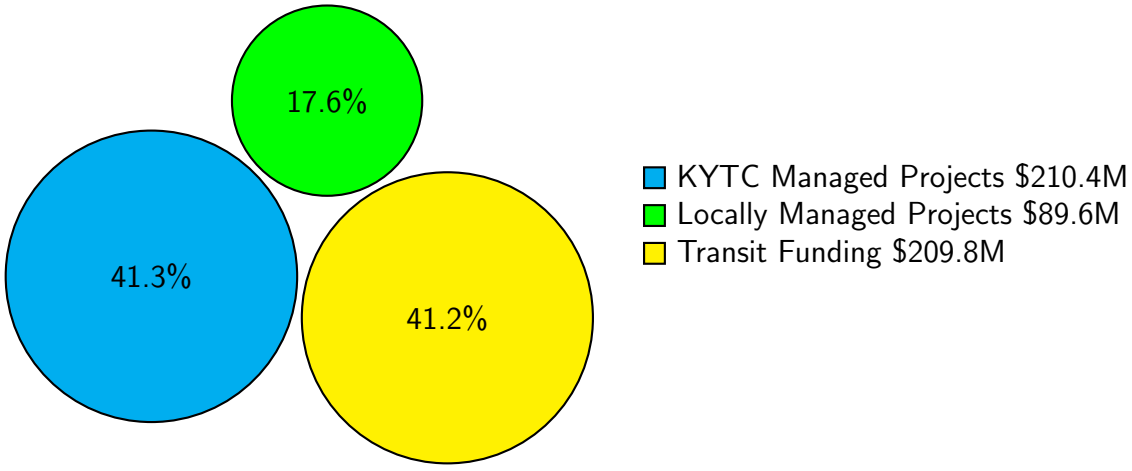


Figure 1: FY 2025 - FY 2028 Total TIP Program Funding

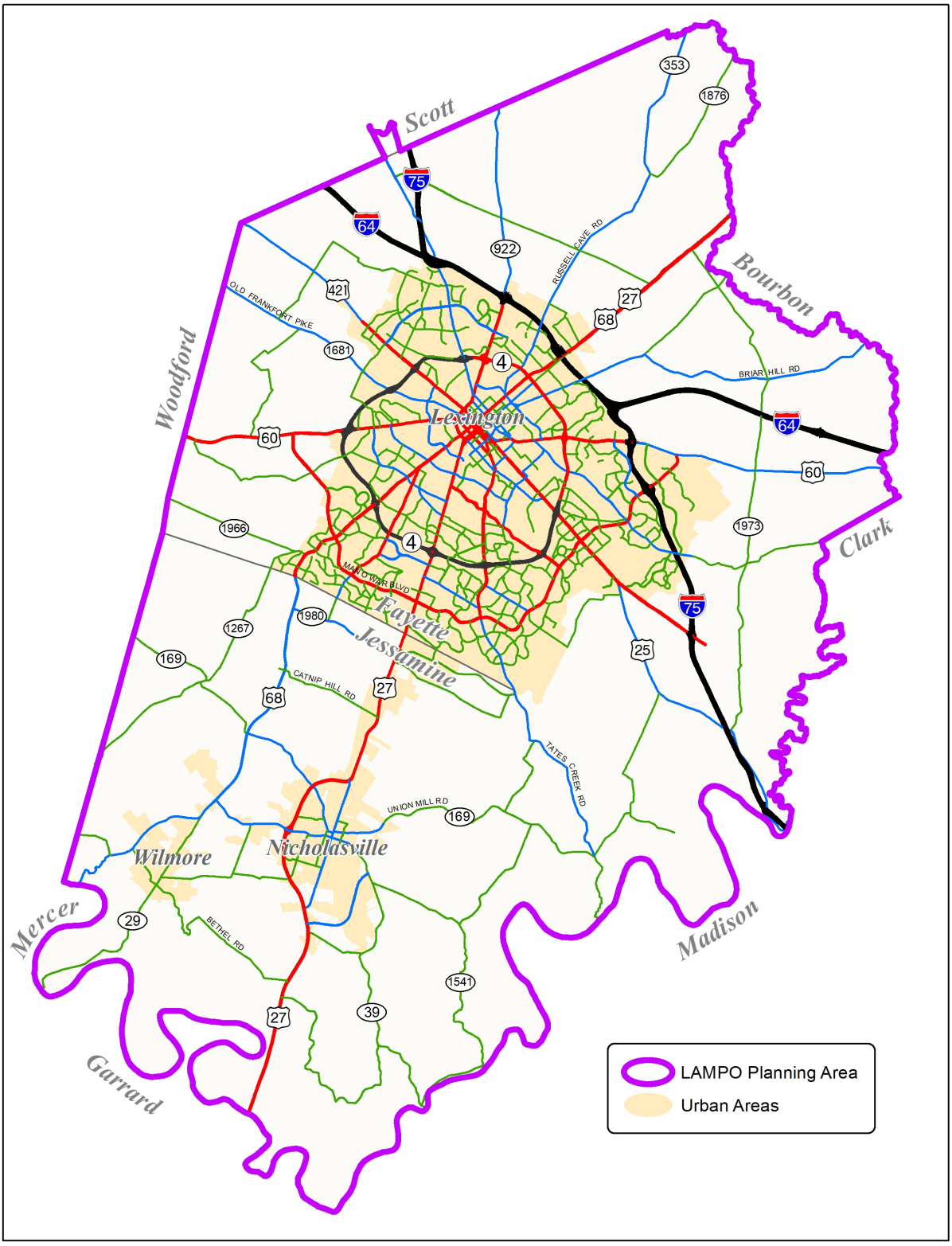


Figure 2: MPO Planning Area Map

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 it's 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
- EV Charging Stations and Alt Fuel Stations
- Highway Preventative Maintenance or Rehabilitation
- Highway Safety Improvement Projects (HSIP)
- 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 it's 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).

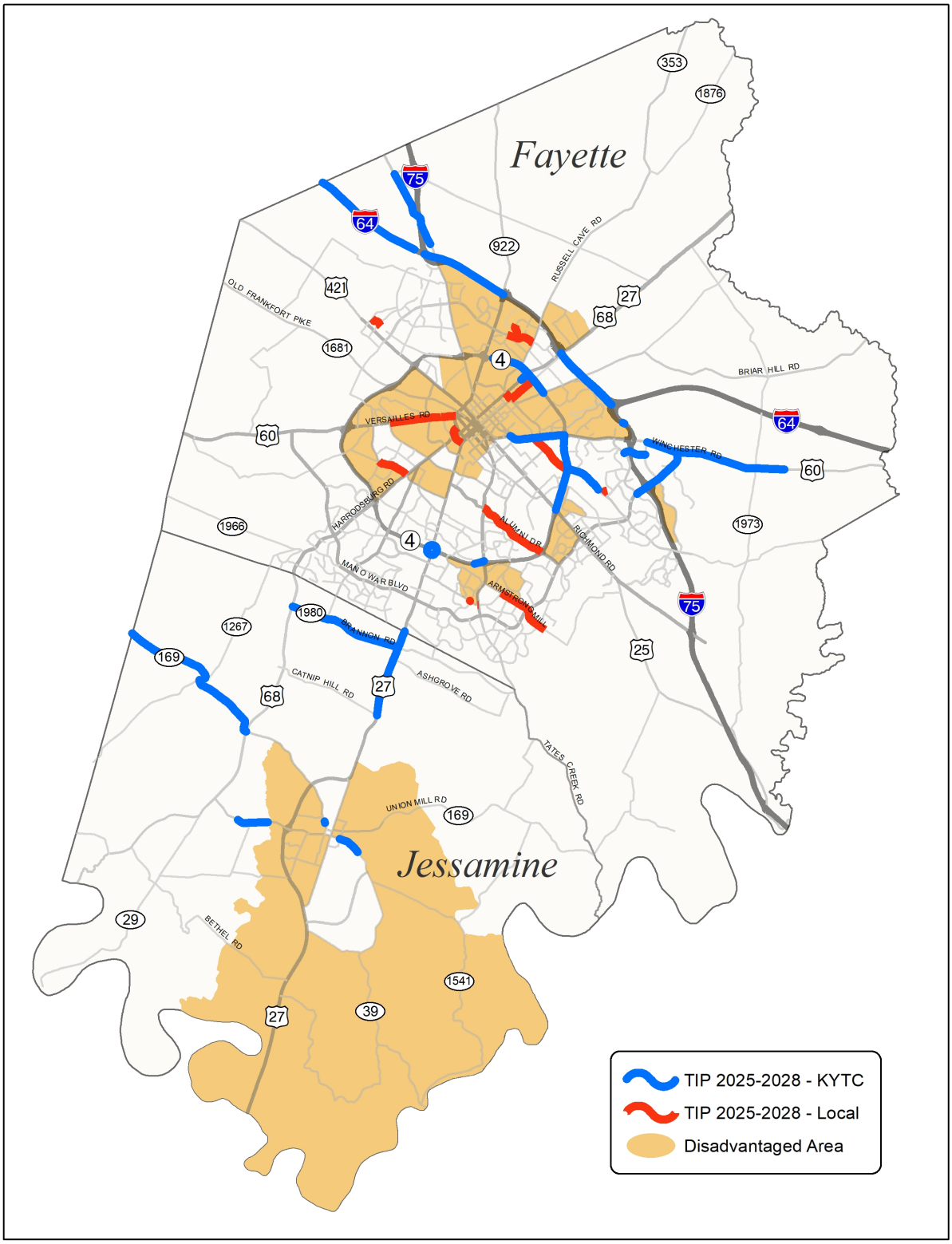


Figure 3: Environmental Justice Impact of TIP Projects

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	$299,987,620
Total Anticipated Revenues	$350,924,864
Ratio of Expenditures to Revenue	0.85

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	$209,838,989
Total Anticipated Revenues	$209,838,989
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	ID	PH	FY	FUND	FED	STA	LOC	TOT
Alexandria Dr **Versailles Rd to Lane Allen** Design Bike/Ped facilities along the corridor. AMD 2	FAY-120	DN	2028	SLX	$1,440		$360	$1,800
Alumni Dr Shared Use Trail Construct SUP along Alumni Dr from Tates Creek Rd to New Circle Rd	FAY-137A 3038.00	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. MOD 5	FAY-034 448.00	RW CN CN	2026 2026 2026	SLX SLX TAP	$360 $692 $800		$90 $173 $200	$450 $865 $1,000
Brighton Trail Connection **Liberty Park** Construct 12' wide SUP to connect existing Liberty Park trail to sidewalk on the east side of Liberty Rd	FAY-208 3042.00	CN	2025	TAP	$576		$144	$720
Brighton Trail Connection **Winchester/Walton/Henry Clay** Construct 12' wide SUP MOD 5	FAY-181	DN	2027	SLX	$2,000		$500	$2,500
Campus to Commons **Leestown Rd to Versailles Rd** MOD 5	FAY-043	DN	2027	SLX	$2,240		$560	$2,800
Campus to Commons **Versailles Rd to South Broadway** MOD 5	FAY-178	DN	2028	TAP	$1,440		$360	$1,800
Campus to Commons **South Broadway to South Lime** MOD 5	FAY-179	DN	2028	SLX	$1,520		$380	$1,900
Citation Blvd - Sec III-A Extend Citation from Silver Springs Dr to Winburn Dr extension. Construct SUP along Winburn Dr extended and Citation to Newtown Pike. MOD 5	FAY-183	CN	2026	SLX	$5,600		$1,400	$7,000
Citation Blvd Section III-B Extend existing Citation Blvd from Winburn Dr to Russell Cave Rd.MOD 5	FAY-184 8901.00	UT RW CN CN	2025 2026 2026 2026	SLX " " STP	$80 $1,200 $2,080 $2,800	 $700	$20 $300 $520 	$100 $1,500 $2,600 $3,500
Citation Trail - Sec 2 Construct SUP between Masterson Hills Park and the Town Branch Trail extension into Great Acres	FAY-209	RW CN	2025 2025	TAP "	$88 $480		$22 $120	$110 $600
Georgetown Rd **Nandino Dr to Spurr Rd** Construct bike/ped facility on one side. MOD 5	FAY-199	DN	2028	TAP	$800		$200	$1,000
Harrodsburg Road Trail Sec 1 Construct SUP on Harrodsburg Rd from Man O' War Blvd to Dogwood Trace/Overlake Blvd	FAY-214A 3048.00	DN RW UT CN	2025 2026 2027 2027	ARPA TAP " "	$350 $124 $80 $1,996	 	 $31 $20 $499	$350 $155 $100 $2,495
Liberty Road - Inside New Circle Improve typical section of Liberty Rd from New Circle Rd to Winchester Rd	FAY-032 329.00	RW	2025	SLX	$1,132		$283	$1,415

Table continues

PROJECT	ID	PH	FY	FUND	FED	STA	LOC	TOT
Lane Allen Rd Sidewalks Complete sidewalk gaps and make ADA intersection improvements at Alexandria Dr & Harrodsburg Rd	FAY-210 418.00	DN RW UT CN	2025 2026 2027 2027	SLX TAP " "	$168 $106 $8 $1,164		$42 $26 $2 $291	$210 $132 $10 $1,455
Mason Headley Road **South Broadway to Duntreath** Full roadway cross section revision focusing on multimodal safety improvements. MOD 5	FAY-200	DN	2026	CARB	$1,120		$280	$1,400
Mercer Rd **Greendale Rd to Georgetown Rd** Full roadway cross section revision focusing on multimodal safety improvements. MOD 5	FAY-048	DN	2028	CARB	$1,680		$420	$2,100
New Circle Rd **Bryan Station Rd to Eastland Pkwy** Multimodal and safety improvements. AMD 2	FAY-026	DN	2027	SLX	$1,680		$420	$2,100
N Broadway EV Charging Station Install EV charging station at Days Inn MOD 8	FAY-217	DN CN	2026 2026	EV ""	$271 $623		$116 $267	$388 $889
North Limestone Improvements Improve typical section from Withers Av to KY 4	FAY-135B 451.00	UT CN	2026 2027	SLX "	$176 $4,960		$44 $1,240	$220 $6,200
Newtown Pike Extension Phase III Scott Street Connector MOD 26	FAY-002 593.30	DN	2025	FED	$5,000		$1,250	$6,250
Russell Cave Rd **Loudon Ave to Park Place** Bike/ped improvements.MOD 5	FAY-196	DN	2028	SLX	$720		$180	$900
Town Branch Trail Phase III Construct SUP from Alexandria Dr to Bizzell Dr. MOD 5	FAY-077	CN CN	2025 2025	TAP SLX	$718 $800		$180 $200	$898 $1,000
Town Branch Trail Phase IV & V Construct SUP from Bizzell Dr. to Roy H. Mardis Dr.MOD 5,9,28	FAY-082	UT CN CN	2026 2027 2027	CMAQ " "	$810 $4,400 $4,700		 $1,175	$810 $4,400 $5,875
Town Branch Trail Crossing Obligates $1,875,000 in order to construct trail crossing.MOD 30	FAY-082B	CN	2027	CMAQ SLX	$1,124 $376		$281 $94	$1,405 $470
Versailles Rd (Design) Modernize from Viley Rd to Oliver Lewis Way MOD 7	FAY-213	DN	2025	NH	$1,650	$38	$2,900	$4,588
Waller Ave **S Limestone to Elizabeth St** Major Widening w/ Bike/Ped Improvements. AMD 2	FAY-203	CN	2026	SLX	$800		$200	$1,000
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 3203.00	RW UT CN	2025 2025 2026	TAP " "	$74 $8 $960		$18 $2 $240	$92 $10 $1,200
Wilson-Downing Intersection Improvements Install right turn lane from Wilson-Downing to Tates Creek & install traffic circle at Belleau Wood.	FAY-211	RW CN	2027 2028	SLX "	$40 $400		$10 $100	$50 $500

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

	FY	FEDERAL	STATE	LOCAL	TOTAL
SLX	2025	$2,540		$635	$3,175
	2026	$10,078		$2,519	$12,597
	2027	$12,088		$3,022	$15,110
	2028	$2,240		$560	$2,800
	SF*	$269		$67	$337
	TOTAL SLX	$27,215		$6,804	$34,019
STP	2026	$2,800	$700		$3,500
	TOTAL STP	$2,800	$700		$3,500
TAP(L)	2025	$576		$144	$720
	2026	$800		$200	$1,000
	2028	$2,240		$560	$2,800
	SF*	$362		$90	$452
	TOTAL TAP - L	$3,978		$94	$4,972
TAP(S)	2025	$1,538		$385	$1,923
	2026	$4,872		$1,218	$6,089
	2027	$3,168		$792	$3,960
	SF*	$958		$239	$1,197
	TOTAL TAP - S	$10,536		$2,634	$13,170
CMAQ	2026	$810			$810
	2027	$10,224		$1,456	$11,680
	TOTAL CMAQ	$11,034		$1,456	$12,490
CARB	2026	$1,120		$280	$1,400
	2027	$2,741		$685	$3,426
	2028	$1,680		$420	$2,100
	TOTAL CARB	$5,541		$1,385	$6,926
ARPA	2025	$350			$350
	2026	$364			$364
	TOTAL ARPA	$714			$714
NH	2025	$1,650	$38	$2,900	$4,588
	TOTAL NH	$1.650	$38	$2,900	$4,588
FED	2025	$5,000		$1,250	$6,250
	TOTAL FED	$5,000		$1,250	$6,250
EV	2026	$894		$383	$1,277
	TOTAL EV	$894		$383	$1,277
CRRSSA	2026	$868			$868
	TOTAL CRRSSA	$868			$868
TOTAL (Local):		$64,688	$738	$16,421	$81,847

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.

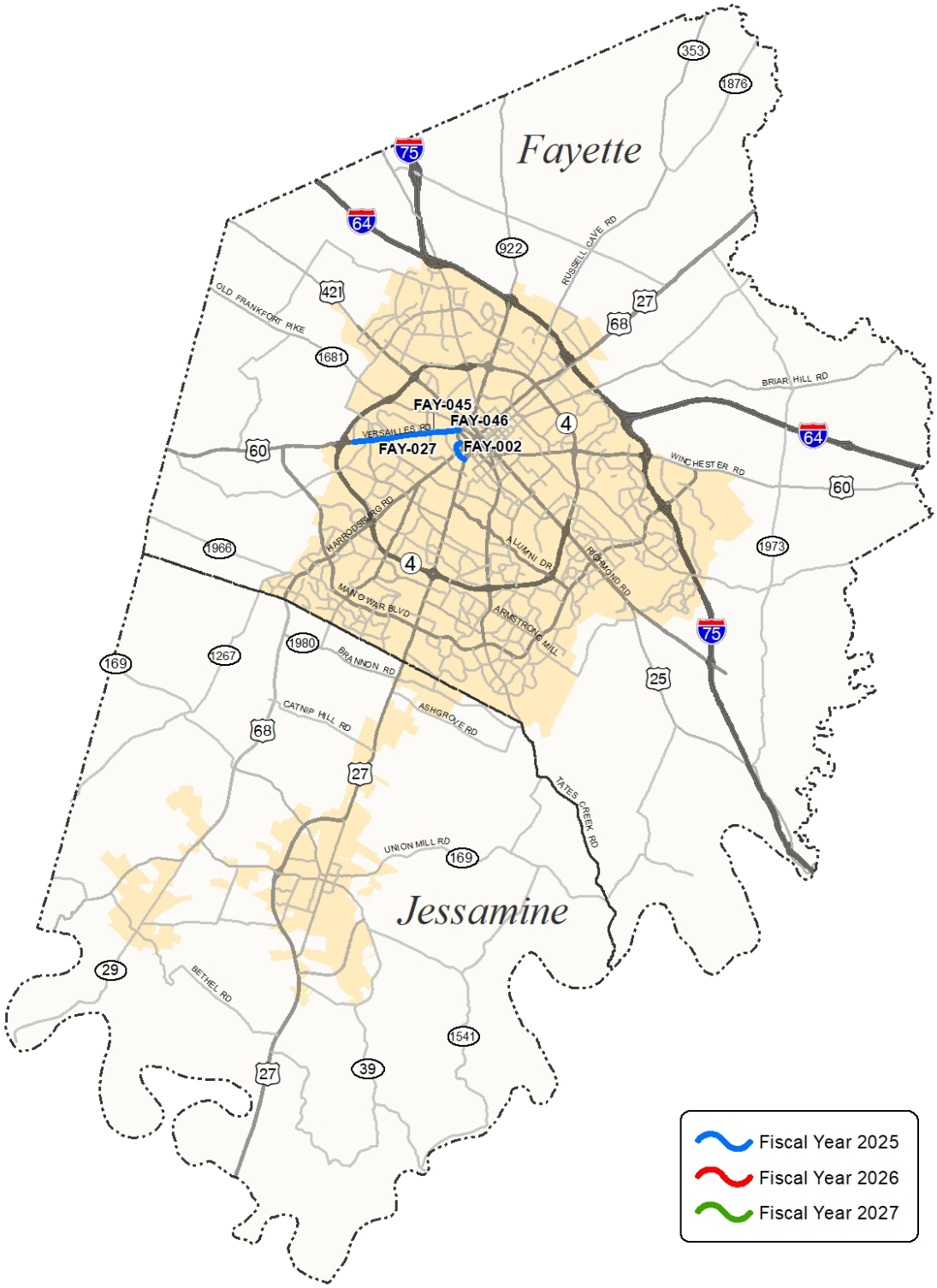


Figure 4: Locally Managed Projects - Design Phases Map

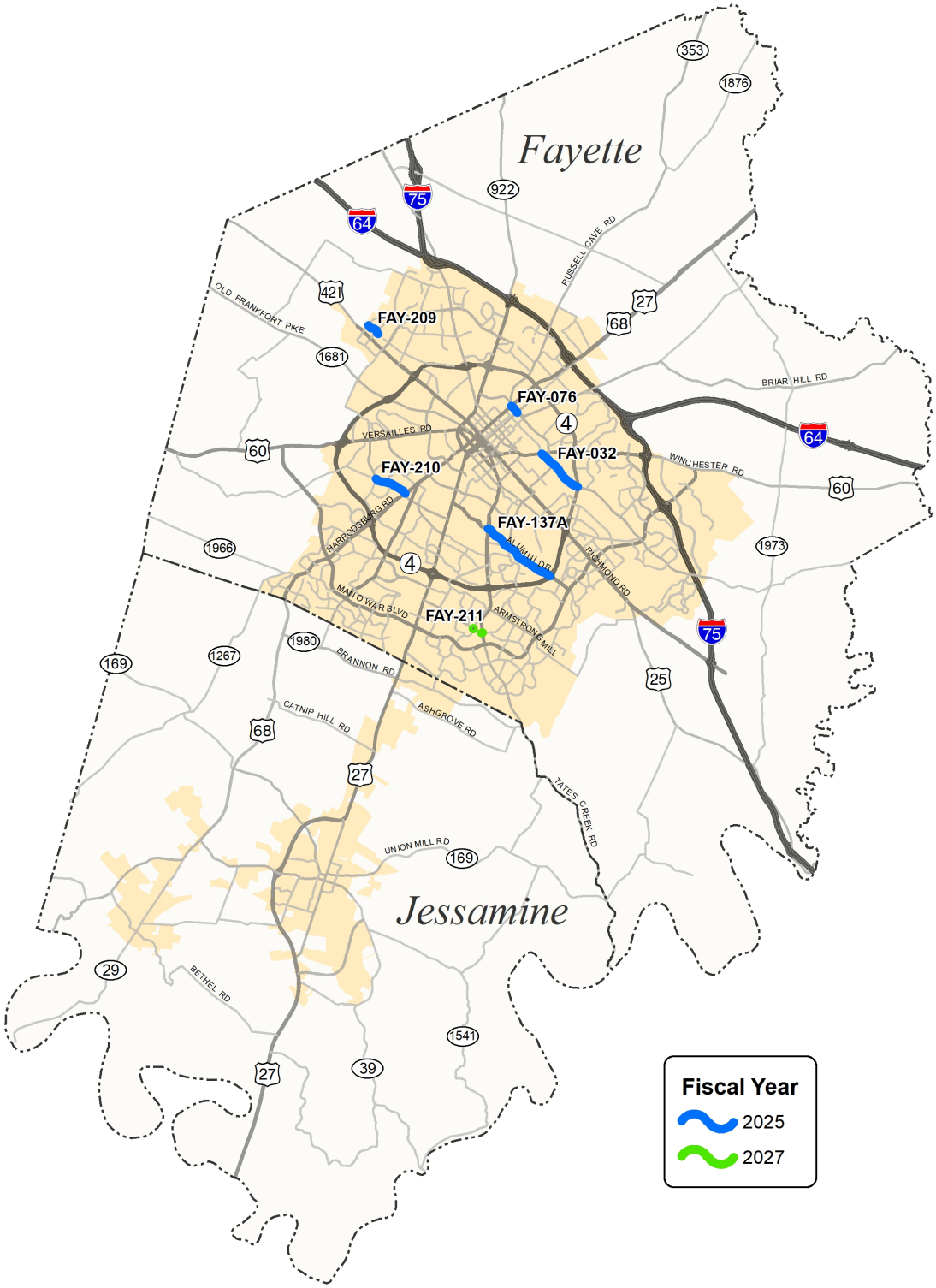


Figure 5: Locally Managed Projects - Right of Way Phases Map

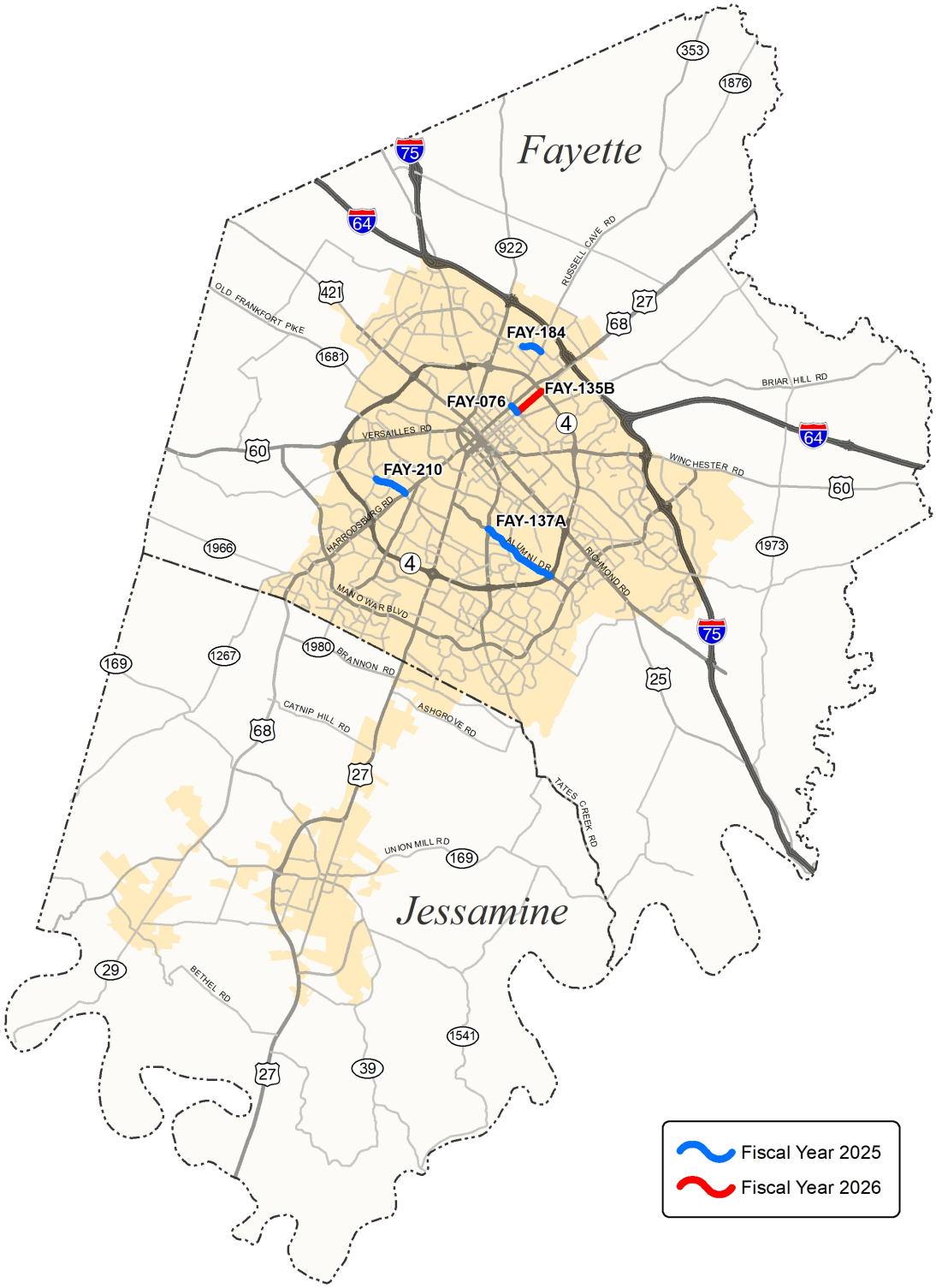


Figure 6: Locally Managed Projects - Utilities Phases Map

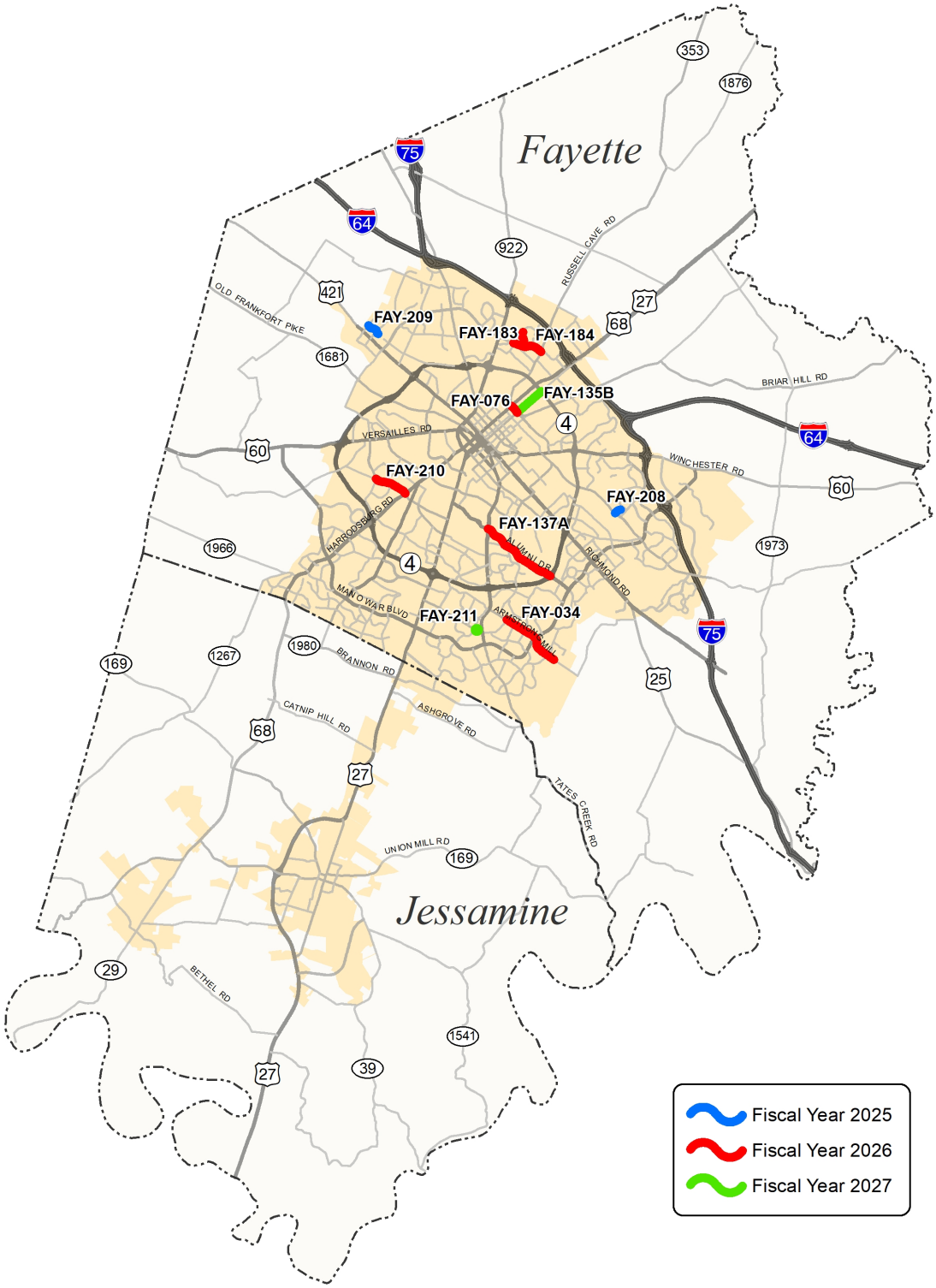


Figure 7: Locally Managed Projects - Construction Phases Map

4.2 KYTC Managed Projects

PROJECT	ID	PH	FY	FUND	FED	STA	LOC	TOT
Access Management on Nicholasville Rd between Nicholasville and Man O' War Blvd	FJ-001C 430.00	DN	2025	SPP		$1,700		$1,700
Brannon Rd Improvements Improve roadway geometrics, typical section and roadway hazards on Brannon Rd from Harrodsburg Rd to Nicholasville Rd	JESS-015 414.00	CN CN	2025 2026	HGC HGC	$3,725 $14,000			$3,725 $14,000
East High Shared Use Path Construct SUP along West Maple St from Central Ave to the Eastern Bypass Trail. MOD 5	JESS-017 3235.00	CN CN	2025 2025	SLX TAP	$1,760 $1,909		$440 $477	$2,200 $2,386
Georgetown Rd Imp - Sec 1 Reconstruct/Widen US 25 from Spurr Rd to Kearney Rd	FAY-15B 122.20	RW UT UT CN	2025 2026 2027 2027	SPP " " "		$2,064 $1,000 $3,945 $12,750		$2,064 $1,000 $3,945 $12,750
Georgetown Rd Imp - Sec 2 Reconstruct/Widen US 25 from Kearney Rd to Ironworks Rd	FAY-015A 122.30	CN CN	2025 2026	HGC "	$8,000 $9,400	$2,000 $2,350		$10,000 $11,750
Hamburg Connector Construct a new road across I-75 from Polo Club to Sir Barton Way	FAY-029 80206.00	DN	2025	SPP		$1,880		$1,880
I64/I75 Common Route Improvements - Sec 1 Reduce congestion from the Northern Split to Newtown Pike	FAY-068A 8909.10	CN CN CN	2025 2027 2028	STPF NH NH	$4,000 $8,000 $8,000	$1,000 $2,000 $2,000		$5,000 $10,000 $10,000
I64/I75 Common Route Improvements - Sec 3 Reduce congestion from Paris Pike to the Southern Split	FAY-068C 8909.30	CN	2027	NH	$22,160	$5,540		$27,700
I64/I75 - Southbound Bridge Replacement Replace existing I-75 southbound bridge and approaches to improve bridge condition and reduce congestion	FAY-068D 8909.15	CN	2027	NH	$12,000	$3,000		$15,000
I-64 - Pavement Maintenance MP 71 - 74.3	FAY-207 20008.00	DN CN CN	2025 2025 2027	NHPM " "	$129 $364 $800	$32 $91 $200		$162 $455 $1,000
I-75 Bridge at David Fork of Elkhorn Creek	FAY-206 10045.00	DN CN	2025 2025	FBP "	$130 $1,304	$33 $326		$163 $1,630
Installation of High Friction Surface Treatment I-75 Ramp 431 (MP 0.000 - 0.254)	FAY-215A 991.00	CN	2025	HSIP	$192	$21		$214
Installation of High Friction Surface Treatment US 60 (MP 4.000 - 6.200)	FAY-215B 992.00	CN	2025	HSIP	$113	$13		$125

Table continues

PROJECT	ID	PH	FY	FUND	FED	STA	LOC	TOT
Installation of High Friction Surface Treatment US 27 (MP 10.600 - 11.000)	JESS-021A 9035.00	CN	2025	HSIP	$334	$37		$371
Installation of High Friction Surface Treatment US 27 (MP 9.750 - 10.000)	JESS-021B 9036.00	CN	2025	HSIP	$122	$14		$135
Installation of High Friction Surface Treatment US 27 (MP 9.430 - 9.530)	JESS-021C 9037.00	CN	2025	HSIP	$71	$8		$79
Johnston Road Bridge (KY 3367) Rehab Bridge over N Elkhorn Creek MOD 8	FAY-216 10044.00	DN CN	2025 2026	FBP ""	$220 $1,468	$55 $367		$275 $1,834
KY 169 Spot Improvements Improve KY 169 from north of Clear Creek Rd in Jessamine County to north of KY 1967 in Woodford Co	JESS-004 80108.00	RW UT CN	2025 2027 2028	SPP " "		$5,150 $5,350 $16,800		$5,150 $5,350 $16,800
KY-353 Resurfacing (MP 6.75 to MP 7.0) Address condition of KY-353 MOD 25	20055.00	CN	2027	STP	$26		$7	$33
Liberty Rd Improvements Outside New Circle Improve KY 1927 from Graftons Mill Ln to New Circle Rd & improve KY 4 intersection	FAY-070 8902.00	CN CN	2025 2027	STPF "	$4,000 $4,926	$1,000 $1,232		$5,000 $6,158
North Broadway Bridge Replacement between Northland Av and New Circle Rd	FAY-069 412.00	UT CN CN	2025 2026 2026	NH NH KYD	$1,448 $2,794	$362 $698 $8,120		$1,810 $3,492 $8,120
Richmond Ave (KY 169) Main St to East Bypass Modernize roadway. AMD 2	JESS-020	DN	2028	SLX	$1,680		$420	$2,100
Richmond Rd Safety Improvements Intersection and Corridor Improvements to Reduce Conflict Points and Enhance Safety along Richmond Rd & Athens Boonesboro Rd.	FAY-123 9012.50	CN CN	2025 2025	HSIP SLX	$9,837 $1,750	$1,093		$10,930 $1,750
US 25 Resurfacing (MP 12.03 to MP 13.433) Address condition of US 25 MOD 25	20053.00	CN	2027	NHPP	$487	$122		$609
US 25 Surface Treatment (MP 20.00 to MP 21.50) High friction surface treatment MOD 25	9047.00	CN	2027	HSIP	$197	$49		$246
West High Shared Use Path Construct SUP along KY 29 from Cooks Ln to Allie Run. MOD 5	JESS-016A 3215.00	CN CN	2025 2025	SLX TAP	$1,606 $722		$401 $180	$2,007 $902
West Main & Buchanan Safety Improvements WB LT lane from Main to Buchanan. RT & LT lanes from Buchanan to Main.	FAY-205 3203.00	RW UT CN	2025 2025 2025	SLX " "	$120 $160 $897	$30 $40 $224		$150 $200 $1,121
Winchester Rd - Midland to KY 4 Operational and Multimodal Improvements	FAY-033 80309.00	DN	2026	NH	$280	$70		$350

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

	FY	FEDERAL	STATE	LOCAL	TOTAL
SLX	2025	$4,687	$294	$440	$5,421
	2026	$1,606		$401	$2,007
	2028	$1,680		$420	$2,100
	SF*	$762	$82	$191	$953
	TOTAL SLX	$8,735	$376	$1,452	$10,481
TAP(L)	2025	$1,909		$477	$2,386
	2026	$760		$190	$950
	SF*	$267		$67	$334
	TOTAL TAP - L	$2,936		$734	$3,670
HSIP	2025	$11,649	$1,294		$12,944
	2026	$1,364	$144		$1,508
	2027	$197	$49		$246
	TOTAL HSIP	$13,210	$1,487		$14,698
HGC	2025	$11,725	$2,000		$13,725
	2026	$23,400	$2,350		$25,750
	TOTAL HGC	$35,125	$4,350		$39,475
NHPM	2025	$494	$123		$617
	2027	$800	$200		$1,000
	TOTAL NHPM	$1,294	$323		$1,617
STP	2025	$4,000	$1,000		$5,000
	2027	$4,953	$1,238		$6,191
	TOTAL STP	$8,593	$2,238		$11,191
NH	2025	$1,448	$362		$1,810
	2026	$3,074	$768		$3,842
	2027	$42,160	$10,540		$52,700
	2028	$8,000	$2,000		$10,000
	TOTAL NH	$54,682	$13,670		$68,352
KYD	2026		$10,000		$10,000
	TOTAL KYD		$10,000		$10,000
FBP	2025	$1,655	$414		$2,068
	2026	$1,468	$367		$1,834
	TOTAL FBP	$3,122	$781		$3,903
SPP	2025		$10,794		$10,794
	2026		$1,000		$1,000
	2027		$22,045		$22,045
	2028		$16,800		$16,800
	TOTAL SPP		$50,639		$50,639
TOTAL (KYTC):		$125,120	$83,865	$1,452	$210,355

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.

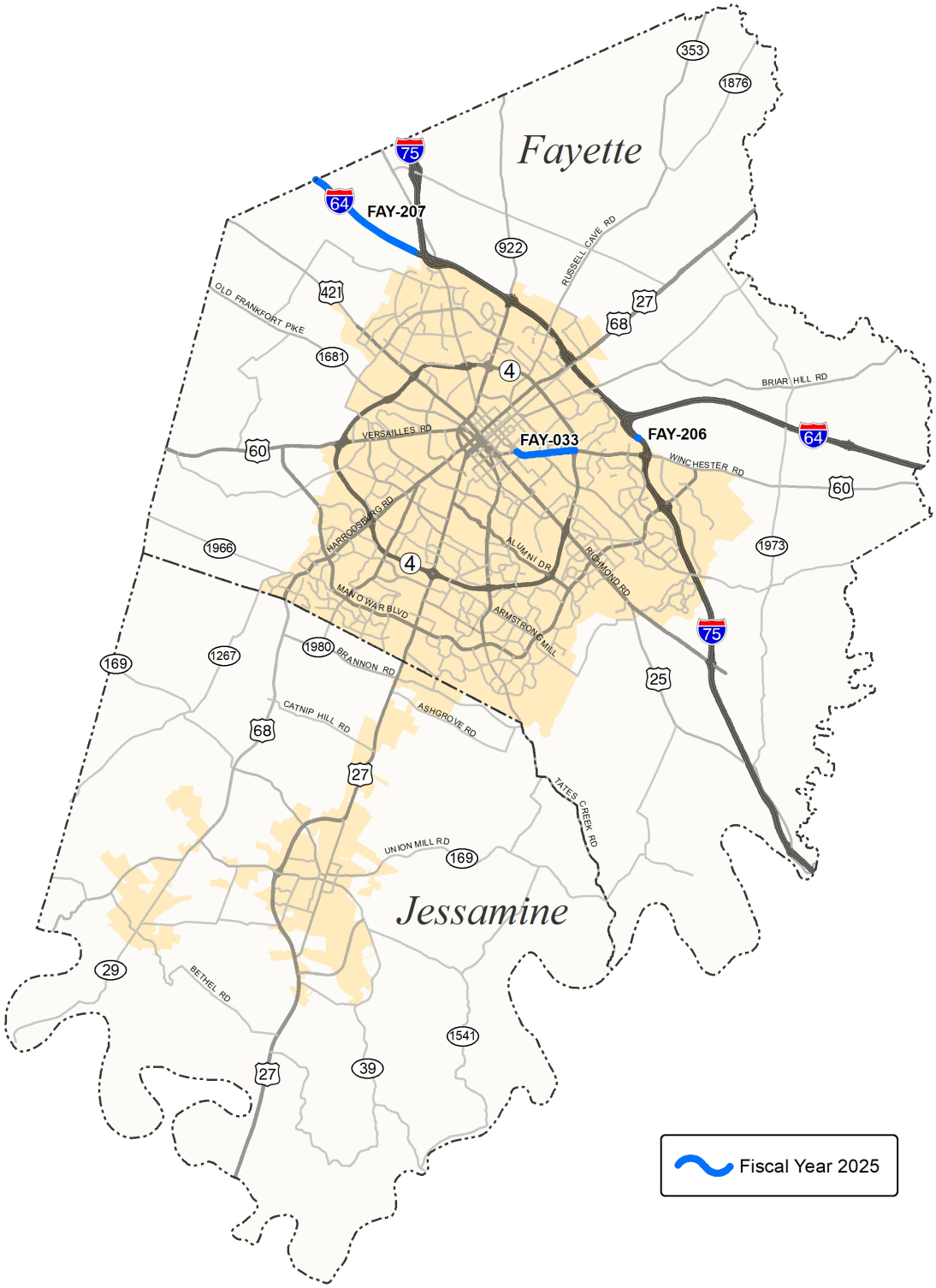


Figure 8: KYTC Managed Projects - Design Phases Map

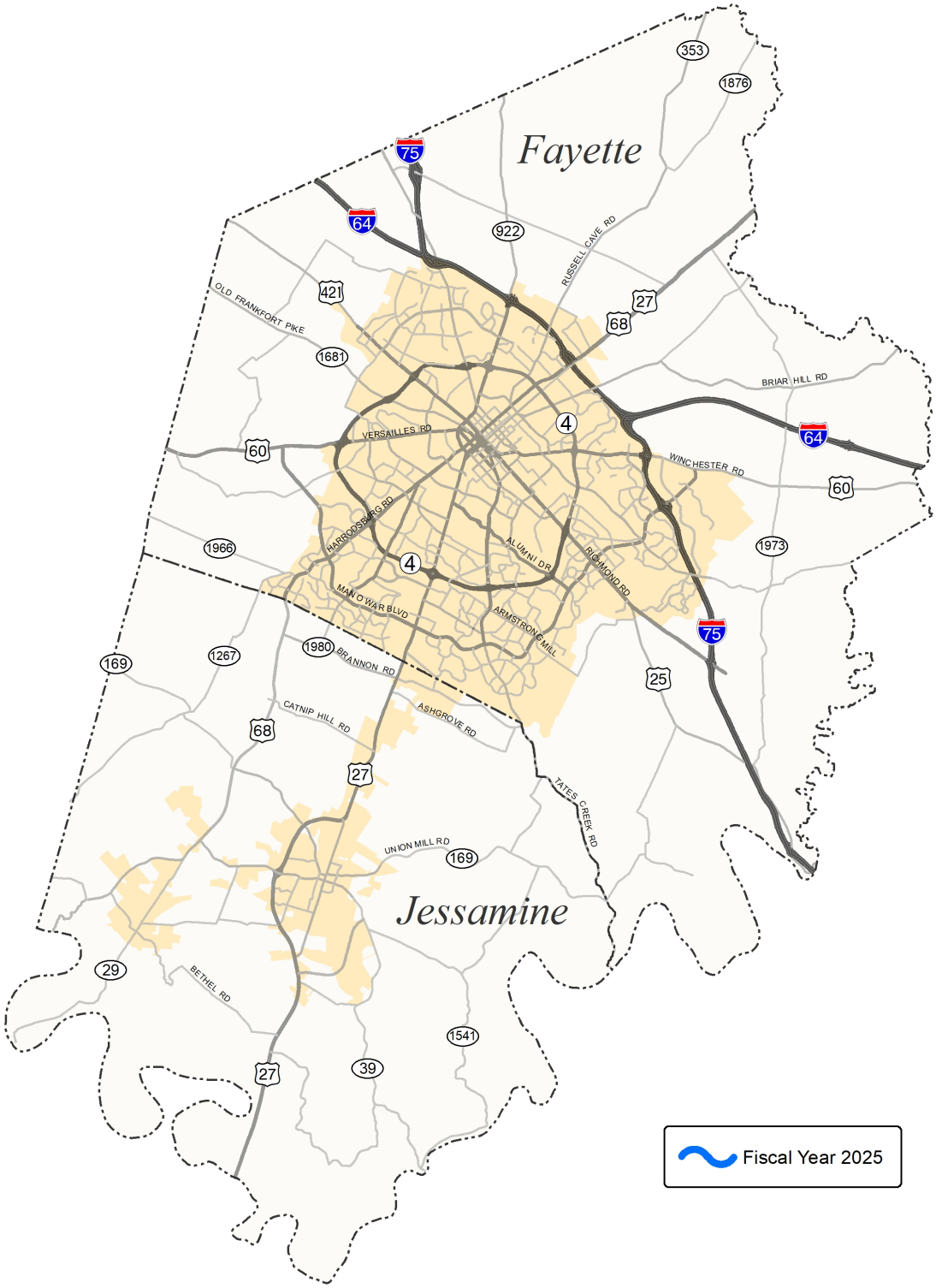


Figure 9: KYTC Managed Projects - Right of Way Phases Map
Note: As of Oct 1, 2024, there are no KYTC projects with proposed Right of Way phases.

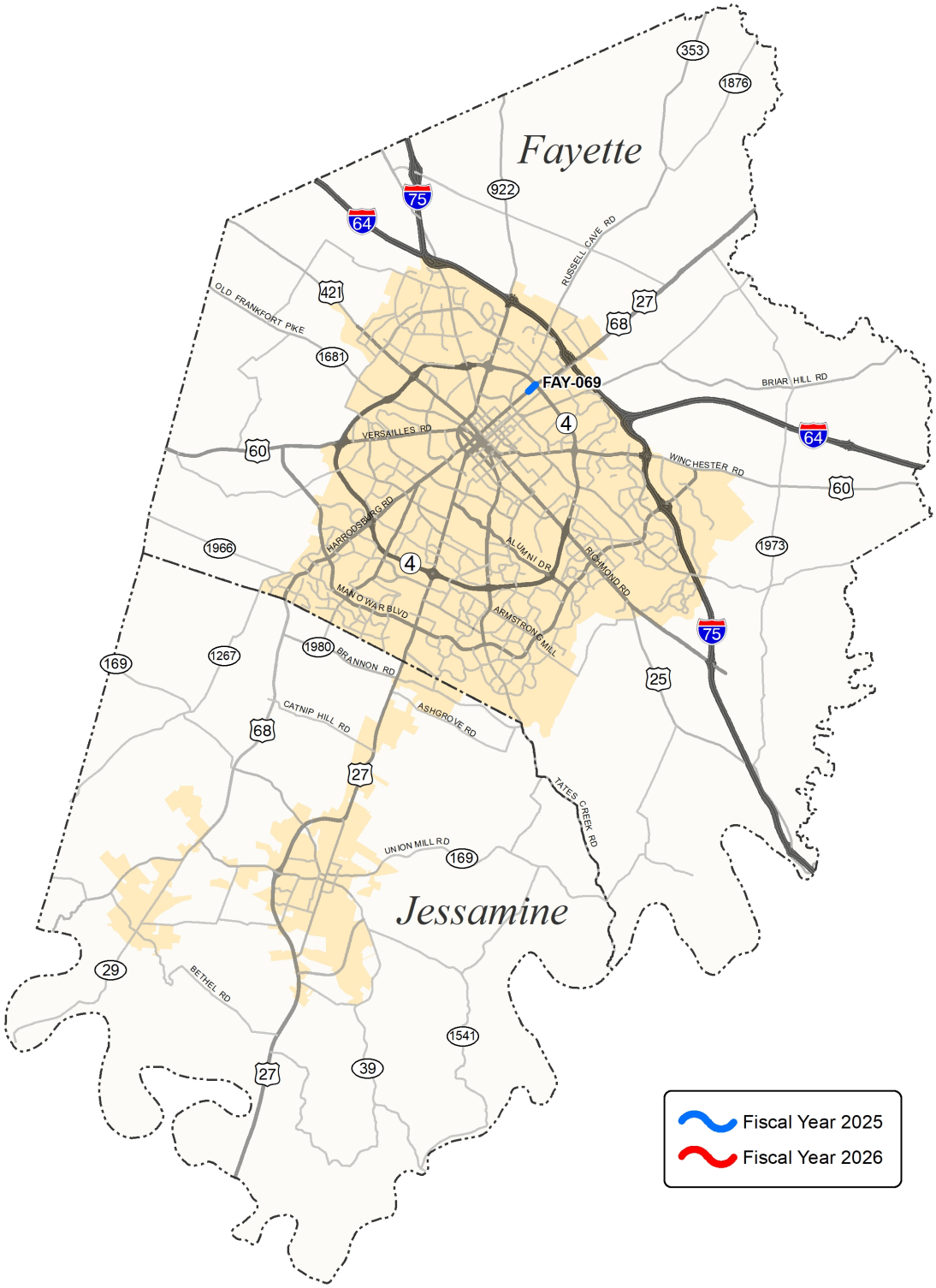


Figure 10: KYTC Managed Projects - Utilities Phases Map

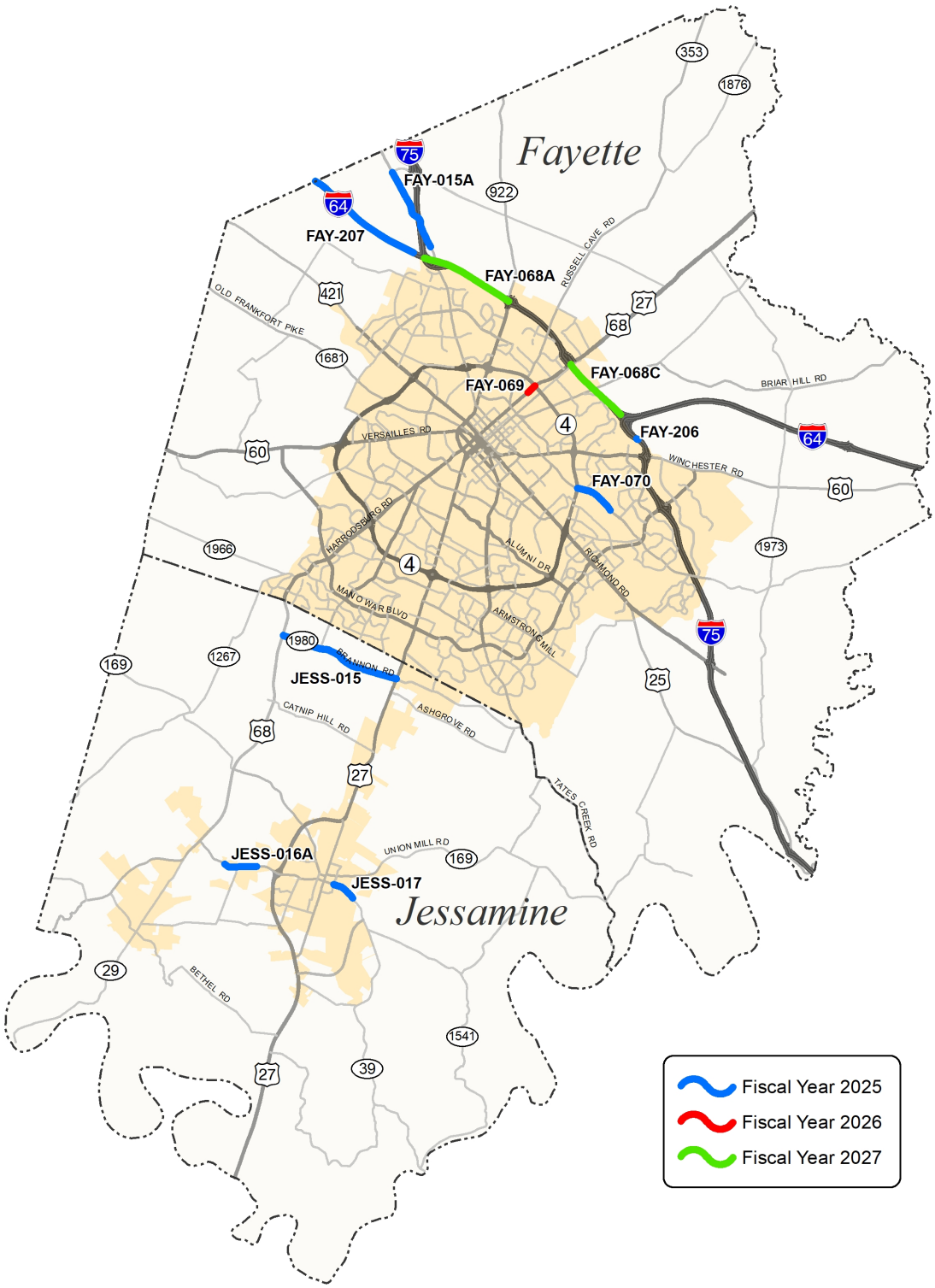


Figure 11: KYTC Managed Projects - Construction Phases Map

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 MOD 27	$1,805	$611	$617	$623	$3,656
Section 5310 Enhanced Mobility Seniors & Disabilities	$240	$0	$0	$0	$240
LoNo Grant Award MOD 6	$4,970	$0	$0	$0	$4,970
LoNo Grant Award - 2 CNG Buses MOD 19		$1,914	$0	$0	$1,914
LoNo Grant Award - 7 CNG Buses MOD 27		$4,900	$0	$0	$4,900
State Funding MOD 27	$2,152	$3,096	$1,889	$1,908	$9,045
Carbon Reduction Program (through MPO) MOD 28	$1,355	$0	$2,741	$0	$4,096
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	$56,820	$53,597	$49,117	$47,209	$206,743
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	$209,839

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

Lextran Expenditures	2025	2026	2027	2028	TOT
Bus Purchase (CNG) MOD 27	$8,970	$850	$876	$902	$11,598
Electric Buses & Chargers	$944	$0	$0	$0	$944
Paratransit Vehicles MOD 27	$2,350	$0	$0	$0	$2,350
Bus Canopy (carry over)	$0	$0	$0	$0	$0
CAD AVL System	$0	$0	$0	$0	$0
Downtown Trolley Service MOD 5	$600	$0	$0	$0	$600
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	$56,820	$53,597	$49,117	$47,209	$206,743
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	$209,839

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, Bicycle & Pedestrian Master Plan and Congestion Management Process; public outreach; traffic & land use impact analysis and staff development.	2027	"	$485		$121	$606
	2028	"	$504		$126	$630
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
Lextran Long Range Study MOD 27	2027	FTA 5307	$400		$100	$500

Table continues

PROJECT DESCRIPTION	FY	FUND	FED	STA	LOC	TOT
Winchester Rd Transportation & Land Use Study Complete a coordinated corridor land use plan and transportation study for the section of Winchester Road (US 60) between E 3rd / Midland Ave to Interstate 75.MOD 9	2026	SLX	$140		$35	$175
	2026	PL-DISC	$140		$35	$175

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

	FY 25	FY 26	FY 27	FY 28
SLX Allocation	$9,813	$8,936	$9,114	$9,297
SLX Carryover	$6,562	$9,025	$5,588	$3,305
SLX Available	$16,375	$17,960	$14,702	$12,601
SLX Programmed:	$7,350	$12,373	$11,397	$4,424
SLX Balance	$9,025	$5,588	$3,305	$8,177
TAP Allocation	$1,026	$927	$946	$964
TAP Carryover	$3,582	$4,494	$4,621	$5,566
TAP Available	$4,608	$5,421	$5,566	$6,531
TAP Programmed:	$576	$800		$2,240
TAP Balance	$4,032	$4,621	$5,566	$4,291
CARB Allocation	$1,039	$1,060	$1,081	$1,102
CARB Carryover	$2,152	$3,191	$3,130	$1,471
CARB Available	$3,191	$4,250	$4,211	$2,573
CARB Programmed:		$1,120	$2,741	$1,680
CARB Balance	$3,191	$3,130	$1,471	$893

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
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	ID	PH	FY	FUND	FED	STA	LOC	TOT
Alexandria Dr Versailles Rd to Lane Allen	FAY-120	DN	2028	SLX	$1,440		$360	$1,800
Alumni Dr	FAY-137A	DN	PRE	TAP	$440		$110	$550
Shared Use Trail	3038.00	RW	2025	"	$92		$23	$115
		UT	2025	"	$160		$40	$200
		CN	2026	"	$3,520		$880	$4,400
Armstrong Mill	FAY-034	DN	PRE	SLX	$28		$7	$35
Bike/Ped	448.00	DN	PRE	CRRSAA	$200			$200
Improvements		RW	2025	SLX	$360		$90	$450
		CN	2026	SLX	$692		$173	$865
		CN	2026	TAP	$800		$200	$1,000
Brighton Trail	FAY-208	DN	PRE	ARPA	$100			$100
Connection	3042.00	CN	2025	TAP	$576		$144	$720
Brighton Trail Connection Winchester/Walton/Henry Clay	FAY-181	DN	2027	SLX	$2,000		$500	$2,500
Campus to Commons Leestown Rd to Versailles Rd	FAY-043	DN	2027	SLX	$2,240		$560	$2,800
Campus to Commons Versailles Rd to South Broadway	FAY-178	DN	2028	TAP	$1,440		$360	$1,800
Campus to Commons South Broadway to South Limestone	FAY-179	DN	2028	SLX	$1,520		$380	$1,900
Citation Blvd	FAY-183	DN	PRIOR	BOND			$366	$366
Sec III-A		CN	2026	SLX	$1,600		$3,400	$5,000
Citation Blvd	FAY-184	DN	PRE	CRRSAA	$275			$275
Sec III-B	8901.00	UT	2025	SLX	$80		$20	$100
		RW	2026	"	$1,200		$300	$1,500
		CN	2026	"	$2,080		$520	$2,600
		CN	2026	STP	$2,800	$700		$3,500

Table continues

PROJECT	ID	PH	FY	FUND	FED	STA	LOC	TOT
Citation Trail	FAY-209	DN	PRE	TAP	$25		$6	$31
Sec 2		RW	2025	"	$88		$22	$110
		CN	2025	"	$480		$120	$600
Georgetown Rd	FAY-199	DN	2028	TAP	$800		$200	$1,000
Nandino Dr to Spurr Rd								
Lane Allen Rd	FAY-210	DN	2025	SLX	$168		$42	$210
Sidewalks	418.00	RW	2026	TAP	$106		$26	$132
		UT	2027	"	$8		$2	$10
		CN	2027	"	$1,164		$291	$1,455
Liberty Road	FAY-032	DN	PRE	SLX	$996		$249	$1,245
Inside New Circle	329.00	RW	2025	SLX	$1,132		$283	$1,415
		UT/CN	FUT	UNK				$5,600
Mason Headley Road	FAY-200	DN	2026	CARB	$1,120		$280	$1,400
South Broadway to								
Duntreath								
Mercer Rd	FAY-048	DN	2028	CARB	$1.680		$420	$2,100
Greendale Rd to								
Georgetown Rd								
New Circle Rd	FAY-026	DN	2027	SLX	$1,680		$420	$2,100
Bryan Station Rd to								
Eastland Pkwy								
Newtown Pike Ext.	FAY-002	DN	2025	FED	$5,000		$1,250	$6,250
Phase III	593.30	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
N Limestone	FAY-135B	DN	PRE	SLX	$480		$120	$600
Improvements	451.00	RW	PRE	"	$296		$74	$370
		UT	2026	"	$176		$44	$220
		CN	2027	"	$4,960		$1,240	$6,200
N Broadway EV	FAY-217	DN	2026	EV	$271		$116	$388
Charging Station		CN	2026	""	$623		$267	$889
Install EV charging station at Days Inn on Broadway								
Town Branch Trail	FAY-077	DN/RW	PRE	CMAQ	$343			$343
Phase III		CN	2025	TAP	$718		$180	$898
		CN	2025	SLX	$800		$200	$1,000
Town Branch Trail	FAY-082	DN/RW/UT	PRE	CMAQ	$326			$326
Phase IV & V		UT	2026	CMAQ	$810			$810
		CN	2027	"	$9,100		$1,175	$10,275
Town Branch Trail	FAY082B	DN/RW	PRE	CMAQ	$170		$43	$213
Crossing		CN	2027	CMAQ	$1,124		$281	$1,405
				SLX	$376		$94	$470
Versailles Rd (Design)	FAY-213	DN	2025	NH	$1,650	$38	$2,900	$4,588

Table continues

PROJECT	ID	PH	FY	FUND	FED	STA	LOC	TOT
Versailles Rd	FAY-027A	RW	FUT	"	$70	$18		$88
Viley Rd		UT	FUT	"	$20	$5		$25
to Oxford Circle		CN	FUT	"	$1,830	$458		$2,288
Versailles Rd	FAY-027B	RW	FUT	"	$420	$105		$525
Oxford Circle		UT	FUT	"	$60	$15		$75
to Red Mile		CN	FUT	"	$12,190	$3,048		$15,238
Versailles Rd	FAY-045	RW	FUT	"	$140	$35		$175
Red Mile		UT	FUT	"	$20	$5		$25
to Porter Place		CN	FUT	"	$9,250	$2,313		$11,563
Waller Ave (S Limestone to Elizabeth St)	FAY-203	CN	2026	SLX	$800		$200	$1,000
W High Street	FAY-046	RW	FUT	"	$616	$154		$770
Porter Place		UT	FUT	"	$256	$64		$320
to Oliver Lewis Way		CN	FUT	"	$1,352	$338		$1,690
West Loudon	FAY-076	DN	PRE	TAP	$77		$19	$96
Streetscape	3203.00	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
Access Management on Nicholasville Rd between Nicholasville and Man O' War Blvd	FJ-001C 430.00	DN	2025	SPP		$1,700		$1,700
		RW	2027	"		$8,650		$8,650
		UT	2027	"		$1,520		$1,520
		CN	2029	"		$24,500		$24,500
Brannon Rd Improvements	JESS-015 414.00	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	JESS-017 3235.00	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 1	FAY-15B 122.20	RW	2025	SPP		$2,064		$2,064
		UT	2026	"		$1,000		$1,000
		UT	2027	"		$3,945		$3,945
		CN	2027	"		$12,750		$12,750
Georgetown Rd Improvements - Sec 2	FAY-015A 122.30	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
Hamburg Connector	FAY-029 80206.00	DN	2025	SPP		$1,880		$1,880
		RW	2027	"		$9,800		$9,800
		UT	2027	"		$600		$600
		CN	2029	"		$12,700		$12,700
I64/I75 Common Route Improvements - Sec 1	FAY-068A 8909.10	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	FAY-068C 8909.30	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 20008.00	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 10045.00	DN	2025	FBP	$130	$33		$163
		CN	2025	"	$1,304	$326		$1,630
Installation of High Friction Surface Treatment I-75 Ramp 431 (MP 0.000 - 0.254)	FAY-215A 991.00	CN	2025	HSIP	$192	$21		$214
Installation of High Friction Surface Treatment US 60 (MP 4.000 - 6.200)	FAY-215B 992.00	CN	2025	HSIP	$113	$13		$125

Table continues

PROJECT	MTP ID	PH	FY	FUND	FED	STA	LOC	TOT
Installation of High Friction Surface Treatment US 27 (MP 10.600 - 11.000)	JESS-021A 9035.00	CN	2025	HSIP	$334	$37		$371
Installation of High Friction Surface Treatment US 27 (MP 9.750 - 10.000)	JESS-021B 9036.00	CN	2025	HSIP	$122	$14		$135
Installation of High Friction Surface Treatment US 27 (MP 9.430 - 9.530)	JESS-021C 9037.00	CN	2025	HSIP	$71	$8		$79
Johnston Road Bridge (KY 3367) Rehab Bridge over N Elkhorn Creek	FAY-216 10044.00	DN CN	2025 2026	FBP ""	$220 $1,468	$55 $367		$275 $1,834
KY 169 Spot Improvements	JESS-004 80108.00	DN RW UT CN	PRE 2025 2027 2028	SPP " " "		$1,350 $5,150 $5,350 $16,800		$1,350 $5,150 $5,350 $16,800
Liberty Rd Improvements - Outside New Circle	FAY-070 8902.00	DN RW UT CN CN	PRE PRE PRE 2025 2027	STP FED FED STPF "	$1,544 $4,300 $6,500 $4,000 $4,926	$386 $1,000 $1,232		$1,930 $4,300 $6,500 $5,000 $6,158
North Broadway Bridge Replacement	FAY-069 412.00	DN RW UT CN CN	PRE PRE 2025 2026 2026	STP NH NH NH KYD	$1,376 $4,489 $1,448 $2,794	$344 $1,122 $362 $698 $8,120		$1,720 $5,611 $1,810 $3,492 $8,120
Richmond Ave (KY 169) Main St to East Bypass	JESS-020	DN	2028	SLX	$1,680		$420	$2,100
Richmond Rd Safety Improvements	FAY-123 9012.50	CN CN	2025 2025	HSIP SLX	$9,837 $1,750	$1,093		$10,930 $1,750
West High Shared Use Path	JESS-016A 3215.00	DN RW UT CN	PRE PRE PRE 2025	TAP " " SLX	$187 $154 $38 $1,606		$47 $38 $10 $401	$234 $192 $48 $2,007
West Main & Buchanan Safety Improvements	FAY-205 3203.00	DS RW UT CN	PRIOR 2025 2025 2025	SLX SLX " "	$103 $88 $32 $897	$26 $22 $8 $224		$129 $110 $40 $1,121
Winchester Rd - Midland to KY 4	FAY-033	DN RW UT CN	2026 FUT FUT FUT	NH " " "	$280 $400 $400 $1,120	$70 $100 $100 $280		$350 $500 $500 $1,400

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

C Public Review

The comments on the following pages were received during the public review period between July 1 and August 2, 2024.

Lexington Area
Metropolitan Planning Organization

Lexington Area Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP), is a shorter-term list of projects with a four-year timeline. Projects in the TIP must meet two requirements: 1) be ready for some stage of implementation and 2) have a formal commitment of funding in the next 4 years. Projects can include roadway retrofits, new construction, bike/pedestrian improvements, studies, plans, and more.

Your Name: Michael Graetz

Address: 859 Bennett Ave
Lex, KY 40508
859 225 8000

Comments regarding the TIP will be accepted through 5 p.m. August 2, 2024 to be included as part of the official record. All comments will be presented to the MPO Policy Committee and given full consideration prior to adoption. You may return this form by mailing it to 101 E. Vine Street – Suite 700 Lexington, KY 40507, faxing it to 859-258-3163, or emailing us at lexareampo@lexingtonky.gov. **Thank you!**

General Comments, Concerns, or Suggestions:

I'm glad to see the Legacy Trail and Town branch trail close to my neighborhood, but biking down Versailles road is kind of scary especially crossing the viaduct over the rail road tracks. Traffic moves quickly and pedistreans are right next to it and maybe a little unnerved by the height of the bridge. What I would love to see is a pedistrian bridge alongside the viaduct – with not as great a span but simply "hopping" over the tracks. I believe there's a plaque there that mentions "Ft Clay." Such a bridge would offer a great view of downtown and I believe would be well used!

Lexington Area
Metropolitan Planning Organization

Lexington Area Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP), is a shorter-term list of projects with a four-year timeline. Projects in the TIP must meet two requirements: 1) be ready for some stage of implementation and 2) have a formal commitment of funding in the next 4 years. Projects can include roadway retrofits, new construction, bike/pedestrian improvements, studies, plans, and more.

Your Name: FRANK BECKER

Address: 218 Sycamore Rd.
Lexington KY 40502

Comments regarding the TIP will be accepted through 5 p.m. August 2, 2024 to be included as part of the official record. All comments will be presented to the MPO Policy Committee and given full consideration prior to adoption. You may return this form by mailing it to 101 E. Vine Street – Suite 700 Lexington, KY 40507, faxing it to 859-258-3163, or emailing us at lexareampo@lexingtonky.gov. **Thank you!**

General Comments, Concerns, or Suggestions:

(1) Walkability - Lexington is well behind the rest of the country. Amazingly, there still are no sidewalks on Richmond Rd., for example. Crossings are far too dangerous. An example is the High Street/ Chevy Chase intersection, which is deadly. I realize this was caused by extremely bad planning in the past, but simple things like enforcing red-light-running laws and speed limits would help quite a bit. I walk that area almost every day and have never seen a single traffic control officer. (But plenty of parking police - just to show how awful Lexington's priorities are!)

over

(2) Stroads - Richmond Rd and Nicholasville Rd. are simply abominations. Ugly, dangerous, and anti-pedestrian.

(3) ~~Better~~ Bureaucratic slowness. We've been hearing about "plans" for many many years. It's time to take action.

(4) In-fill. Much could be solved by infill development rather than sprawl that has plagued Lexington for years. I know this is a recent focus, but it's time to stop studying and take action.

Lexington Area
Metropolitan Planning Organization

Lexington Area Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP), is a shorter-term list of projects with a four-year timeline. Projects in the TIP must meet two requirements: 1) be ready for some stage of implementation and 2) have a formal commitment of funding in the next 4 years. Projects can include roadway retrofits, new construction, bike/pedestrian improvements, studies, plans, and more.

Your Name: Laura Becker

Address: 218 Sycamore Rd
Lexington Ky 40502

Comments regarding the TIP will be accepted through 5 p.m. August 2, 2024 to be included as part of the official record. All comments will be presented to the MPO Policy Committee and given full consideration prior to adoption. You may return this form by mailing it to 101 E. Vine Street – Suite 700 Lexington, KY 40507, faxing it to 859-258-3163, or emailing us at lexareampo@lexingtonky.gov. **Thank you!**

General Comments, Concerns, or Suggestions:

Increasing walkability, pedestarian safety
Chevy Chase Intersections for walking - Safety issue
Ashland Park Intersections for walking - Safety issue
Bike Safety
congestion and speeding on Richmond Rd
Do not delay the development of the Expanded Urban Service Boundary - it paused for a season! The development of these areas can not be a 25 yr project
Traffic around UK needs more walkability as well. The City needs to clean up the transit center for folks to really use busses.

Hannah Crepps

From: lauren Endicott <lendicott09@yahoo.com>
Sent: Friday, July 12, 2024 12:26 AM
To: lexareampo@lexingtonky.gov
Subject: TIP Input

[You don't often get email from lendicott09@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

[EXTERNAL] Use caution before clicking links and/or opening attachments.

To whom it concerns at TIP,

For the Lane Allen Rd Sidewalk project, I'd suggest upgrading the current bike lanes to be protected bike lanes in lieu of the painted lanes or have a shared used path to improve pedestrian safety and access. Improving a city's bike accessible could also reduce transportation carbon emissions.

I like the prioritizing of CNG and electric buses in lieu of gas buses. I also recommend solar panel covered bus stations/parking structures to charge buses or buildings (could potentially be sold to KU for electricity credits). Structures could potentially serve as shelter from sun, rain or snow for riders.

Thanks,
Lauren Endicott
Lexington Resident
Sent from my iPhone

1

From: Lex Area MPO <lexareampo@lexingtonky.gov>
Sent: Tuesday, July 16, 2024 11:42 AM
To: Hannah Crepps
Subject: Fw: (TIP input) Georgetown road sidewalks?

From: yo <brennenm510@gmail.com>
Sent: Wednesday, July 3, 2024 8:17 PM
To: Lex Area MPO <lexareampo@lexingtonky.gov>
Subject: Georgetown road sidewalks?

You don't often get email from brennenm510@gmail.com. Learn why this is important

[EXTERNAL] Use caution before clicking links and/or opening attachments.
Currently there are no sidewalks on Georgetown road past the steam academy. so people are forced to walk on the shoulder. Is there a plan to make the road safer for pedestrians.

D Performance Measures & Targets

Performance Measure	Target (CY 2025)	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 26, 2025

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	Goal 2025	Targeted Annual Avg 2021 - 2025	TIP Projects Addressing Targets (MPO ID)
Number of Fatalities	38	46	FAY-002, FAY-015, FAY-027, FAY-032, FAY-033, FAY-034,
Number of Serious Injuries	105	123	FAY-045, FAY-046, FAY-068, FAY-069, FAY-070, FAY-135,
Fatality Rate per 100M VMT	1.123	1.419	FAY-137, FAY-183, FAY-184, FAY-208, FAY-209, FAY-210,
Serious Injury Rate per 100M VMT	3.103	3.802	JESS-015, JESS-016, JESS-017
Non-Motorized Fatalities/Serious Injuries	23	31	

MPO Targets - Adopted by TPC on February 26, 2025

Table 17: Safety Performance Measures (FHWA)

Performance Measure:	Target CY 2024	Target CY 2026	TIP Projects Addressing Target (MPO ID)
% 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

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet and the Lexington Area Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 USC 134, 49 USC 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 11101(e) of the Infrastructure Investment and Jobs Act, also known as the Bi-partisan Infrastructure Law (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37 and 38;
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Honorable Alex Carter
Chair – Lexington Area MPO Transportation Policy Committee
Mayor – City of Nicholasville

9/16/24
Date

Kelly A. Baker, P.E. – Chief District Engineer
Kentucky Transportation Cabinet, District 7

9/10/24
Date

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

RESOLUTION 2024-8
ADOPTION OF LEXINGTON AREA TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2025 TO 2028 (TIP)

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, 23CFR450.326 requires MPOs to produce a fiscally constrained Transportation Improvement Program (TIP) which covers a minimum of 4 fiscal years to reflect investment priorities established within the Metropolitan Transportation Plan (MTP); and

WHEREAS, the Lexington Area MPO has adopted a Metropolitan Transportation Plan which identifies priorities for regionally significant transportation projects through the year 2050; and

WHEREAS, the current TIP expires on September 30, 2024; and

WHEREAS, the MPO staff has produced a draft TIP which identifies implementation timing for project work phases ready for implementation and have received a formal funding commitment between fiscal years 2025 and 2028; and

WHEREAS, in accordance with the MPO Participation Plan adopted by the Transportation Policy Committee, the MPO staff has conducted a 30-day public comment period through which it has solicited public feedback regarding the draft TIP and proposed work phase recommendations; and,

WHEREAS, the MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the draft TIP and proposed work phase recommendations and has recommended adoption.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby adopts the Lexington Area Transportation Improvement Program for Fiscal Years 2025 to 2028.

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 28th day of August, 2024.

Mayor Alex Carter, City of Nicholasville
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

101 E. Vine St., Suite 700, Lexington, KY 40507
859-258-3160
www.lexareampo.org

Date

Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

9/4/24
Date

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

RESOLUTION 2024-9
AMENDMENT 1 OF LEXINGTON AREA TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2025 TO 2028 (TIP)

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 adopted a Metropolitan Transportation Plan which identifies priorities for regionally significant transportation projects through the year 2050; and

WHEREAS, the Lexington Area MPO has adopted a Transportation Improvement Program which identifies implementation timing for project work phases ready for implementation and have received a formal funding commitment between fiscal years 2025 and 2028; and

WHEREAS, the Kentucky Transportation Cabinet has identified work phases for 3 projects which are ready for implementation and have received a formal commitment of funding by the Cabinet; and

WHEREAS, in accordance with the MPO Participation Plan adopted by the Transportation Policy Committee, the MPO staff has conducted a 15-day public comment period required for TIP amendments through which it has solicited public feedback regarding the proposed work phase recommendations; and,

WHEREAS, the MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the draft TIP amendment and proposed work phase recommendations and has recommended approval.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby amends the Fiscal Year 2025 to 2028 Lexington Area Transportation Improvement Program to include the following project work phases and programming year:

- Georgetown Rd Improvements - Section 1 (Spurr Road to Kearney Road)
  - Right of Way – Fiscal Year 2025
  - Utilities – Fiscal Year 2026 / 2027
  - Construction – Fiscal Year 2027
- Access Management on Nicholasville Road between Nicholasville and Man O' War Blvd.
  - Design – Fiscal Year 2025

101 E. Vine St., Suite 700, Lexington, KY 40507
859-258-3160
www.lexreampo.org

- Hamburg Connector
    - Design – Fiscal Year 2025

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 23rd day of October, 2024.

Mayor Alex Carter, City of Nicholasville
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

10-24-24
Date

Attest:

Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

10/24/24
Date



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

RESOLUTION 2025-2
AMENDMENT 2 OF LEXINGTON AREA TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2025 TO 2028 (TIP)

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 adopted a Metropolitan Transportation Plan which identifies priorities for regionally significant transportation projects through the year 2050; and

WHEREAS, the Lexington Area MPO has adopted a Transportation Improvement Program which identifies implementation timing for project work phases ready for implementation and have received a formal funding commitment between fiscal years 2025 and 2028; and

WHEREAS, the Lexington Area MPO issued a call for projects to consider funding awards for the Surface Transportation Block Group Program (SLX), Transportation Alternatives Program (TAP) and Carbon Reduction Program; and

WHEREAS, the staff of the Lexington Area MPO evaluated, scored and provided a funding recommendation for project applications submitted during the aforementioned call for projects; and

WHEREAS, in accordance with the MPO Participation Plan adopted by the Transportation Policy Committee, the MPO staff has conducted a 15-day public comment period required for TIP amendments through which it has solicited public feedback regarding the proposed work phase recommendations; and,

WHEREAS, the MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the draft TIP amendment and proposed work phase recommendations and has recommended approval.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby amends the Fiscal Year 2025 to 2028 Lexington Area Transportation Improvement Program to include the following project work phases and programming year:

101 E. Vine St., Suite 700, Lexington, KY 40507
859-258-3160
www.lexareampo.org

New Funding Requests

MTP ID	Project Description	Work Phase	Phase Cost	Funding Source	Fiscal Year
FAY-206	**Waller Avenue:** South Limestone to Elizabeth St Major Widening with Bike Lanes/Ped Improvements	Const	$800,000	SLX	2026
FAY-026	**New Circle Road:** Bryan Station to Eastland Pkwy Modernize Roadway	Design	$1,680,000	SLX	2027
JESS-020	**Richmond Ave (KY 169)** Modernize Roadway	Design	$1,680,000	SLX	2028
FAY-120	**Alexandria Dr:** Versailles to Lane Allen Modernize Roadway	Design	$1,440,000	SLX	2028

FURTHERMORE, the Transportation Policy Committee of the LEXINGTON AREA MPO hereby approves funding for the following project work phases and programming years and directs the MPO staff to execute an Administrative Modification to the Fiscal Year 2025 to 2028 Lexington Area Transportation Improvement Program:

Supplemental Funding Requests

MTP ID	Project Description	Work Phase	Original Award	Additional Cost	Funding Source	Fiscal Year
JESS-016A	**West High Shared Use Path:** Cooks Ln to Allie Run Shared Use Path along Wilmore Rd (KY 29)	Construction	$1,985,000	$722,000	TAP	2025
JESS-017	**East High Shared Use Path** Central Av to Bypass Trail Shared Use Path along East Maple St (KY 29)	Construction	$2,324,000	$1,910,000	TAP	2025
FAY-034	**Armstrong Mill Rd:** Tates Creek Rd to Squires Hill Ln Complete gaps in existing bike/ped facility and intersection improvements	Right of Way	$1,720,000	$360,000	SLX	2025
FAY-183	**Citation Blvd Sec 3-A** Extend Citation Blvd from Silver Springs Dr to the Winburn Dr extension, and construct Shared Use Path along Winburn Dr extended and Citation Blvd to Newtown Pike.	Construction	$2,345,000	$1,600,000	SLX	2026
FAY-184	**Citation Blvd Sec 3-B** Extend Citation Blvd from Winburn Dr to Russell Cave Rd	Right of Way	$1,600,000	$1,200,000	SLX	2025

New Funding Requests

MTP ID	Project Description	Work Phase	Phase Cost	Funding Source	Fiscal Year
Grouped Transit	**Reintroducing Trolley Service in Downtown Lexington** Vehicle purchases only - Lextran	Transit	$420,000	Carbon Red.	2026
FAY-200	**Mason Headley Road:** Broadway to Duntreath Construct Shared Use Path	Design	$1,120,000	Carbon Red.	2026
FAY-181	**Brighton Trail Connection:** Walton Av to Liberty Rd Modernize Roadway to add bicycle and pedestrian facilities	Design	$2,000,000	Carbon Red.	2027
FAY-043	**Campus to Commons Trail:** Leestown Rd to Versailles Rd Modernize Roadway to add bicycle and pedestrian facilities	Design	$2,240,000	SLX	2027
FAY-178	**Campus to Commons Trail:** Versailles Rd to South Broadway Modernize Roadway to add bicycle and pedestrian facilities	Design	$1,440,000	TAP	2028
FAY-179	**Campus to Commons Trail:** South Broadway to South Lime Modernize Roadway to add bicycle and pedestrian facilities	Design	$1,520,000	SLX	2028

FAY-199	**Georgetown Road:** Nandino Blvd to Spurr Rd Shared Use Path	Design	$800,000	TAP	2028
FAY-048	**Mercer Road:** Greendale Rd to Georgetown Rd Modernize Roadway to add bicycle and pedestrian facilities	Design	$1,680,000	Carbon Red.	2028
FAY-196	**Russell Cave Road:** Loudon Av to Park Pl Modernize Roadway to add bicycle and pedestrian facilities	Design	$720,000	SLX	2028

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 26th day of February, 2025.

Mayor Alex Carter, City of Nicholasville
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

2/28/25
Date

Attest:

Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/28/25
Date

101 E. Vine St., Suite 700, Lexington, KY 40507
859-258-3160
www.lexareampo.org

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

RESOLUTION 2025-3
ADOPTION OF HIGHWAY SAFETY TARGETS FOR
THE LEXINGTON AREA MPO FOR 2025

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 covers a jurisdiction including the entirety of Fayette and Jessamine Counties and a portion of Scott County; 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, the Transportation Policy Committee of the Lexington Area MPO adopted a Vision Zero Goal to work towards Zero highway fatalities and serious injuries by the year 2050 (Resolution 2023-11); and

WHEREAS, KYTC targets do not move towards a goal of zero highway fatalities and serious injuries by 2050 but aim to prevent an annual increase in highway fatalities or serious injuries; and

WHEREAS, the MPO staff has recommended the adoption of MPO regional targets that are consistent with reaching zero traffic related fatalities and serious injuries by the year 2050; and

WHEREAS, the LEXINGTON AREA MPO Transportation Technical Coordinating Committee (TTCC) has reviewed the MPO staff analysis of regional crash trends and MPO staff recommended targets and recommended adoption of MPO regional targets as presented by MPO staff for Calendar Year 2025.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Committee of the LEXINGTON AREA MPO hereby adopts the following highway safety targets for the Lexington Region for 2025:

Metric	Goal for 2025	Targeted Annual Average for 2021 to 2025
Total Fatalities	38	46
Total Serious Injuries	105	123
Fatalities per 100 Million Vehicle Miles of Travel	1.123	1.419
Serious Injuries per 100 Million Vehicle Miles of Travel	3.103	3.802
Non-Motorized Fatalities & Serious Injuries	23	31

101 E. Vine St., Suite 700, Lexington, KY 40507
859-258-3160
www.lexingtonky.gov

Adopted by the LEXINGTON AREA MPO Transportation Policy Committee this 26th day of February, 2025.

The Honorable Alex Carter, Mayor City of Nicholasville
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

2/26/25
Date

Attest:

Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/26/25
Date

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

RESOLUTION 2025-4
MPO SUPPORT OF LEXTRAN TRANSIT ASSET CONDITION TARGETS FOR 2025

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 covers a jurisdiction including the entirety of Fayette and Jessamine Counties and a portion of Scott County; 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 2025 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 2025.

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 2025:

- 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 26th day of February, 2025.

The Honorable Alex Carter, Mayor City of Nicholasville
Lexington Area Metropolitan Planning Organization
Transportation Policy Committee (TPC) Chair

2/26/25
Date

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Attest:



Christopher Evilia, AICP
Director, Lexington Area Metropolitan Planning Organization

2/26/25
Date