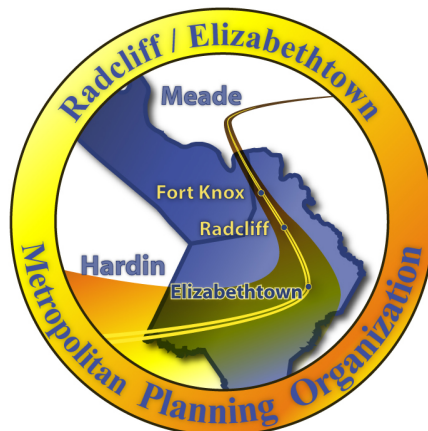


RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM  
2018- 2022



Planning for the transportation  
needs of the region.

SEPTEMBER 2017



LINCOLN TRAIL AREA DEVELOPMENT DISTRICT  
P. O. BOX 604  
613 COLLEGE STREET ROAD  
ELIZABETHTOWN, KENTUCKY 42702-0604

**Radcliff/Elizabethtown Metropolitan Planning Organization  
2018-2022 Transportation Improvement Program  
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**RESOLUTION OF THE RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEAR 2018 – 2022**

WHEREAS, Section 134, Title 23, U.S.C. requires a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

WHEREAS, Section 134, Title 23, U.S.C. further requires that the urban transportation planning process shall include the development of a Transportation Improvement Program (TIP) which shall identify projects that are scheduled in the Kentucky Transportation Cabinet Six-Year Highway Plan; all regionally significant projects/programs for the next four years; and


WHEREAS, the Transportation Improvement Program developed by the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) and reviewed by the Kentucky Transportation Cabinet and appropriate federal agencies; and

WHEREAS, the transportation planning process is being carried on in conformance with all federal requirements and has been so certified; and

WHEREAS, the Radcliff/Elizabethtown MPO Policy Committee is the officially designated MPO for transportation planning in the Radcliff/Elizabethtown Urban Area, and is responsible for developing the TIP; and

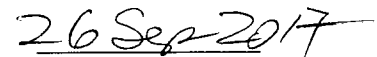
WHEREAS, the Technical Advisory Committee of the MPO has endorsed and recommended the Transportation Improvement Program, FY 2018-2022, to the Policy Committee; and

THEREFORE, BE IT RESOLVED, that the MPO Policy Committee at their public meeting of September 26, 2017 approves the *Transportation Improvement Program, FY 2018–2022*, of the Radcliff/Elizabethtown Urban Area and submits the Transportation Improvement Program to the Kentucky Transportation Cabinet.



Harry L. Berry, Chairman

Radcliff/Elizabethtown Metropolitan Planning Organization



DATE



Paul Sanders, Chief District Engineer,

Kentucky Transportation Cabinet, District 4

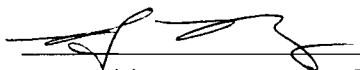


DATE

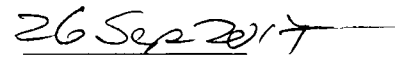
## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Radcliff/Elizabethtown 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 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA- LU (Pub. L. 109-59) 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 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



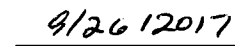
Honorable Harry L. Berry, Chairman  
Radcliff/Elizabethtown Metropolitan Planning Organization



DATE



Paul Sanders, Chief District Engineer  
Kentucky Transportation Cabinet, District 4



DATE



**Matthew G. Bevin**  
Governor

**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Greg Thomas**  
Secretary

November 3, 2017

Mr. Mike Skaggs  
Radcliff-Elizabethtown Metropolitan Planning Organization  
613 College Street Road  
Elizabethtown KY 42701

Dear Mr. Skaggs:

The Kentucky Transportation Cabinet (KYTC) has reviewed the Radcliff-Elizabethtown Metropolitan Planning Organization's FY 2018-2022 Transportation Improvement Program (TIP) for compliance with the metropolitan planning requirements included in the Fixing America's Surface Transportation (FAST) Act.

It is my pleasure to approve the Radcliff-Elizabethtown MPO's FY 2018-2022 TIP as Governor Matt Bevin's Designee. The KYTC will incorporate the new TIP by reference in Kentucky's Statewide Transportation Improvement Program (STIP).

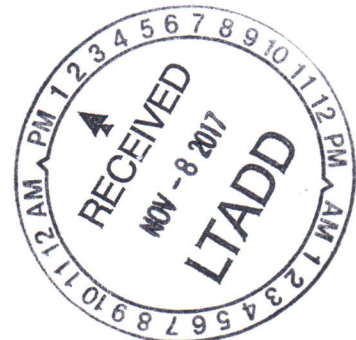
Please contact Barry House, at (502) 782-5063 for any questions or concerns.

Sincerely,

Greg Thomas  
Secretary

GT/BCH/BSK

c: John Moore  
John Ballantyne



U.S. Department of Transportation

Federal Highway Administration  
Kentucky Division  
330 W. Broadway  
Frankfort, KY 40601



Federal Transit Administration  
Region IV  
230 Peachtree Street NW, Suite 1400  
Atlanta, GA 30303-1512

Mr. Wendell Lawrence  
Radcliff Elizabethtown Metropolitan Planning Organization  
c/o the Lincoln Trail Area Development District  
P.O. Box 604  
Elizabethtown, KY 42702-0604

Dear Mr. Lawrence:

The Kentucky Division Office of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) have reviewed the following documents:

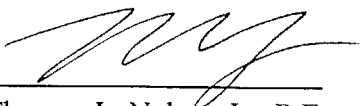
**2018-2022 Transportation Improvement Program (TIP) and  
Radcliff/Elizabethtown Metropolitan Planning Organization (MPO)  
(MPO approval date of September 26, 2017)**

23 CFR § 450.330 requires a joint FHWA and FTA planning finding that each metropolitan transportation improvement program (TIP) is consistent with the metropolitan transportation plan (MTP) produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State, and the public transportation operator(s) in accordance with 23 USC 134 and 49 USC 5303.


This finding is based on, but is not limited to the:

- Self-certification submitted by the State and MPO under 23 CFR § 450.336,
- Review of the metropolitan transportation plan,
- Adequacy of the public involvement process,
- Reasonableness of the financial plan,
- Relationship of projects in the TIP to the MTP,
- Governor's approval of the TIP

Based upon our review, we find the TIP is in accordance with the provisions of 23 USC 134 and 23 USC 135 and 49 USC 5303.

  
\_\_\_\_\_  
Thomas L. Nelson Jr., P.E.  
Division Administrator  
Federal Highway Administration

10/25/17  
Date

  
\_\_\_\_\_  
Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration

11-6-17  
Date

## What is a TIP?

The fiscal year (FY) 2018-2022 Transportation Improvement Program (TIP) is a four (4) year long, fiscally constrained, short-range program, which provides a prioritized list of multimodal transportation projects within the Radcliff/Elizabethtown Metropolitan Planning Organization (Radcliff/Elizabethtown MPO) area.

Preparation of the TIP is required by Federal legislation known as Fixing America's Surface Transportation Act (Pub. L. 114-94, FAST) and by the Metropolitan Planning Regulations (23 CFR 450.326) of the United States Department of Transportation (DOT). Federal regulations as defined in 23 CFR Part 450 and 49 CFR Part 613, require that Radcliff/Elizabethtown MPO's transportation planning activities, including the development of the TIP, to be carried out in a Continuing, Cooperative, and Comprehensive manner (the "3C" approach).

The TIP provides an overview of how transportation revenues will be invested over a four (4) year period by state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, street and public transit systems. Federal law requires expenditures in the TIP to be consistent with the Radcliff/Elizabethtown MPO Metropolitan Transportation Plan (MTP). The Radcliff/Elizabethtown MPO's 2040 MTP was adopted on January 29, 2015. The Radcliff/Elizabethtown MPO develops the TIP collaboratively with local governments, transit and transportation agencies, and the Kentucky Transportation Cabinet (KYTC). Once adopted by the Radcliff/Elizabethtown MPO, the TIP will be sent to the office of the Governor of Kentucky for approval, and then included in KYTC's Statewide Transportation Improvement Program (STIP).

To help track project delivery and the status of the TIP projects, federal regulations require the Radcliff/Elizabethtown MPO to publish an Annual Listing of Obligated Projects report. This report, produced toward the end of each calendar year, lists all transportation projects in the Radcliff/Elizabethtown MPO planning area for which federal funds were obligated in the preceding fiscal year.

In summation, the TIP:

- Covers a minimum four (4) year period;
- Is realistic in terms of available funding ("fiscally constrained") as opposed to simply serving as a "wish list" of projects;
- Has funding committed for the projects scheduled in the first two (2) years and the second two years have funding that is reasonably anticipated to be available.
- Is approved by the MPO and the Governor of Kentucky
- Lists all federally funded and regionally significant local and state funded projects

Can the TIP be changed after it is adopted?

The approved TIP can be amended or administratively modified to add new projects, delete projects, advance projects, and accommodate cost, phase of work, and scope changes to a project. Major changes require an amendment and must go through public review and comment. More information on these processes is included on pages 11 and 12, under TIP Amendments/Administrative Modifications.

What does the TIP show?

The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase, for example: preliminary engineering (PE), right-of-way (R) acquisition, utility (U) relocation, and construction (C).

What kind of projects does the TIP include?

The TIP is multimodal, and as such, it includes public transportation, bicycle, pedestrian, and highway improvements.

What funding sources are included in the TIP?

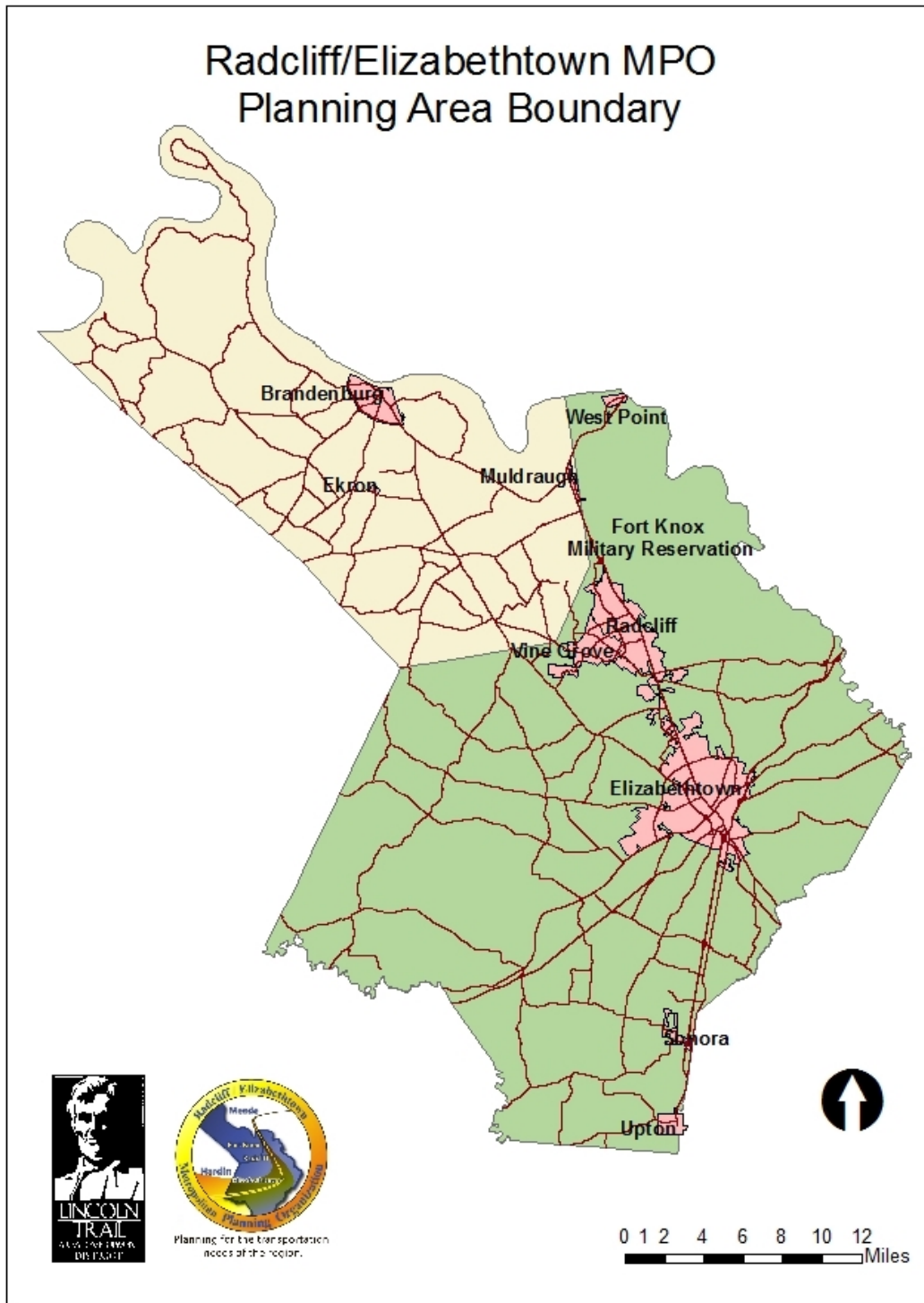
Most funding sources for the projects in the TIP come from federal funds allocated to Kentucky under the FAST Act and administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). For most funding sources, projects are funded using an 80/20 split, with 80 percent in federal funds and the remaining 20 percent in state or local matching funds. There are some funding sources that require less than a 20 percent match (90/10) or are 100 percent federally funded. The share of funding is noted in the tables on pages 10 and 11.

## **MPO Transportation Planning Area**

The MPO is responsible for identifying and addressing the transportation needs within its designated study area. The transportation study area for the Radcliff/Elizabethtown MPO includes all of Hardin and Meade Counties. The planning area includes the cities of Radcliff, Elizabethtown, Vine Grove, West Point, Sonora, and Upton in Hardin County and Brandenburg, Ekron, and Muldraugh in Meade County. The planning area also includes the Fort Knox Military Reservation, which encompasses portions of both counties. Figure 1, on page 3, is a map of the MPO planning boundary.



Figure 1



## **The Radcliff/Elizabethtown MPO's Role**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is the designated regional transportation planning organization and serves as the forum for cooperative transportation decision-making in the Radcliff/Elizabethtown MPO planning area, as described above. The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) was established and designated by the Governor of the Commonwealth of Kentucky in 2003

The Lincoln Trail Area Development District (LTADD) is the designated staff agency for the MPO. The LTADD is a diverse agency that is truly a federal/state/local partnership. The LTADD consists of three departments: Homecare and Senior Services, Workforce Investment, and Community & Economic Development (CED). The Radcliff/Elizabethtown MPO staff is part of the CED department. The LTADD administers and implements numerous Federal, State and local programs and projects. The agency also strives to assist our many local governments obtain and administer Federal and State funding and implement projects and programs that they could not, otherwise, complete on their own.

The Radcliff/Elizabethtown MPO is governed by its Policy Committee. The Policy Committee is comprised of seven (7) voting members including: the Hardin and Meade County Judge/Executives; the Mayors of Brandenburg, Elizabethtown, Radcliff, and Vine Grove; the Secretary of the Kentucky Transportation Cabinet (represented by the District 4 Chief District Engineer); an ex-officio member from the Fort Knox Military Reservation; and ex-officio members from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Policy Committee sets policies for the MPO and also has the final decision-making responsibilities for transportation planning and programming issues.

The MPO's Technical Advisory Committee (TAC) is tasked with the technical aspects of the MPO's work. The TAC is made up of planners, engineers, economic development leaders, and emergency response leaders of the jurisdictions and agencies comprising the MPO. The TAC guides the development of the Transportation Improvement Program (TIP) and the projects included in the TIP. The TAC will make a recommendation to the Policy Committee, who will provide final approval of the TIP.

## **MPO Transportation Planning**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is responsible for coordinating transportation-planning activities within the planning area of Hardin and Meade Counties. The MPO is in charge of developing and maintaining a long-range

Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP).

The TIP document has been prepared to address and record transportation needs scheduled between 2018 and 2022. The TIP is the compilation of publicly funded transportation projects constrained to available funding levels. It is the MPO's program for improvements for all modes of transportation, including bicycle/pedestrian facilities, transportation enhancements, public transportation, highway, and rail projects. The TIP is also a mechanism by which the local governments, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner.

For any transportation improvement to be eligible for Federal-aid funding, it must be included in the TIP. The transportation improvements must initially be identified in the MPO's Metropolitan Transportation Plan (MTP). Once a project is adopted into the MTP, it can be then programmed in the TIP. The TIP process involves a comprehensive and realistic appraisal of the transportation needs of the community, balanced with available resources to finance those needs.

### **Project Origination and Prioritization**

Transportation projects can originate from a wide variety of sources including public input, elected official input, and technical analysis. All identified projects must be adopted into the MPO Metropolitan Transportation Plan (MTP) prior to being programmed into the TIP. The MTP is a document that identifies transportation needs over a 20+ year period and is required, by federal law, to be updated at least every five years. The TIP is a multi-year document that must be updated every four (4) years. However, both the MTP and the TIP may be amended and/or modified at anytime.

The MPO Policy Committee (the Judge/Executives of Hardin and Meade Counties, the Mayors of Brandenburg, Elizabethtown, Radcliff and Vine Grove, the Secretary of the Kentucky Transportation Cabinet, and a representative of the Fort Knox Military Reservation) is afforded the opportunity to identify projects that serve to implement the MTP. The TIP may include projects that address highway, transit, and bicycle/pedestrian needs. The TIP is inclusive of all projects that utilize federal funds and all regionally significant projects that utilize state and local funds; therefore, the TIP is a total program of transportation improvements.

Prior to projects being selected for the TIP, each project is evaluated and ranked through the MPO's Metropolitan Transportation Plan process. This evaluation process is based on the MPO's goals and objectives. The goals and objectives of the MPO are based on the ten (10) federal planning factors. The MPO goals and planning factors are listed below. In applying the evaluation process, each project receives a rating of 1 to 5

for each objective. All ratings are then averaged for each project. All projects are ranked objectively through this process. The MPO Technical Advisory and Policy Committees are given an opportunity to review the rankings and make changes as deemed necessary.

The Kentucky Transportation Cabinet (KYTC) also has a prioritization process for projects listed on the KYTC's Unscheduled Needs List (UNL). All unscheduled projects for the MPO are identified on the UNL. In 2017, KYTC developed a new data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, congestion, asset management, economic growth, and benefit cost to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO utilizes its planning process to evaluate and add points to boost project scores, which makes up 15% of the overall project score. The final 15% comes from the KYTC Highway Districts through their own planning process. This process will be utilized every two (2) years to prioritize projects in preparation for the development of the KYTC Highway Plan.

Through these prioritization and ranking processes, projects are programmed in the KYTC's Highway Plan and ultimately in the MPO TIP.

### **Federal Planning Factors**

1. Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
10. Enhance travel and tourism.

## **MPO Goals and Objectives**

### **1. Promote Transportation Safety**

- Reduce the number and severity of traffic accidents by improving existing and potential high crash locations
- Improve substandard roadway geometrics where necessary
- Support and/or undertake public education programs to emphasize safety and promote safe driving practices
- Provide improved conditions to enhance emergency services

### **2. Preserve Existing Transportation Facilities & Systems**

- Consider costs and benefits of improvements in the MPO planning process
- Emphasize reconstruction and upgrades to existing highway systems
- Apply access management principles to aid in preserving the existing highway network
- Identify and implement minor construction and traffic operational improvements to improve traffic flow and safety

### **3. Provide an Efficient Transportation System**

- Reduce traffic congestion and improve travel times in the region
- Plan for both existing and future travel demand
- Promote cost efficiency in the implementation and/or operation of transportation facilities and/or improvements
- Encourage the implementation of access management policies to improve the overall efficiency of the transportation system
- Improve the overall capacity of the highway network

### **4. Enhance Connections Between Transportation Systems**

- Provide for frequent and convenient transfer between all modes of transportation
- Where justified, provide new highway connections to provide improved access and mobility for the overall transportation system in the area
- Promote improved access to intermodal transportation facilities

### **5. Support Community Development & Economic Growth**

- Provide transportation service for areas of new growth and potential development
- Provide transportation service to aid in preserving existing communities and developments

- Where possible, provide transportation improvements to areas experiencing economic decline

#### **6. Increase access and mobility for the movement of freight**

- Provide new or improved transportation options and/or connections for economic centers that depend on freight

#### **7. Provide a Balance Between Development and Quality of Life**

- Recognize the need for transportation improvements, but be sensitive to environmental, social, and cultural resources in doing so

#### **8. Enhance alternatives to traditional automobile/highway travel, such as transit, bicycle, and/or pedestrian travel**

- Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
- Study the potential need and possible implementation of a public transit system in the Elizabethtown/Fort Knox/Radcliff/ Vine Grove area

### **TIP Approval Process**

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who in turn submits it to the Federal Highway Administration and the Federal Transit Administration. KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the Commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

### **Financial Constraint**

The Fixing America's Surface Transportation Act (FAST) requires that Transportation Improvement Programs 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.

Although the Radcliff-Elizabethtown MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that

the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet. In order to address the full range of transportation needs, on a statewide level and within the Radcliff-Elizabethtown urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Radcliff-Elizabethtown area are identified on Tables 1, 2, and 3 on pages 10 and 11.

The specific projects shown in the Project Listing tables beginning on Appendix A have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) 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.

The table on page 25 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

### Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Fixing America's Surface Transportation Act (FAST) and are abbreviated as follows:

Table 1 Kentucky Funding Sources		
Funding Program	Abbreviation	Source
JP 2 BRAC Bond Projects - Second Program	BR2	KYTC
State Construction Projects	SP	KYTC
State Bonds	SB2	KYTC
State Bonds	SBP	KYTC
State Construction High Priority	SPP	KYTC

Table 2 Current Federal Funding Sources under the FAST Act			
Funding Program	Abbreviation	Source	Funding Share
Surface Transportation Block Grant Program	STBG	FHWA	80% Federal 20% Match
National Highway Performance Program	NHPP	FHWA	80% Federal 20% Match
Surface Transportation Block Grant Program set-aside for Transportation Alternatives	TA	FHWA	80% Federal 20% Match
Highway Safety Improvement Program	HSIP	FHWA	90% Federal 10% Match
Rail-Highway Crossings Program	RRX/RRP	FHWA	90% Federal 10% Match
Section 5307 Urbanized Area Formula	5307	FTA	80% Federal 20% Match
Section 5307 Operating Expenses	5307	FTA	50% Federal 50% Match
Section 5303 Planning Funds	5303	FTA	80% Federal 20% Match
Section 5309 Bus and Bus Facilities Program (Ladders of Opportunity)	5309	FTA	80% Federal 20% Match
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	5310	FTA	80% Federal 20% Match
Section 5337 State of Good Repair	5337	FTA	80% Federal 20% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal 20% Match



<b>Table 3</b>			
<b>Carryover Federal Funding Sources from Previous Transportation Bills</b>			
<b>Funding Program</b>	<b>Abbreviation</b>	<b>Source</b>	<b>Funding Share</b>
Interstate Maintenance	IM	FHWA	90% Federal 10% Match
National Highway System	NHS	FHWA	80% Federal 20% Match
Transportation Alternatives Program	TAP	FHWA	80% Federal 20% Match
Federal Bridge Replacement - On-System	BRO	FHWA	80% Federal 20% Match
Federal Bridge Replacement - Off System	BRZ	FHWA	80% Federal 20% Match

### Public Participation

The 2018-2022 Transportation Improvement Program (TIP) was developed in accordance with the MPO Participation Plan. To ensure that the TIP received adequate public review, the Radcliff/ Elizabethtown MPO placed a Public Notice in the Wednesday, September 6 edition of The News Enterprise, a regional newspaper, based in Elizabethtown, KY. The public comment period began on Wednesday, September 6 and ended on Friday, October 6. The document was also available for review at the Lincoln Trail ADD office in Elizabethtown, the public libraries in Hardin and Meade counties, and on the MPO webpage of the LTADD website, [www.radcliff-elizabethtown-mpo.org](http://www.radcliff-elizabethtown-mpo.org).

No public comments were received specifically concerning the TIP. However, the MPO staff did receive a couple of phone calls, one concerning a local road in the Sonora area and one concerning improvements to KY 251.

### TIP Amendments/Administrative Modifications

Occasionally, project information currently listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the Radcliff/Elizabethtown MPO when such changes are needed to reflect current conditions for transportation projects. Amendment means a revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment and redemonstration

of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period.

Some changes to a transportation project are minor and only require an administrative modification to show the change in the TIP. Administrative modification means a minor revision to the TIP that includes changes to project costs or schedule (that do not impact fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (see Grouped Projects section on page 13) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a redemonstration of fiscal constraint. Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan ([http://radcliff-elizabethtown-mpo.org/wp-content/uploads/2017/01/RadcliffEtown\\_DraftPP.pdf](http://radcliff-elizabethtown-mpo.org/wp-content/uploads/2017/01/RadcliffEtown_DraftPP.pdf)).

## Performance Measures

The concept of Performance Measures was first introduced in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) in 2012 and was continued in the Fixing America's Surface Transportation Act (FAST) in 2015. National performance goals have been established in seven key areas. States are required to develop performance targets that support those national goals. Those seven goal areas are:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Projects in Kentucky's State Transportation Improvement Program (STIP) will address transportation needs in one or more of these goals. The Kentucky Transportation Cabinet (KYTC) is currently working to develop the performance measures that will be tracked in each of the goal areas listed above. Once KYTC has developed the measures on the state level, the MPO will follow suit by either developing its own measures or adopting the state measures.

## Air Quality

Currently, the planning area for the Radcliff/Elizabethtown MPO is in attainment with all Federal air quality regulations. An attainment area is an area considered to have air

quality that meets or exceeds the U. S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

## Grouped Projects

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Various" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Radcliff-Elizabethtown MPO are shown in Table 4. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the "KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team", July 20, 2007. This was done for applicability to the Radcliff-Elizabethtown area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on pages 8 and 9 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types

of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. It should be expected that the costs of some individual projects may significantly exceed the amounts in the Grouped Projects Table. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 4 Grouped Projects						
	2017	2018	2019	2020	2021	2022
HSIP - High Cost Safety Improvements	\$100,000*	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Low Cost Safety Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
HSIP - Roadway Departure	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Intersections	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Commercial Motor Vehicles	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
HSIP - Non-Motorized Users	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Guardrail/Median Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Intersection Improvements for Safety or Efficiency	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Other Highway Safety Improvements	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Intelligent Transportation System (ITS) Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Surface Transportation Block Grant Set-Aside (formerly Trans. Alternatives Program - TAP)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities**	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Transit Passenger Shelters and Information Kiosks	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Construction or Renovation of Transit	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

\*Illustrative Costs Only - Please refer to text for explanation.

\*\*Including pedestrian facility improvements identified in Local Public Agency Transition Plans to meet requirements of the Americans With Disabilities Act (ADA).

## Completed Projects from the Previous Radcliff/Elizabethtown MPO TIP

As required by Federal law, below is a table of projects from the FY 2013-2018 TIP that have been completed.

<b>Table 5</b>				
<b>COMPLETED HIGHWAY PROJECTS FROM 2013 TIP</b>				
Route	Project ID	KYTC ID	Amount	Project Description
US 62	13-017	4-1077.00	\$527,700	Replace bridge on US 62 over unnamed stream 0.65 miles SW of KY 1375 (S Long Grove Road)
I-65	13-008	4-28.00	\$2,500,000	Phase I Design, Preliminary Engineering, and Environmental for Widening of I-65 from MP 64.9 in Hart County to MP 91.3 in Hardin Co.
I-65	13-018	4-17.00	\$59,700,000	Tenn. State Line - Elizabethtown; Widen to 6 Lanes from 0.7 miles north of KY 224 in Larue County to 0.6 miles north of Old Sonora Road in Hardin County
I-65	13-009	4-18.00	\$35,200,000	Hardin I-65; Widen I-65 to 6 lanes from MP 81 to MP 86; includes the Nolin River Bridge
I-65	13-010	4-18.01	\$40,000,000	Hardin I-65; Widen I-65 to 6 lanes from MP 81 to MP 86; includes the Nolin River Bridge (Additional Funding for Construction Phase)
I-65	13-011	4-19.00	\$34,600,000	Hardin I-65; Widen I-65 to 6 lanes from MP 86 to MP 91.3
I-65	13-012	4-19.01	\$30,000,000	Hardin I-65; Widen I-65 to 6 lanes from MP 86 to MP 91.3 (Additional Funding for Construction Phase)
KY 1646	13-026	-	\$262,500	Add gates to existing flashing lights and bell system at P&L crossing on Veterans Memorial Parkway/Logsdon Parkway in Radcliff.
KY 144	13-027	-	\$262,500	Add gates to existing flashing lights and bell system at P&L crossing on West Main Street in Vine Grove.
US 31W	13-031	4-931	\$300,000	Add supplemental heads, reflective backplates and other signal improvements along US 31W from Walmart Drive (MP 19.704 to Pine Valley Drive (MP 21.143).
I-65	13-033	4-934	\$555,000	Install high friction surface on I-65, from 1.376 miles north of Tunnel Hill Road underpass at MP 96.7, extending north to MP 97.5

<b>Table 5</b>				
<b>COMPLETED HIGHWAY PROJECTS FROM 2013 TIP</b>				
Route	Project ID	KYTC ID	Amount	Project Description
KY 1600	13-035	4-9000	\$250,000	Perform Low Cost Safety Improvements on KY 1600 from KY 220 (MP 3.315) to KY 920 (MP 8.528) at the Meade County line.
I-65	13-036	4-9001	\$300,000	Installation of cable median barrier on I-65 from 2.024 miles south of the KY 313 underpass (MP100.509) to 0.333 miles south of the KY 313 underpass (MP 102.200)
I-65	-	4-2060.00	\$16,139,350	Mill and Intermediate Asphalt Overlay on I-65 north and southbound lanes beginning 0.556 miles south of Western Kentucky Parkway (KY 9001) MP 90.53 and extending
KY 361	13-038	4-986	\$330,750	Intersection improvements at KY 361 and Deckard School Road (CR-1073)
KY 313	13-019	4-297.61	\$13,520,000	KY 313 Extension; US 60 Frontage Road Connector to the Northern KY 448 Buck Grove Connector
KY 313	13-020	4-297.65	\$22,990,000	KY 313 Extension from the Northern KY 448 Buck Grove Connector to KY 1638
LOCAL	13-028	4-134.10	\$441,690.06	Reconstruction of Buttermilk Falls Road to provide access to the Meade County Riverport
KY 1638	13-029	4-929	\$718,096	Add 4' Paved Shoulder to KY 1638 from KY 448 (MP 0.000) to Buckgrove Road (MP 4.264)
KY 710	13-030	4-923	\$250,000	Low cost safety improvements on KY 710 from KY 428 at Guston (MP 0.000) to KY 1051 at Brandenburg (MP 7.066)
KY 710	13-032	-	\$1,400,000	Flatten Slopes, Add 2' Paved Shoulder, Improve Horizontal Curves and Upgrade Guardrail End Treatments along KY 710 in Meade County from KY 428 (MP 0.000) to KY 1051 (MP 7.066).
KY 79	13-040	4-101.00	\$4,597,164	Brandenburg, KY - Mauckport, IN bridge over the Ohio River - Joint project with Indiana to paint bridge.

Table 6 COMPLETED TRANSIT PROJECTS FROM 2013 TIP			
MPO PLAN ID NO.	PROJECT DESCRIPTION	TYPE OF FUNDS	FUNDING AMOUNT
TR-10-02	FY 2010 Federal Capital Allocation for the Transit Authority of Central Kentucky (TACK)	FTA	\$81,955.00
TR-10-04	FY 2010 FTA Section 5309 - Building Renovation for a New Facility for Transit Authority of Central Kentucky (TACK) Offices and Vehicles	FTA	\$2,012,000
TR-12-02	FY 2012 Federal Capital Allocation for the Transit Authority of Central Kentucky (TACK)	FTA	\$67,750
TR-12-04	FY 2012 Veterans Transportation and Community Living Initiative II Grant and Section 5312 Research Funds	FTA	\$426,490
TR-13-01	FY 2013 Federal Fuel Provision and Purchasing for Fencing	FTA	\$89,240
TR-13-02	FY 2014 Section 5307 Federal Operating Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$800,000
TR-13-03	FY 2014 Section 5307 Federal Capital Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$348,041
TR-13-04	FY 2014 Small Transit Intensive Cities Grant Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$360,921
TR-13-05	FY 2014 Section 5339 Federal Capital Grant Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$115,210
TR-15-01	FY 2015 Section 5339 Federal Capital Grant Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$351,623
TR-15-02	FY 2015 Section 5307 Federal Operating Funding for the Transit Authority of Central Kentucky (TACK)	FTA	\$903,501

# Federally-Funded Highway Projects



Table 7  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2018-2022  
Federally-Funded Highway Projects

ROUTE	PROJECT ID	KYTC ID	MTP TABLE #	COUNTY	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
I-65	18-001	4-20.01	Table 1	Hardin	Improve the safety and increase the capacity of the I-65/KY 222 interchange based on existing and future needs of the area.	NHPP/NH	C	2022	\$32,760,000	\$32,760,000	KYTC
US 31W	18-002	4-199.00	Table 1	Hardin	Replace bridge over P&L and CSX Railroads (MP 36.4 to 36.8 in West Point)	STP	C	2019	\$9,230,000	\$9,230,000	KYTC - Dist. 4
I-65	18-003	4-286.1	Table 1	Hardin	I-65 southbound port of entry for a commercial vehicle monitoring station	NHPP/IM	R	2019	\$110,000	\$17,800,000	KYTC
							U	2019	\$2,000,000		
							C	2022	\$15,690,000		
WK 9001	18-004	4-2066.00	Table 3 (Grouped Project)	Hardin	Mill and intermediate asphalt overlay on the Western Kentucky Parkway (9001) from 0.059 miles northeast of Rhudes Creek Bridge (MP 130.948), extending northeast ending 0.584 miles southwest of US 31 overpass (MP 130.100 in Hardin County.	NHPP/NH	C	2018	\$2,500,000	\$2,500,000	KYTC
BG 9002	18-005	4-2068.00	Table 3 (Grouped Project)	Hardin	Concrete inlay and repairs on the Bluegrass Parkway (9002) from I-65 interchange (MP 0.000) extending east and ending 0.720 miles east of Miller Road (MP 5.820) in Hardin County.	NHPP/NH	C	2018	\$7,000,000	\$7,000,000	KYTC
US 62	18-006	4-1093.00	Table 3 (Grouped Project)	Hardin Nelson	Replace bridge on US 62 over Rolling Fork at the Hardin-Nelson county line	BRZ	D	2019	\$800,000	\$5,630,000	KYTC - Dist. 4
							R	2021	\$30,000		
							U	2021	\$30,000		
							C	2022	\$4,770,000		

Table 7  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2018-2022  
Federally-Funded Highway Projects

ROUTE	PROJECT ID	KYTC ID	MTP TABLE #	COUNTY	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
KY 823	18-007	4-1088.00	Table 1	Meade	Replace bridge over unnamed stream on KY 823 0.5 mile west of KY 2734	BRZ	D	2019	\$150,000	\$950,000	KYTC - Dist. 4
							R	2021	\$50,000		
							U	2021	\$80,000		
							C	2022	\$670,000		

# State-Funded Regionally-Significant Highway Projects

Table 8  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2018-2022  
State Funded Regionally Significant Projects

ROUTE	KYTC ID	MTP TABLE #	COUNTY	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
KY 3005	4-198	Table 1	Hardin	Extend Ring Road from Western Kentucky Parkway to I-65	SPP	C	2018	\$19,000,000	\$19,000,000	KYTC - Dist. 4
KY 313	4-170	Table 2	Hardin	Widen KY 313 to 4 lanes between Patriot Parkway and the Bullion Blvd Connector	BR2	U	2018	\$750,000	\$12,750,000	KYTC - Dist. 4
						C	2018	\$12,000,000		

# Bicycle/Pedestrian Projects

Table 9  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2018-2022  
Pedestrian/Bicycle Projects

ROUTE	PROJECT ID	MTP TABLE #	COUNTY	DESCRIPTION	TYPE OF FUNDS	YEAR	PHASE	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
-	BP-13-041	Table 3	Meade	1,750' of 6' sidewalk from KY 2204 (Main Street) to KY 448 (Broadway)	Transportation Alternatives Program (TAP)	2017	D	\$62,500	\$277,800	City of Brandenburg
							R	\$12,500		
							C	\$202,800		
-	BP-13-034	Table 3	Hardin	Construct a total of 2,900 ft of dirt trail, 6-8 ft wide, for walking and biking. (Cardinal Creek Trail 1,200 linear feet) (Cardinal Creek Preserve 1,700 linear feet). Project includes signage, kiosks, trailhead parking located at Banam Shaw South.	National Recreational Trails (NRT) Program	2017	C	\$69,310	\$69,310	City of Elizabethtown
-	BP-18-01	Table 3	Hardin	Radcliff Happy Valley Recreational Trail Expansion Phase I - Construct 2,400 ft. of asphalt trail, 8 ft. wide to connect to existing 10,708 ft. of asphalt trails for walking, biking, skating. Project includes trailhead parking, trailside facilities benches, trash cans, pet waste stations, bicycle racks.	National Recreational Trails (NRT) Program	2018	C	\$104,980	\$104,980	City of Radcliff

# Transit Projects



Table 10 Radcliff/Elizabethtown MPO Transportation Improvement Program FY 2018-2022 Transit Projects																	
MPO PLAN ID NO.	MTP TABLE #	PROJECT DESCRIPTION	TYPE OF FUNDS	Carry Over from Previous TIP (FY 2016-2017)		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL PROJECT COST	RESPONSIBLE AGENCY
				Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local		
TR-18-01	Table 3	Section 5339 – Purchase of Vehicles	FTA 5339	\$70,255	\$17,564											\$351,263	Transit Auhority of Central KY (TACK)
		Section 5339 - Purchase of Vehicle Equipment		\$7,360	\$1,840												
		Section 5339 - Building Maintenance - New Roof		\$160,000	\$40,000												
		Section 5339 - Purchase of Office Equipment		\$43,395	\$10,849												
TR-18-02	Table 3	Section 5307 – Urbanized Area Formula Grant – Operating Funding	FTA 5307	\$500,000	\$500,000											\$1,000,000	Transit Auhority of Central KY (TACK)
TR-18-03	Table 3	Section 5307 – Purchase of Vehicles	FTA 5307	\$175,635	\$43,909											\$239,519	Transit Auhority of Central KY (TACK)
		Section 5307 - Purchase of Vehicle Equipment		\$15,980	\$3,995												
TR-18-04	Table 3	Section 5339 – Purchase of Vehicles	FTA 5339	\$83,750	\$20,938											\$107,563	Transit Auhority of Central KY (TACK)
		Section 5339 - Purchase of Vehicle Equipment		\$2,300	\$575												
TR-18-05	Table 3	Section 5307 - Urbanized Area Formula Grant - Operating Funding	FTA 5307			\$1,250,000	\$1,250,000									\$2,500,000	Transit Auhority of Central KY (TACK)
TR 18-06	Table 3	Section 5307 - Capital Investments - Building Maintenance	FTA 5307			\$67,261	\$16,815									\$84,076	Transit Auhority of Central KY (TACK)
TR 18-07	Table 3	Section 5339 – Bus and Bus Facilities - Building Maintenance	FTA 5339			\$110,829	\$27,707									\$138,536	Transit Auhority of Central KY (TACK)
TR 18-08	Table 3	Section 5307 - Urbanized Area Formula Grant - Operating Funding	FTA 5307					\$625,000	\$625,000							\$1,250,000	Transit Auhority of Central KY (TACK)



Table 10 Radcliff/Elizabethtown MPO Transportation Improvement Program FY 2018-2022 Transit Projects																	
MPO PLAN ID NO.	MTP TABLE #	PROJECT DESCRIPTION	TYPE OF FUNDS	Carry Over from Previous TIP (FY 2016-2017)		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL PROJECT COST	RESPONSIBLE AGENCY
				Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local		
TR18-09	Table 3	Section 5307 – Purchase of Vehicles	FTA 5307					\$41,600	\$10,400							\$55,000	Transit Auhority of Central KY (TACK)
		Section 5307 - Purchase of Vehicle Equipment						\$2,400	\$600								
TR 18-10	Table 3	Section 5339 - Building Maintenance	FTA 5339					\$160,000	\$40,000							\$200,000	Transit Auhority of Central KY (TACK)
TR 18-11	Table 3	Section 5307 - Urbanized Area Formula Grant - Operating Funding	FTA 5307							\$625,000	\$625,000					\$1,250,000	Transit Auhority of Central KY (TACK)
TR 18-12	Table 3	Section 5307 - Purchase of Vehicles	FTA 5307							\$80,000	\$20,000					\$108,000	Transit Auhority of Central KY (TACK)
		Section 5307 - Purchase of Vehicle Equipment	FTA 5307							\$6,400	\$1,600						
TR 18-13	Table 3	Section 5339 – Purchase of Vehicles	FTA 5339							\$160,000	\$40,000					\$220,000	Transit Auhority of Central KY (TACK)
		Section 5339 - Purchase of Vehicle Equipment	FTA 5339							\$16,000	\$4,000						
TR 18-14	Table 3	Section 5307 - Urbanized Area Formula Grant - Operating Funding	FTA 5307									\$625,000	\$625,000			\$1,250,000	Transit Auhority of Central KY (TACK)
TR 18-15	Table 3	Section 5307 - Purchase of Vehicles	FTA 5307									\$80,000	\$20,000			\$108,000	Transit Auhority of Central KY (TACK)
		Section 5307 - Purchase of Vehicle Equipment	FTA 5307									\$6,400	\$1,600				
TR 18-16	Table 3	Section 5339 – Purchase of Vehicles	FTA 5339									\$160,000	\$40,000			\$220,000	Transit Auhority of Central KY (TACK)
		Section 5339 - Purchase of Vehicle Equipment	FTA 5339									\$16,000	\$4,000				
TR 18-17	Table 3	Section 5307 - Urbanized Area Formula Grant - Operating Funding	FTA 5307											\$625,000	\$625,000	\$1,250,000	Transit Auhority of Central KY (TACK)

Table 10 Radcliff/Elizabethtown MPO Transportation Improvement Program FY 2018-2022 Transit Projects																	
MPO PLAN ID NO.	MTP TABLE #	PROJECT DESCRIPTION	TYPE OF FUNDS	Carry Over from Previous TIP (FY 2016-2017)		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL PROJECT COST	RESPONSIBLE AGENCY
				Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local		
TR 18-18	Table 3	Section 5307 - Purchase of Vehicles	FTA 5307											\$80,000	\$20,000	\$108,000	Transit Auhority of Central KY (TACK)
		Section 5307 - Purchase of Vehicle Equipment	FTA 5307											\$6,400	\$1,600		
TR 18-19	Table 3	Section 5339 – Purchase of Vehicles	FTA 5339											\$160,000	\$40,000	\$220,000	Transit Auhority of Central KY (TACK)
		Section 5339 - Purchase of Vehicle Equipment	FTA 5339											\$16,000	\$4,000		
TOTAL				\$1,058,675	\$639,670	\$1,428,090	\$1,294,522	\$829,000	\$676,000	\$887,400	\$690,600	\$887,400	\$690,600	\$887,400	\$690,600	\$10,659,957	

# Funding Summary

Table 11  
Summary of Funding  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program FY 2018-2022\*

Funding Type	Carryover from Previous TIP FY 2016-2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BR2			\$12,750,000	\$12,750,000									\$12,750,000	\$12,750,000
BRZ					\$950,000	\$950,000			\$190,000	\$190,000	\$5,440,000	\$5,440,000	\$6,580,000	\$6,580,000
FTA	\$1,698,345	\$1,698,345	\$2,722,612	\$2,722,612	\$1,505,000	\$1,505,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$10,659,957	\$10,659,957
IM					\$2,110,000	\$2,110,000					\$15,690,000	\$15,690,000	\$17,800,000	\$17,800,000
NHPP/NH			\$9,500,000	\$9,500,000							\$32,760,000	\$32,760,000	\$42,260,000	\$42,260,000
SPP			\$19,000,000	\$19,000,000	\$4,500,000	\$4,500,000							\$23,500,000	\$23,500,000
STP					\$9,230,000	\$9,230,000							\$9,230,000	\$9,230,000
NRT	\$69,310	\$69,310	\$104,980	\$104,980									\$174,290	\$174,290
TAP	\$277,800	\$277,800											\$277,800	\$277,800
TOTAL	\$2,045,455	\$2,045,455	\$43,972,612	\$43,972,612	\$18,295,000	\$18,295,000	\$1,578,000	\$1,578,000	\$1,768,000	\$1,768,000	\$55,468,000	\$55,468,000	\$123,232,047	\$123,232,047

\*The Keutkcy Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2017-2020. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

# Appendix

## Informational Supplement

This section includes state-funded projects that are either not classified as “regionally significant” (and thus are not required to be formally included in the TIP); and/or projects which appear in the Kentucky 6-Year Highway Plan that have over-programmed state funding sources (and thus funding may not be readily available as indicated for these projects in the future). These two project types are not officially part of the TIP but are listed for informational purposes. The costs for these projects are not shown in Table 11 – Funding Summary.

Table 12  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2018-2022  
State Funded Projects (Supplemental Information)

ROUTE	KYTC ID	MTP TABLE #	COUNTY	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
KY 251	4-153.01	Table 1	Hardin	Safety and Spot Improvements to KY 251 and KY 434 as recommended by the 2012 Planning Study	BR2	C	2018	\$13,700,000	\$13,700,000	KYTC - Dist. 4
KY 251	4-153.05	-	Hardin	KY 251; from KY 434 to KY 313	SP	U	2018	\$1,130,000	\$5,520,000	KYTC - Dist. 4
						C	2019	\$4,390,000		
US 31W	4-8906.00	Table 2	Hardin	South Wilson Road Connector	SPP	C	2017	\$790,000	\$790,000	KYTC - Dist. 4
KY 313	4-8907.00	Table 4 (Grouped Project)	Hardin	Add turn lane on KY 313 at Cole Ridge Avenue	SB2	D	2017	\$75,000	\$425,000	KYTC - Dist. 4
						R	2018	\$50,000		
						U	2019	\$50,000		
						C	2020	\$250,000		
KY 79	4-8702.00	Table 1	Meade	Reconstruct KY 79 from KY 428 to KY 144	SPP	R	2017	\$4,400,000	\$10,440,000	KYTC - Dist. 4
						U	2017	\$1,540,000		
						C	2019	\$4,500,000		
KY 79	4-8705.00	Table 1	Meade	Reconstruct KY 79 from KY 144 to KY 1051	SPP	U	2017	\$2,000,000	\$15,500,000	KYTC - Dist. 4
						C	2021	\$13,500,000		
CS 1004	4-8919.00	Table 4 (Grouped Project)	Meade	Construct a roundabout at northern end of Main Street in Brandenburg	SP	C	2018	\$110,000	\$110,000	KYTC - Dist. 4