

**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION**

**2022 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT #5**



Planning for the transportation  
needs of the region.

March 14, 2024



750 S. PROVIDENT WAY  
ELIZABETHTOWN, KENTUCKY 42701



**RESOLUTION  
OF THE  
RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
AMENDING THE  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #5**

WHEREAS, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population and that the urban transportation planning process shall include the development of a Metropolitan Transportation Plan (MTP), updated every five (5) years and Transportation Improvement Program (TIP), updated every 4 years, and amended on an as needed basis; and

WHEREAS, the Policy Committee is the designated Metropolitan Planning Organization (MPO) for the Radcliff Elizabethtown MPO urbanized area; and

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

WHEREAS, the amendment described in this resolution to the 2022-2026 Transportation Improvement Program (TIP) has been developed by the MPO staff in consultation with, and is recommended by, the MPO Technical Advisory Committee; and

WHEREAS, it has been determined that this amendment has been developed in accordance with the MPO Participation Plan; and

WHEREAS, this amendment is consistent with Title VI of the Civil Rights Act requirements related to nondiscrimination in federally assisted programs; and

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

WHEREAS, approval of this amendment is contingent upon public comments received by the April 2, 2024 Public Review deadline.

NOW, THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown MPO hereby amends the 2022-2026 Transportation Improvement Program (TIP) to add the Technical Study described on the following page, amend Table 4 of the TIP, and revise the narrative under the Administrative Modification section of the TIP.

The undersigned duly qualified and acting Chairman certifies that the foregoing is a true and correct reflection of action taken by the MPO Policy Committee.

\_\_\_\_\_  
Jeff Gregory, Chairman  
Policy Committee  
Radcliff/Elizabethtown MPO

April 11, 2024  
Date



**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #5**

**ACTION:**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby amends the 2022-2026 Transportation Improvement Program (TIP) to add the following projects to the TIP:

**Project Type:** Technical Study

**Phases and Cost:**

**Planning:** Federal – \$40,000 (2024)

Local – \$10,000

**Total Amount:** **\$50,000**

**Type of Funding:** Carbon Reduction Program

**Responsible Agency:** City of Elizabethtown

**Project Description:** The City of Elizabethtown will utilize the Carbon Reduction Program funds to hire a consultant to evaluate its current vehicle fleet for future conversion to electric vehicles and to identify locations at its current facilities to locate charging stations for utilization within its City operated fleet and for utilization by the general public at public parks and recreational facilities and in the downtown area.

As part of this amendment, Table 4 of the TIP is amended to add *Transportation Studies* and *Miscellaneous Planning and Technical Studies* to the list of *Grouped Projects*. These types of studies may be added to the TIP via Administrative Modification in the future.

Further, the narrative of the TIP, specifically the section related to Administrative Modifications on pages 12-13, is amended to address sub-allocated funding that the MPO may receive. As the MPO receives sub-allocated funding and projects types are identified that fit into Table 4 – Grouped Projects, the projects will be added via Administrative Modification. The use of sub-allocated funds (programming of projects) will be monitored at the MPO level to ensure that a fiscally-constrained TIP is maintained.

**Financial Constraint:**

This amendment allows the utilization of federal funds for the planning phase of the above listed project. The Federal Funding has been allocated to the Radcliff/Elizabethtown MPO through the Carbon Reduction Program and will maintain financial constraint of the TIP.

**Anticipated Effect of the TIP Amendment Toward Achieving Performance Measure Targets:**

This project will help in achieving the purpose for which the Carbon Reduction Program was established, which is to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

### **Administrative Modifications**

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 ([https://radcliff-elizabethtown-mpo.org/wp-content/uploads/2021/04/2021\\_Participation\\_Plan.pdf](https://radcliff-elizabethtown-mpo.org/wp-content/uploads/2021/04/2021_Participation_Plan.pdf))

All TIP Amendments and Administrative Modifications will be placed on the MPO website at <https://radcliff-elizabethtown-mpo.org/index.php/library/transportation-improvement-plan/>.

### **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-Variou" in the Statewide Transportation Improvement Program (STIP). 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. 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. 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.

There may be instances where the MPO receives sub-allocated funds and the MPO has the authority to award to specific projects in the MPO planning area. As the MPO receives sub-allocated funding and projects types are identified that fit into Table 4 – Grouped Projects (page 14), the projects will be added via Administrative Modification. The use of sub-allocated funds will be monitored at the MPO level to ensure that a fiscally-constrained TIP is maintained.

Table 4
Grouped Projects
HSIP - Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier, and Crash Cushion Projects
Railroad/Highway Crossing Protection
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Projects
Traffic Signal System Improvements
Highway Signing
Pavement Resurfacing, Restoration, and Rehabilitation
Pavement Markers and Striping
Bridge Replacement (no additional lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Recreational Trails Program
Transportation Alternatives Projects (TAP)
Commuter Ridesharing Programs
Bicycle and Pedestrian Facilities*
Park & Ride Facilities
Transportation Studies
Miscellaneous Planning & Technical Studies
Purchase of New Buses (to replace existing vehicles or for minor expansion)
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Transit Passenger Shelters and Information Kiosks
Construction or Renovation of Transit Facilities

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

**Table 6 - SAF  
Radcliff/Elizabethtown MPO  
Transportation Improvement Program  
FY 2022-2026  
Sub-Allocated Federal Funds**

COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	YEAR		COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
Hardin	Pedestrian	City of Elizabethtown Pedestrian Access & Safety Enhancements – Pedestrian improvements along North Main Street, 2,800 linear feet that include sidewalk upgrades for compliance with ADA guidelines, increasing sidewalk width to a consistent five (5) feet, pedestrian safety enhancements at street intersections, and a complete streets approach to the overall project	Carbon Reduction Program	2024	Federal	\$300,000	\$400,000	City of Elizabethtown
					Local	\$100,000		
Hardin	Electric Vehicle Program	The City of Elizabethtown will utilize Carbon Reduction Program Funding to evaluate its vehicle fleet for future conversion to electric vehicles and to identify locations at its current facilities to locate charging stations	Carbon Reduction Program	2024	Federal	\$40,000	\$50,000	City of Elizabethtown
					Local	\$10,000		

**Table 10-SAF - Summary of Sub-Allocated Funding Types**

Fiscal Year		FUNDING TYPE		
		CRP (Carbon Reduction Program)	TOTAL	REMAINING
2022	Est. Cost	\$236,605	\$236,605	
	Revenue	\$236,605	\$236,605	\$0
2023	Est. Cost	\$103,395	\$103,395	
	Revenue	\$241,338	\$241,338	\$137,943
2024	Est. Cost		\$0	
	Revenue	\$246,666	\$246,666	\$246,666
2025	Est. Cost		\$0	
	Revenue		\$0	\$0
2026	Est. Cost		\$0	
	Revenue		\$0	\$0

Total Revenue= \$724,609  
 Total Cost = \$340,000  
 Remaining = \$384,609