

**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION**

**2050 METROPOLITAN TRANSPORTATION PLAN  
AMENDMENT #1  
AND  
2022 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT #7**



Planning for the transportation  
needs of the region.

SEPTEMBER 10th, 2025



**LINCOLN TRAIL AREA DEVELOPMENT DISTRICT**

**750 S. PROVIDENT WAY ELIZABETHTOWN,  
KENTUCKY 42702-0604**



**RESOLUTION  
OF THE  
RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
AMENDING THE  
2050 METROPOLITAN TRANSPORTATION PLAN AMENDMENT #1 (MTP)  
AND  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #7**

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 5 years, and the development of a Transportation Improvement Program (TIP), updated every 4 years, with both documents 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 2050 Metropolitan Transportation Plan (MTP) and 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 MTP and TIP that remain fiscally constrained; and

NOW, THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown MPO hereby amends the 2050 Metropolitan Transportation Plan (MTP) and 2022-2026 Transportation Improvement Program (TIP) to add the highway improvement on the attached page:

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.

Mayor Jeff Gregory, Chairman  
Policy Committee  
Radcliff/Elizabethtown MPO

\_\_\_\_\_  
Date



**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
2050 METROPOLITAN TRANSPORTATION PLAN (MTP) AMENDMENT #1  
AND  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #7**

**ACTION:**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby amends the 2050 Metropolitan Transportation Plan (MTP) to change the grouped projects table (on page 12) to include EV charging stations, as well as include additional wording outlining the benefits of this type of environmental planning (on page 41), and The FY 2022-2026 Transportation Improvement Program (TIP) is being amended to add the following projects to the TIP:

- Installation of EV Charging Station for BP at Travel Center on I-65 in Hardin County - Electric Vehicle Charging Station - Electric Vehicle Charging Infrastructure (EV) Funding
  - Design - \$32,500
  - Construction - \$659,774
- Installation of EV Charging Station for BP at Travel Center on WP-9001 at Exit 133 in Hardin County -Electric Vehicle Charging Station - Electric Vehicle Charging Infrastructure (EV) Funding
  - Design - \$152,906
  - Construction - \$1,064,393

**Total Amount:** **\$692,274**

**Type of Funding:** Electric Vehicle Charging Station

**Responsible Agency:** Kentucky Transportation Cabinet, District 4

**Project Description:** Installation of EV Charging Station at BP Travel Center on I-65 in Hardin County

**Financial Constraint:** This amendment allows the programming of federal funding for the Design and Construction phases of this project. This federal funding has been committed by the project sponsor (KYTC). This additional funding maintains financial constraint of the TIP as indicated in the revised Funding Summary Table (attached below).

**Anticipated Effect of the TIP Amendment Toward Achieving Environmental Targets:**

Since the project is not a roadway project but rather a charging station, environmental stewardship targets are the only goal that apply.

The MPO seeks to plan and program projects in such a way as to preserve natural, cultural, and historical assets of the community while seeking long term sustainable transportation improvements. The MPO is also focused on encouraging efforts to promote energy efficiency. Installation of EV charging stations works towards both of those efforts as it provides alternative transportation fueling methods to increase flexibility in the transportation network to provide more options for maintaining the system and the surrounding environment and community.

**Total Amount:** \$1,217,299

**Type of Funding:** Electric Vehicle Charging Station (EV)

**Responsible Agency:** Kentucky Transportation Cabinet, District 4

**Project Description:** Installation of EV Charging Station at BP Travel Center on WP-9001 at Exit 133 in Hardin County.

**Financial Constraint:** This Amendment allows the programming of federal funding for the Design and Construction phases of this project. This federal funding has been committed by the project sponsor (KYTC). This additional funding maintains financial constraint of the TIP as indicated in the revised Funding Summary Table (Attached below).

**Anticipated Effect of the TIP Amendment Toward Achieving Environmental Targets:**

Since the project is not a roadway project but rather a charging station, environmental stewardship targets are the only goals that apply.

The MPO seeks to plan and program projects in such a way as to preserve natural, cultural, and historical assets of the community while seeking long term sustainable transportation improvements. The MPO is also focused on encouraging efforts to promote energy efficiency. Installation of EV charging stations works towards both of those efforts as it provides alternative transportation fueling methods to increase flexibility in the transportation network to provide more options for maintaining the system and the surrounding environment and community.

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
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
Electric Vehicle Charging Station Projects

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

Transportation projects may impact elements of the natural and human environment. Kentucky incorporates measures to minimize or mitigate those impacts that cannot otherwise be avoided. Mitigation measures vary depending upon resource affected, severity of impact, and other factors.

Kentucky has successfully created advance wetland mitigation sites across the Commonwealth. The objective of this has been to develop a “wetland bank” within each major watershed to offset wetland impacts within that region. Over 300 acres of wetlands have been restored by KYTC through this mitigation initiative. Credits generated from these activities are used by KYTC to offset impacts authorized under 404 permits issued by the US Army Corps of Engineers and 401 Water Quality Certifications issued by the Kentucky Division of Water. A similar program for mitigation of stream impacts related to Transportation projects is currently being implemented by KYTC. Furthermore, Best Management Practices (BMP) are applied to construction projects in order to minimize the impacts of erosion and sedimentation on streams.

KYTC follows its established Noise Policy in assessing the noise impacts of its projects on adjacent properties. When impacts are determined to exceed established threshold criteria and when economically justifiable, mitigation measures are incorporated within developing projects. These measures may include the construction of noise walls, installation of insulating materials in affected buildings, or minimization techniques such as alignment adjustment, lowering of grades into cut sections, construction of berms, etc.

Evaluation of historic properties in accordance with the National Historic Preservation Act is conducted for developing projects. When impacts are unavoidable, mitigation and minimization measures including, but not limited to, documentation of affected structures, enhancement and/or preservation initiatives, etc., are undertaken. Concerns for the loss of historic bridges have prompted KYTC to initiate an update of the statewide Historic Bridge Inventory. Important archaeological resources, eligible for the National Register for their data content, are investigated for the furtherance of our understanding of past cultures. Such investigations routinely include a public education component to disseminate the information gathered to the general public.

The KYTC and US Fish and Wildlife Service have worked cooperatively to address impacts to the Indiana bat that may result from KYTC projects. The Indiana Bat Conservation Fund has been established for the advancement of meaningful preservation or protective measures, research, etc. for this species. Funds are deposited within the fund based upon summer habitat loss resulting from transportation projects. KYTC also routinely consults with Federal, State, and local agencies concerning the impacts of transportation projects on their conservation plans or maps. An example of such a plan is the “Kentucky Comprehensive Wildlife Conservation Strategy” developed by the Kentucky Department of Fish and Wildlife Resources.

One of the MPO's goals is to support environmental stewardship. With this, the MPO seeks to plan and program projects and initiatives in such a way as to preserve natural, cultural, and historic assets of the community, while still seeking long term sustainable transportation improvements. In addition to the efforts already listed above, the MPO will engage in and encourage efforts to promote energy efficient and creative solutions to reducing single-occupancy vehicle travel.

**Table 6**  
**Radcliff/Elizabethtown MPO**  
**Transportation Improvement Program**  
**FY 2022-2026**  
**Federally-Funded Highway Projects**

Route	KYTC ID	County	Type of Work	Description	Type of Funds	Phase	Year	Cost	Total Project Cost	Responsible Agency
US 31W	4-956.00	Hardin	Reconstruction	Roadway reconfiguration and construction of bike/ped facilities on US 62 from milepoint 17.2 to milepoint 18.999.	HSIP	C	2025	\$1,700,000	\$1,700,000	KYTC - District 4
US 62	4-954.00	Hardin	Reconstruction	Convert intersections of US 31WB ramps at US 62 to roundabouts.	HSIP	U	2025	\$900,00	\$4,000,000	KYTC - District 4
						C	2025	\$3,100,000		
KY 313	4-9027.00	Meade	Reconstruction	Construct a right turn lane on KY 313 at KY 144 intersection	HSIP	D	2025	\$ 100,000	\$ 450,000	KYTC - District 4
						C	2025	\$ 350,000		
KY 86	4-10054.00	Hardin	Asset Management - Bridge	Bridge Project in Hardin County on KY 86 at Vertrees Creek	BRX	D	2025	\$199,000	\$1,629,000	KYTC - Dist. 4
						C	Future	\$1,430,000		
I-65	-	Hardin	Construction	Install EV Charging Station for BP at Travel Center	EV	D	2025	\$32,500	\$692,274	KYTC- Dist. 4
						C	2026	\$659,774		
WP-9001	-	Hardin	Construction	Install EV Charging Station for BP at Travel Center at exit 133	EV	D	2025	\$152,906	\$1,217,299	KYTC - District 4
						C	2026	\$1,064,393		

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE													
		BRO	BRX	IM	NHPM	NH	HSIP	STP	STPF	TAP	Carbon Reduction	SS4A (Safe Streets for All)	EV	RRS	TOTAL
2020-2021*	Est. Cost					\$550,000	\$7,896,000	\$6,250,000		\$642,294					\$15,338,294
	Revenue					\$550,000	\$7,896,000	\$6,250,000		\$642,294					\$15,338,294
2022	Est. Cost					\$17,552,000	\$4,036,042	\$4,384,000							\$25,972,042
	Revenue					\$17,552,000	\$4,036,042	\$4,384,000							\$25,972,042
2023	Est. Cost	\$150,000	\$4,422,000		\$100,000	\$30,502,000		\$21,862,950	\$1,000,000						\$58,036,950
	Revenue	\$150,000	\$4,422,000		\$100,000	\$30,502,000		\$21,862,950	\$1,000,000						\$58,036,950
2024	Est. Cost					\$7,175,660	\$790,000	\$60,172,800		\$86,770	\$400,000	\$507,224		\$250,000	\$69,382,454
	Revenue					\$7,175,660	\$790,000	\$60,172,800		\$86,770	\$400,000	\$507,224		\$250,000	\$69,382,454
2025	Est. Cost		\$426,000		\$11,000,000	\$18,195,000	\$6,445,938	\$18,065,000		\$ 94,712			\$185,406	\$ 1,150,000	\$55,562,056
	Revenue		\$426,000		\$11,000,000	\$18,195,000	\$ 6,445,938	\$18,065,000		\$ 94,712			\$185,406	\$ 1,150,000	\$55,562,056
2026	Est. Cost					\$1,950,000		\$65,000					\$1,724,167	\$3,000,000	\$6,739,167
	Revenue					\$1,950,000		\$65,000					\$1,724,167	\$3,000,000	\$6,739,167

\*Carryover from Previous TIP