



BOWLING GREEN & WARREN COUNTY
**Metropolitan Planning
Organization**

2024-2028 TIP

Transportation

Improvement

Program

Bowling Green-Warren County MPO

922 State Street, Suite 200 | Bowling Green, KY 42101

www.bgareampo.org | 270.842.1953

Approved by the MPO Policy Committee: August 29, 2023

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ABSTRACT

Title: Bowling Green – Warren County Transportation Improvement Program
Fiscal Years 2024-2028

Date: August 2023

Agency: The City-County Planning Commission of Warren County is the staff agency for the Bowling Green-Warren County Metropolitan Planning Organization (MPO).

Report Abstract: The preparation of the Transportation Improvement Program (TIP) is a requirement by USDOT for Federal Highway and Federal Transit transportation funding. The TIP is a prioritized list of federally funded transportation programs and projects covering a period of five years. The TIP executes the allocation of transportation funds and outlines what phases will receive funding and the estimated cost of the projects.

It is approved by the MPO and the Governor of Kentucky and/or the Kentucky Transportation Cabinet. It provides a listing of all regionally significant highway and transit improvements that are planned for implementation by municipal, county, or state governments.

Source of Copies: Bowling Green-Warren County Metropolitan Planning Organization
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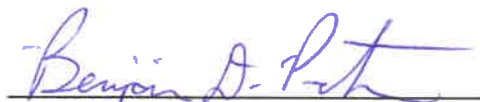
Available online for free download at: www.bgareampo.org

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and Bowling Green-Warren County Metropolitan Planning Organization (MPO) for the Bowling Green and Warren County Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area. Further, the Kentucky Transportation Cabinet and the Bowling Green-Warren County MPO certify that the transportation planning process 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 FAST Act (Pub. L. 114-357) 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;
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.

Bowling Green-Warren County MPO


Signature

Executive Director
Title

8/29/2023
Date

Kentucky Transportation Cabinet


Signature

Chief District Engineer
Title

8/29/2023
Date

RESOLUTION OF THE BOWLING GREEN – WARREN COUNTY

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2024-2028

WHEREAS, the Bowling Green-Warren County Metropolitan Planning Organization (MPO) Policy Committee is the officially designated MPO for transportation planning in the Bowling Green-Warren County Urban Area, and is responsible for developing the Transportation Improvement Program (TIP); and

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 federally funded projects and regionally significant non-federally funded projects for the next four years; and

WHEREAS, the Transportation Improvement Program was developed by the Bowling Green – Warren County MPO in conformance with current transportation planning regulations, including Performance-Based Planning and Programming requirements, and it has been 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 Technical Advisory Committee of the MPO has endorsed and recommended the Transportation Improvement Program (TIP), FY 2024-2028, to the Policy Committee; and

THEREFORE, BE IT RESOLVED, that the MPO Policy Committee at their meeting, open to the public, of August 29, 2023 approves the *Transportation Improvement Program, FY 2024-2028* of the Bowling Green-Warren County Urban Area and submits the Transportation Improvement Program to the Kentucky Transportation Cabinet.



Judge/Executive Doug Gorman, Chairman
MPO Policy Committee



Bowling Green-Warren County Metropolitan Planning Organization (MPO) FY2024-2028 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP) Compliance

As part of the planning process, the Bowling Green-Warren County Metropolitan Planning Organization (MPO) has reviewed the FY2024-2028 Transportation Improvement Program (TIP) to ensure consistency and compliance with the MPO's current long-range 2045 Metropolitan Transportation Plan (MTP). Participation efforts were addressed per the MPO's Participation Plan requirements with a 30-day public and interagency review and comment period. This review and comment period was open July 3, 2023 – August 2, 2023.

Doug Gorman, Warren County Judge-Executive
MPO Policy Committee Chair

10/24/2023

Date



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY


September 28, 2023

Ms. Karissa Lemon
MPO coordinator
Bowling Green- Warren County Metropolitan Planning Organization
922 State St
Bowling Green, KY 42101

Dear Ms. Lemon:

It is my pleasure to approve the Bowling Green-Warren County Metropolitan Planning Organization's FY 2024-2028 Transportation Improvement Program (TIP) as Governor Andy Beshear's designee. The Kentucky Transportation Cabinet will incorporate the TIP by reference in Kentucky's Statewide Transportation Improvement Program.

Sincerely,

DocuSigned by:

9DC832F7B94544E...
Jim Gray
Secretary

JG/JJ/BSK

C: Mikael Pelfrey
John Ballantyne
Joe Plunk
Ron Rigney
Jill Lamb



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division

October 27, 2023

330 West Broadway
Frankfort, KY 40601
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In Reply Refer To:
HDA-KY

Mr. Ben Peterson
Executive Director
922 State Street, Suite 200
Bowling Green, Kentucky 42101

Dear Mr. Peterson:

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

FY 2024 - FY 2028 Transportation Improvement Program for the
Bowling Green – Warren County Metropolitan Planning Organization (MPO)
(MPO resolution approval date of August 29, 2023)

We found that it meets the federal planning requirements of 23 USC Sections 143, and 49 USC Section 5303.

23 CFR 450.330 requires a planning finding that each 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).

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

- Self-Certification submitted by the State and MPO under 23 CFR 450.336
- 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.

Please contact Tonya Higdon at (502) 223-6734, if you have any questions.

Sincerely,

John Ballantyne
Lead Transportation Specialist

By email: (ben.peterson@bgky.org)
CC: Michael Sherman, FTA-R4

Introduction

The Bowling Green-Warren County Metropolitan Planning Organization (MPO) was officially established in 2003. The Federal Highway Act of 1962 requires the formation of a MPO for any urbanized area with a population greater than 50,000. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, comprehensive, and cooperative (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process. The MPO serves as a platform for coordination and communication between the public and local, state, and federal agencies in regard to planning issues and transportation topics, plans, programs, and projects. The MPO develops both long- and short-range multimodal transportation plans, selects and approves projects for federal funding based upon regional priorities, and develops methods to improve problematic and unsafe corridors.

The Bowling Green-Warren County MPO is made up of a Policy Committee (PC), Technical Advisory Committee (TAC), and Bicycle and Pedestrian Advisory Committee (BPAC). The Policy Committee acts as the decision-making body of the MPO, while the TAC and BPAC make planning and programming recommendations that are ultimately acted upon by the PC.

Transportation Improvement Program Development

Important components of the transportation planning process are the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The MTP is the long-range transportation plan that addresses the future needs and travel demand of the MPO for a forecasted future (20+ years) period. It lists the goals, visions, and projected transportation projects for Warren County. The TIP is a fiscally constrained, short-range program providing a compilation of all federally funded and regionally significant transportation projects, including both highway, transit, and bicycle-pedestrian elements (23 CFR § 450.326) over a five-year period.

The TIP provides an overview of how transportation revenues will be invested over a five-year period by state and local agencies that have legal responsibility to build, operate, and maintain the community's highway, street, and public transit systems. TIP projects are derived from the MTP and reflect the investment priorities established in the MTP. Federal law requires TIP expenditures be consistent with the MTP. Projects included in this document represent the desires of Bowling Green and Warren County for developing highway, pedestrian, bicycle, and transit projects through Fiscal Years 2024-2028. The MPO TAC guides the development of the TIP, with additional collaboration from local and state governments. Upon adoption by the MPO Policy Committee, the TIP will be sent to the office of the Governor of Kentucky for approval, then included in the KTYC Statewide Transportation Improvement Program (STIP).

Inclusion of transportation projects in the TIP is a prerequisite for federal funding. A project must be included in the document in order to receive federal funding in the current year. Highway projects are customarily divided into the phases of planning, design, right-of-way acquisition, utility relocation, and construction. These phases typically occur over a period of years and are scheduled in the TIP in accordance with the project's actual progress and the availability of funding.

Planning Factors

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive (3C); and provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase safety of the system for motorized and non-motorized users;
- Increase security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operations; and
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

Public Participation

The TIP is prepared in accordance with the Participation Plan of the MPO. It requires that the MPO develop and utilize a participation process that provides reasonable opportunities for interested parties to comment on the MTP, TIP, and other planning documents and activities within the MPO (refer to the [Participation Plan](#) for more information).

The agency and public participation procedures for the TIP are consistent with current federal transportation planning requirements. The Bowling Green-Warren County MPO's public participation procedures for the TIP and subsequent amendments and administrative modifications to the TIP are outlined in the Bowling Green-Warren County MPO Participation Plan, updated in 2023. As directed in the Participation Plan, a press release identifying the 30-day public review and comment of the draft TIP was issued to area media outlets and was posted on the MPO's website on July 3, 2023. Additionally, letters/emails were sent to all required agencies identified in the Appendix of the Participation Plan and an article was written in the MPO's online quarterly newsletter soliciting comments and feedback. Comments received from the public and local agencies are summarized in [Appendix B](#) of this document.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation. Title 49 CFR Part 21 outlines how agencies must ensure nondiscrimination in their programs and in their use of federal funds provided through the Department of Transportation.

Subsequent federal acts that extend nondiscrimination requirements include gender (Federal Aid Highway Act 1973); disability (Rehabilitation Act of 1973 & Americans with Disabilities Act of 1990); age (Age Discrimination Act of 1975); equity (Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities); and environmental justice (Executive Orders 14008 and M-21-28: Justice 40 Initiative).

Title VI analysis conducted as part of the transportation planning process was considered in the MTP and, as a subset of the MTP, the 2024-2028 TIP. This analysis may be found in the [2045 MTP](#) on the MPO website at www.bgareampo.org.

TIP Amendments & Modifications

As projects and programs develop and are ready for allocation of funds, amendments and modifications to the TIP are often necessary to allow the program of funds to dynamically reflect changing conditions, costs, and project schedules. TIP Amendments are major changes to the TIP, while modifications may be implemented by MPO staff. Specifications for TIP amendments and modifications are outlined in the Participation Plan, while an overview is provided as follows:

TIP Amendments

Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. Amendments to the TIP are required when:

- Adding or deleting a project or project phase that requires a federal action and is not eligible for an Administrative Modification (refer to next section).
- A major change is required in the design concept or scope for a project.
- A project cost or schedule change is made that affects financial constraint.
- A change in funding source from non-federal to federal funds is required.

TIP Administrative Modifications

Less significant changes to project details and the addition of certain types of projects (see Grouped Projects section) may be accomplished by Administrative Modification. Modifications include minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. Public review is not required for administrative changes to the TIP. Administrative Modifications will be included as agenda items for the TAC and PC meetings. The public may offer comments as part of the PC and TAC meeting's public comment time on the agenda. All TIP administrative modifications will be posted on the MPO website and distributed to agencies/stakeholders identified on the KYTC Routing & Information Sheet.

All TIP amendments and modifications are posted on the MPO's website at www.bgareampo.org.

Air Quality Conformity

The planning area for the Bowling Green-Warren County MPO is in attainment with all federal air quality regulations. An attainment area is considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards set forth in the Clean Air Act.

Fiscal Constraint

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit, and other transportation related improvements. The BIL/IIJA is a generational investment in our nation's infrastructure. The key aspect of the BIL is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and 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 KYTC develop a deliverable program of projects.

Although the Bowling Green-Warren County 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 KYTC and the State Legislature. Projects scheduled in the biennium (2022-2023) of the Kentucky State Highway Plan have an associated commitment of the funding identified in the Plan by KYTC and the State Legislature. Funding identified in this document for the years 2024 and beyond represent "reasonably expected" funding to carry out those projects based on their inclusion in the Plan.

Table 2 on **page 11** 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.

The specific projects shown in the Federally Funded Transportation Projects table (**Table 4**) beginning on **page 14** have been identified by KYTC, along with associated programmed or planned revenue source and schedule, in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. To show fiscal balance and distinction of funds, the project tables (**pages 17 – 33**) are identified by federally funded transportation projects (**Table 4**). It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the 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 KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

Project Types and Project Funds Classification

In order to address the full range of transportation needs, on a statewide level and within the MPO area, the KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green-Warren County area are identified below:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307 – Capital Projects and Operating Assistance for Transit Systems

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

HSIP – Highway Safety Improvement Program

NHPP/NH – National Highway Performance Program

BRO – Federal Bridge Replacement on Federal System

IM – Interstate Maintenance

NH – Federal National Highway System

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

STPG/STP – Surface Transportation Block Grant Program

BRX – Federal Bridge Replacement Off Federal System

BRZ – Federal Bridge Replacement Local System

TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Projects)

State Programs

SPP – State Construction High Priority

Grouped Projects

Transportation planning regulations applicable to the development and content of the TIP 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 system preservation. The TIP includes a list of these types of projects (called Grouped Projects) that may be allocated federal funding through a variety of federal funding programs. These projects are typically identified in an effort to improve existing problems/deficiencies, enhance preservation, or improve safety. They may also be the result of competitive grant awards.

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, simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Bowling Green-Warren County MPO are shown in **Table 1** on **page 10**. The list of grouped projects was developed cooperatively with KYTC and FHWA. By listing these project types in the TIP and MTP documents, 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).

When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by KYTC (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 STIP.

TABLE 1 | Grouped Projects

HSIP – Highway Safety Improvement Program Implementation

Intersection Improvements for Safety or Efficiency

Guardrail, Median Barrier, and Crash Cushion Projects

Other Highway Safety Improvements

Intelligent Transportation System (ITS) Projects

Traffic Signal System Improvements

Highway Signing

Pavement Markers and Striping

Pavement Resurfacing, Restoration, and Rehabilitation

Bridge Replacement (no additional lanes)

Bridge Rehabilitation

Bridge Inspection

Bridge Painting

Railroad/Highway Crossing Protection

Recreational Trails Projects

Transportation Alternatives Projects

Congestion Mitigation Air Quality (CMAQ) Projects**

Commuter Ridesharing Programs

Bicycle Facilities

Pedestrian Facilities

Park & Ride Facilities

Purchase of New Buses

Rehabilitation of Transit Vehicles

Transit Operating Assistance

Transit Operating Equipment

Small Transit Passenger Shelters and Informational Kiosks

Reconstruction or Renovation of Transit Facilities

Federal Lands Access Program (FLAP)

**The Bowling Green MPO area is not currently eligible for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. However, if Warren County becomes designated as a transportation air quality non-attainment area in the future, local entities would become qualified to submit applications for eligible CMAQ funded projects.

Summary of Funding

The table below 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.

TABLE 2 SUMMARY OF HIGHWAY FUNDING TYPES											
FISCAL YEAR		FUNDING TYPE									TOTAL
		NH	STP	HSIP	TAP	GR	BRO	BRX	BRZ	CRP	
2024	Est. Cost	\$ 22,640,000	\$ 15,860,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ -	\$ -	\$ -	\$ 504,380	\$ 40,632,403
	Revenue	\$ 22,640,000	\$ 15,860,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ -	\$ -	\$ -	\$ 504,380	\$ 41,136,783
2025	Est. Cost	\$ 33,520,000	\$ 435,000	\$ -	\$ -	\$ -	\$ 4,158,000	\$ 7,425,000	\$ -	\$ 252,190	\$ 45,538,000
	Revenue	\$ 33,520,000	\$ 435,000	\$ -	\$ -	\$ -	\$ 4,158,000	\$ 7,425,000	\$ -	\$ 252,190	\$ 45,790,190
2026	Est. Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	\$ 252,190	\$ 506,000
	Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	\$ 252,190	\$ 758,190
2027	Est. Cost	\$ -	\$ 4,665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,665,000
	Revenue	\$ -	\$ 4,665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,665,000
2028	Est. Cost	\$ 5,517,600	\$ -	\$ -	\$ -	\$ -	\$ 19,272,000	\$ -	\$ -	\$ -	\$ 24,789,600
	Revenue	\$ 5,517,600	\$ -	\$ -	\$ -	\$ -	\$ 19,272,000	\$ -	\$ -	\$ -	\$ 24,789,600
TOTAL	Est. Cost	\$ 61,677,600	\$ 20,960,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ 23,430,000	\$ 7,425,000	\$ 506,000	\$ 1,008,760	\$ 116,131,003
	Revenue	\$ 61,677,600	\$ 20,960,000	\$ 1,266,000	\$ 841,403	\$ 25,000	\$ 23,430,000	\$ 7,425,000	\$ 506,000	\$ 1,008,760	\$ 117,139,763

Completed Projects from the Previous TIP

Transportation planning regulations require that the TIP provide a list of projects from the previous TIP that have been completed. **Table 3** below includes all projects from the previous (2019-2024) TIP that have since been completed.

TABLE 3 FY 2019-2024 TIP COMPLETED PROJECTS		
KYTC ID	ROUTE	PROJECT DESCRIPTION
3-16.00	I-65	Construct new interchange on I-65 to accommodate major development possibilities north of Bowling Green. (See 16.03; 3-16.04 for more)
3-199.00	US-31W	Improve US-31W from south of KY-242 (Richpond Road) to Dillard Road. BMP/EMP 4.1/6.7
3-202.00	I-165	Reconstruct the existing I-165 (Natcher Parkway) / US-231 interchange on west side of Bowling Green.
3-1093.00	KY-3225	Scour countermeasures at the Barren River bridge on Old Louisville Road/River Street (KY-3225) in Bowling Green.
3-2042.20	I-165	I-65 spur corridor: Improve the Natcher Parkway/US-231 interchange (Exit 9) on the west side of Bowling Green. (See 3-202 for Design) MP 9.400 to 9.600
3-3205.00	GW	Funding for this project will pay for construction of a new greenway path connecting Moss Middle School to an existing greenway on Creekwood Drive. The project will include a bridge over Jennings Creek, lighting, benches and a trailhead marker.
3-3219	GW	State/City project for ADA compliance and sidewalk rehabilitation by the City of Bowling Green for sidewalks on state-maintained roads.
3-8702.00	US-231	Minor widening on US-231 (Scottsville Road) from Pascoe Blvd to north of Cave Mill Road to improve turning movements and access control. MP 9.455 to 10.453
3-9010.00	-	Intersection Improvements at various locations in Warren County.
3-9012.00	US-68	Perform low-cost safety improvements on US-68 (Glasgow Rd). MP 20.889 to MP 27.284
3-9015.00	KY-234	Perform safety improvements on KY-234 (Cemetery Rd) from the Warren/Allen County line to CR-1175/CR-1155 in Warren County. Work includes guard rail replacement, road resurfacing, drainage and shouldering improvements, signage, tree trimming, and embankment stabilization.
3-9018.00	US-231	Construct a Right Turn Lane along US 231 at the intersection with Gary Farms Blvd

TABLE 3 | FY 2019-2024 TIP COMPLETED PROJECTS

KYTC ID	ROUTE	PROJECT DESCRIPTION
3-9019.00	US-231	Intersection and corridor improvements to reduce conflict points and enhance safety along US 231 (Scottsville Rd) from Phil Moore Park to south of Mt. Lebanon Rd. MP 3.0 to 6.6
3-9020.00	US-68	Remove raised median and construct a left turn lane at Old Tram Road and US 68 (Russellville Rd). MP 7.456 to 7.656
3-9022.00	US-231X	Overlay and restripe US 231X (Scottsville Rd) between Wilkinson Trace and Covington St/Smallhouse Rd to convert from a 4-lane section to a 5-lane section.
3-10015.00	KY-1435	Address deficiencies of KY 1435 bridge over Gasper River. MP 9.445 to 9.481
3-20016.00	I-65	Address pavement condition of I-65 both directions. MP 19.6 to MP 25.2
3-20018.00	I-165	Address pavement condition of the Natcher Parkway both directions. MP 0 to MP 2.473.
3-20037.00	US-68	Pavement repair at intersection of US 68 MP 12.59 in Warren County.
3-80151.00	CR-1350	Rehabilitate bridge over Barren River on Old Richardsville Rd (CR-1350).

Federally Funded Transportation Projects

Following is a project overview table that describes in general the federally funded (FHWA) transportation highway and bicycle/pedestrian projects (**Table 4**) contained within this TIP. For transportation projects that are currently underway, the table reflects the project phases that have not yet been authorized for funding. The pages to follow provide additional information and geographic detail for each project as listed below. The *KYTC ID* is the identifier assigned to projects in the KYTC Highway Plan. There are no state-funded regionally significant projects.

TABLE 4 FEDERALLY FUNDED TRANSPORTATION PROJECTS							
KYTC ID	ROUTE	LENGTH	PROJECT DESCRIPTION	FUND TYPE	YEAR	PHASE	TOTAL PHASE COST (\$)
3-110.3	KY-185	1.81	Improve KY-185 from 0.24 miles south of Pruitt Rd to 0.16 miles south of KY 1320. MP 6.540 to 8.350	STP	2024	C	8,500,000
3-110.4	KY-185	1.54	Improve KY-185 from 0.32 miles south of Austin Raymer Road to 0.08 miles south of the bridge over Ivy Creek.	STP	2025	U	435,000
	KY-185			STP	2027	C	4,665,000
3-166.00	US-68	0.45	Construct left and right turn lanes from US 68/KY 80 onto Fred Madison Road at approximately the 17.1 milepoint.	STP	2024	C	1,600,000
3-933.00	US-31W	0.38	Installation of an Intersection Conflict Warning System and minor access management improvements at the intersection of US 31W (Nashville Rd) and KY 240 (Woodburn Allen Springs Rd / Petros Rd).	HSIP	2024	C	140,000

TABLE 4 | FEDERALLY FUNDED TRANSPORTATION PROJECTS

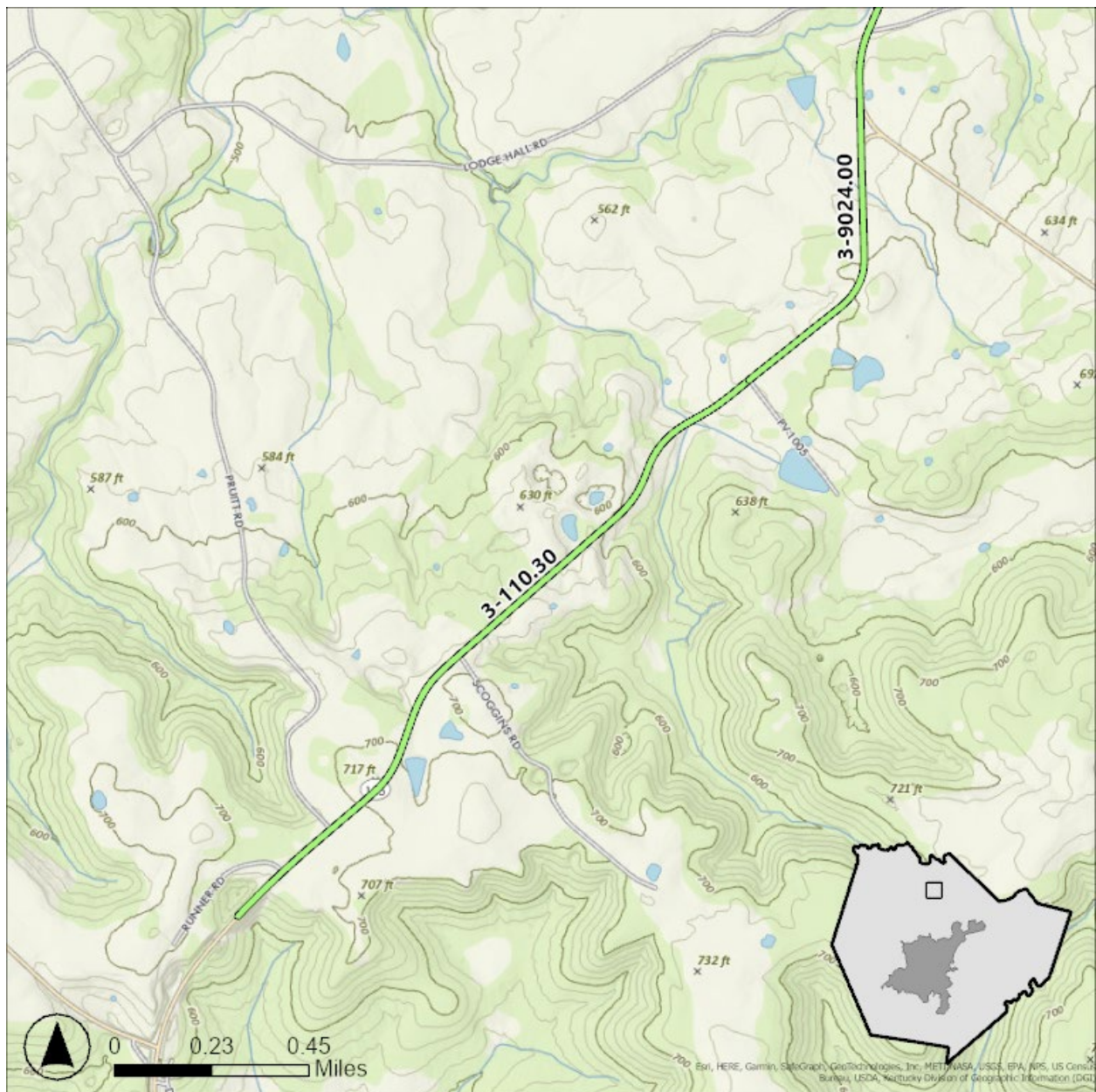
KYTC ID	ROUTE	LENGTH	PROJECT DESCRIPTION	FUND TYPE	YEAR	PHASE	TOTAL PHASE COST (\$)
3-934.00	US-68	4.52	Replacement of targeted Guardrail End Treatments on various routes in District 3.	HSIP	2024	C	222,000
3-3206.00	GW	2.38	Construct 10' bike/ped trail from Roland Bland Park to Hobson Grove Park to close the gap between Downtown Bowling Green and the West End in Bowling Green.	TAP	2024	C	841,403
3-4307.0	KY-234	0.11	Install guardrail on KY-234 (Cemetery Rd).	GR	2024	C	25,000
03-8707	I-165	0.60	Construct a new interchange on I-165 (Natcher Parkway) at Elrod Road in Bowling Green. MP 3.4 - MP 4.0	NH	2024	D	980,000
				NH	2024	R	9,700,000
				NH	2024	U	8,960,000
				NH	2025	C	30,520,000
3-8905.00	US-31W	1.59	Major widening to improve mobility and reduce congestion on US-31W from US-68 to Mizpah Road. MP 20.904 to 22.490	STP	2024	C	5,760,000
3-9024.00	KY-185	1.8	Perform low-cost safety improvements on KY-185 from MP 8.250 to MP 10.050 in Warren County.	HSIP	2024	U	10,000
					2024	C	894,000
3-10049.00	KY-185	0.11	Bridge project in Warren County on KY-185 at Barren River.	BRX	2025	D	675,000
					2025	C	6,750,000
3-10051.00	KY-880/ US-68	0.04	Bridge project in Warren County on KY-880/US-68 at Jennings Creek.	BRO	2025	D	378,000
					2025	C	3,780,000
3-10052.00	I-65	0.12	Bridge project in Warren County on I-65 at Barren River.	BRO	2028	D	1,752,000
					2028	C	17,520,000

TABLE 4 | FEDERALLY FUNDED TRANSPORTATION PROJECTS

KYTC ID	ROUTE	LENGTH	PROJECT DESCRIPTION	FUND TYPE	YEAR	PHASE	TOTAL PHASE COST (\$)
3-10053.00	CR-1388	0.01	Bridge project in Warren County on Greencastle Road at Taylor Branch.	BRZ	2026	D	46,000
					2026	C	460,000
3-22132.00	I-165	6.60	Address condition of I-165 from milepoint 0.521 to milepoint 7.121.	NHP	2028	D	501,600
					2028	C	5,016,000
3-80203.00	US-31W	0.75	Improve mobility and reduce congestion on US-31W (Louisville Road) from Mizpah Road to Freeport Road.	NH	2024	R	2,000,000
					2024	U	1,000,000
					2025	C	3,000,000
N/A	N/A	-	Implementation of various bicycle/pedestrian projects to reduce carbon emissions in Warren County.	CRP	2024	C	504,380
					2025	C	252,190
					2026	C	252,190
TOTAL FUNDING FOR ALL TIP PROJECTS							117,139,763

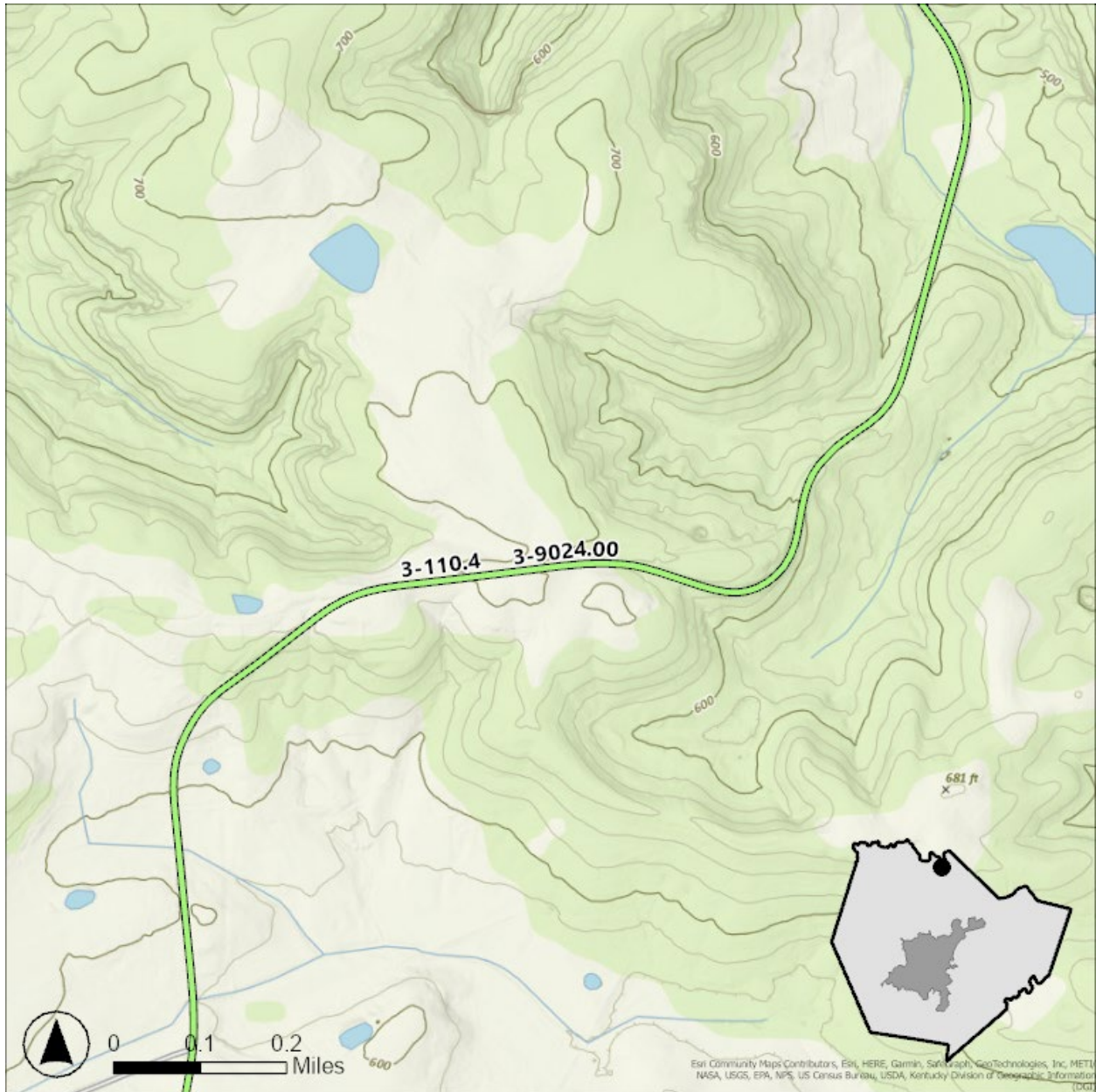
Federally Funded Transportation Projects | Project Tables and Maps

Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
3-110.3	KY-185	1.81	Improve KY-185 from 0.24 miles south of Pruitt Rd to 0.16 miles south of KY 1320. MP 6.540 to 8.350					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
STP	C	\$ 8,500,000						\$ 8,500,000
TOTAL								\$ 8,500,000

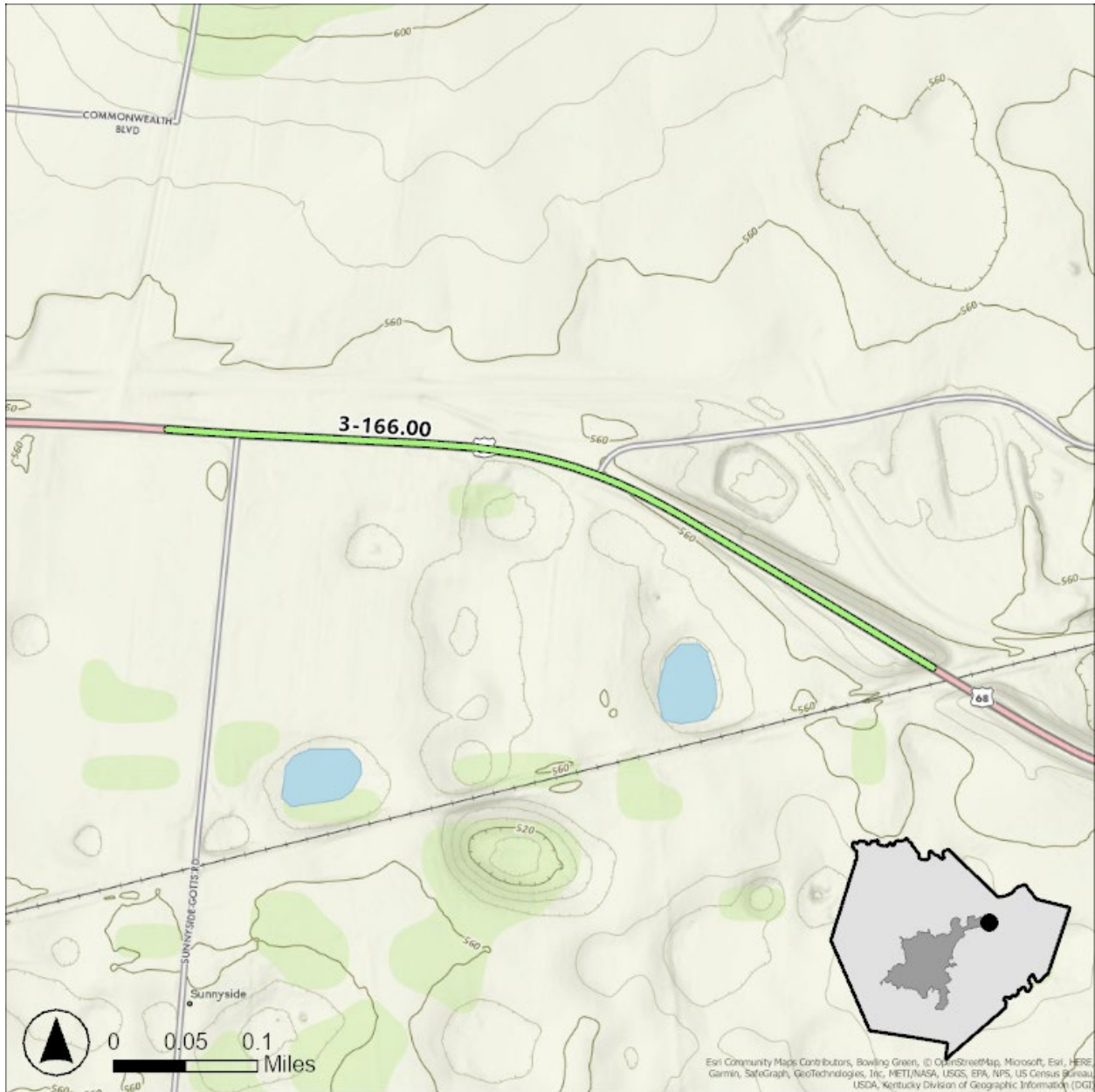


Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-110.4	KY-185	1.00	Improve KY-185 from 0.22 miles north of Austin Raymer Rd to 0.08 miles south of the Ivy Creek bridge.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
STP	U		\$ 435,000					\$ 435,000
STP	C				\$ 4,665,000			\$ 4,665,000
TOTAL								\$ 5,100,000



Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
3-166.00	US-68	0.45	Construct left and right turn lanes from US 68/KY 80 onto Fred Madison Road at approximately the 17.1 milepoint.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
STP	C	\$ 1,600,000						\$ 1,600,000
TOTAL								\$ 1,600,000



Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
3-933	US-31W	0.38	Installation of an Intersection Conflict Warning System and minor access management improvements at the intersection of US 31W (Nashville Rd) and KY 240 (Woodburn Allen Springs Rd / Petros Rd).					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
HSIP	C	\$ 140,000						\$ 140,000
TOTAL								\$ 140,000

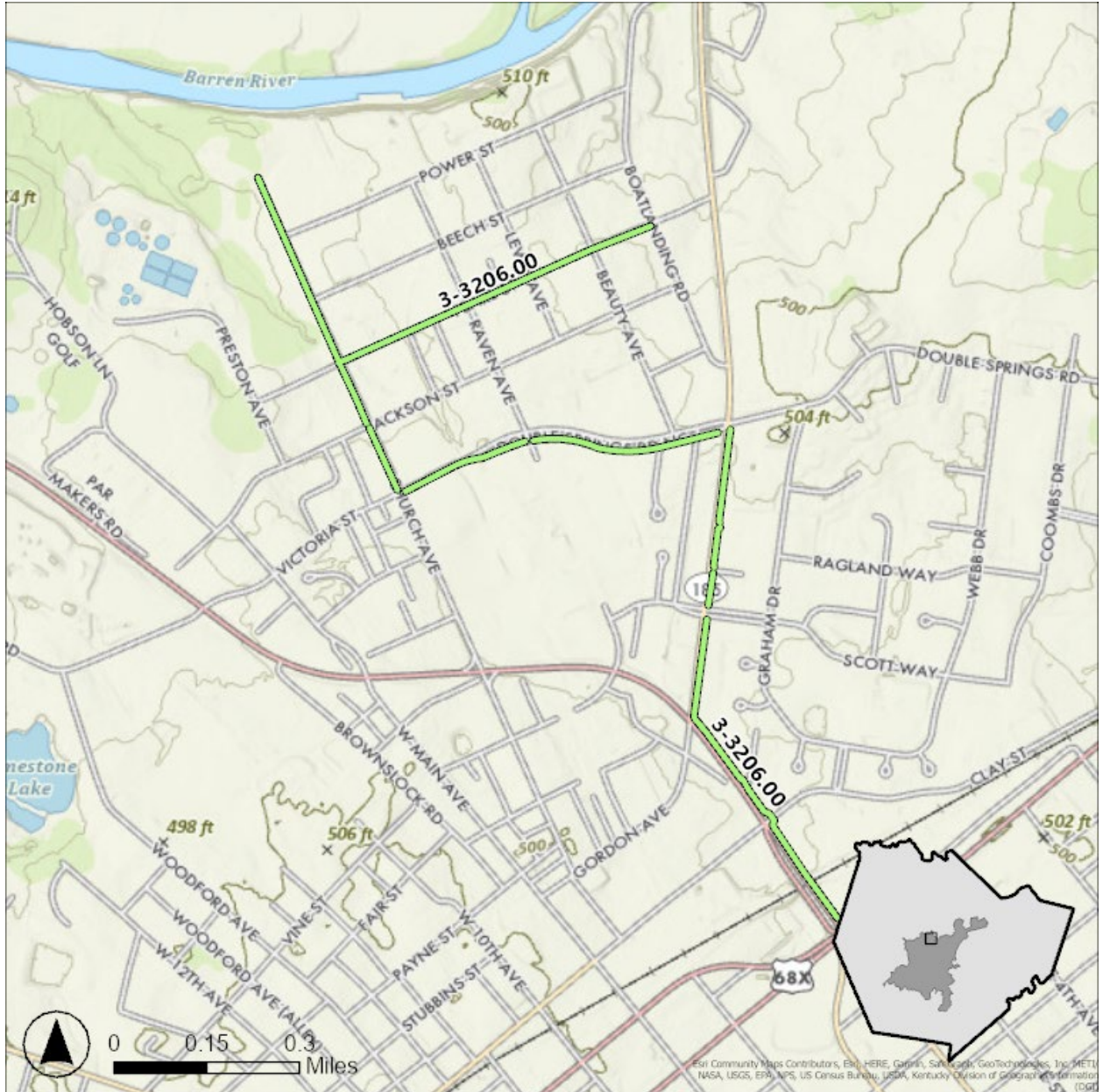


Federally Funded Transportation Projects

Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
3-934	US-68	4.52	Replacement of targeted Guardrail End Treatments on various routes in District 3.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
HSIP	C	\$ 222,000						\$ 222,000
TOTAL								\$ 222,000

Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-3206.00	GW	2.38	Construct 10' bike/ped trail from Roland Bland Park to Hobson Grove Park to close the gap between Downtown Bowling Green and the West End in Bowling Green.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
TAP	C	\$ 841,403						\$ 841,403
TOTAL								\$ 841,403



Federally Funded Transportation Projects

Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
3-4307.00	KY-234	0.11	Install guardrail on KY-234 (Cemetery Rd).					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
GR	C	\$ 25,000						\$ 25,000
TOTAL								\$ 25,000



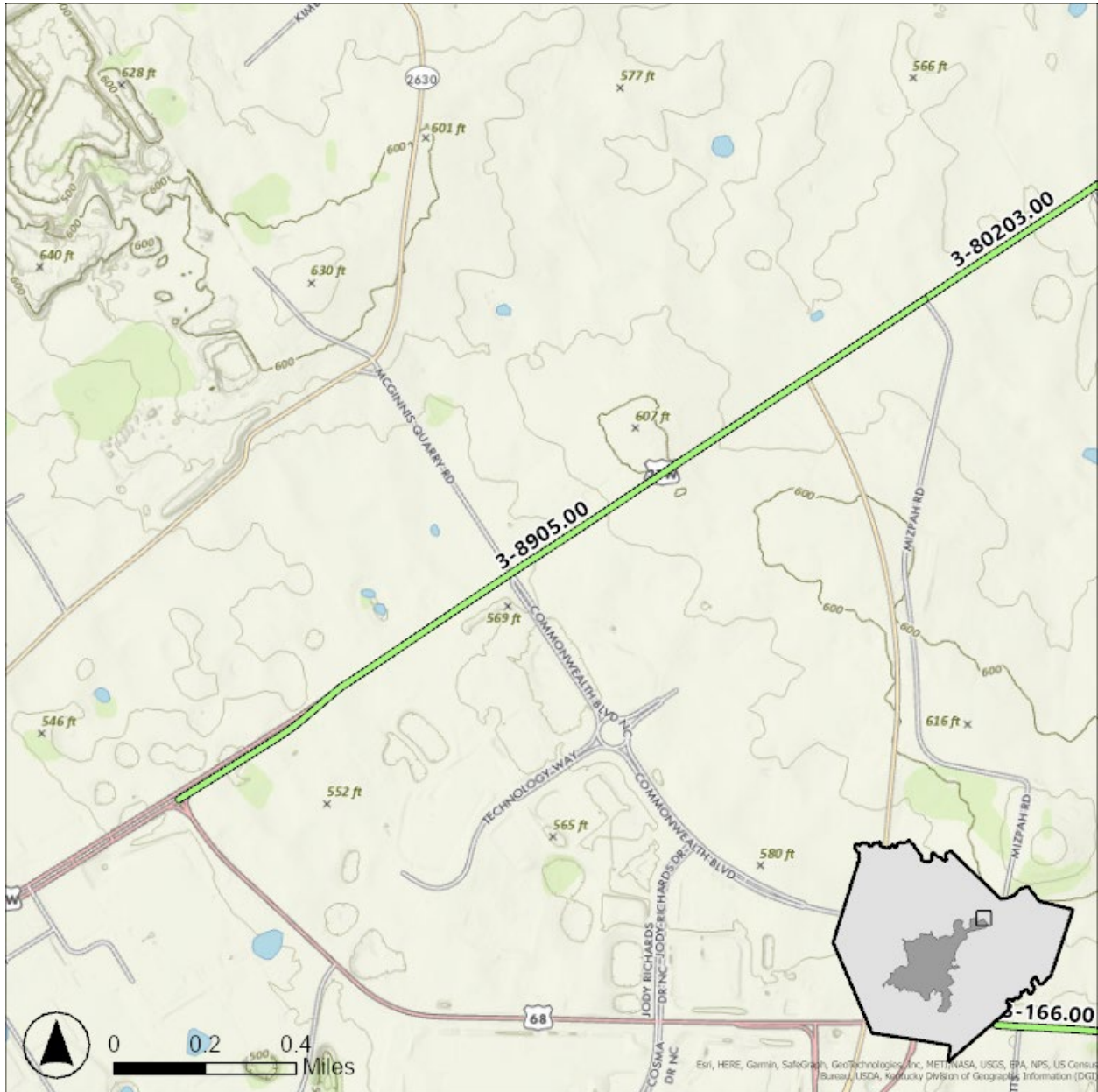
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-8707.00	I-165	0.600	Construct a new interchange on I-165 (Natcher Parkway) at Elrod Road in Bowling Green. MP 3.400 - MP 4.000					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
NH	D	\$ 980,000						\$ 980,000
NH	R	\$ 9,700,000						\$ 9,700,000
NH	U	\$ 8,960,000						\$ 8,960,000
NH	C		\$ 30,520,000					\$ 30,520,000
TOTAL								\$ 50,160,000



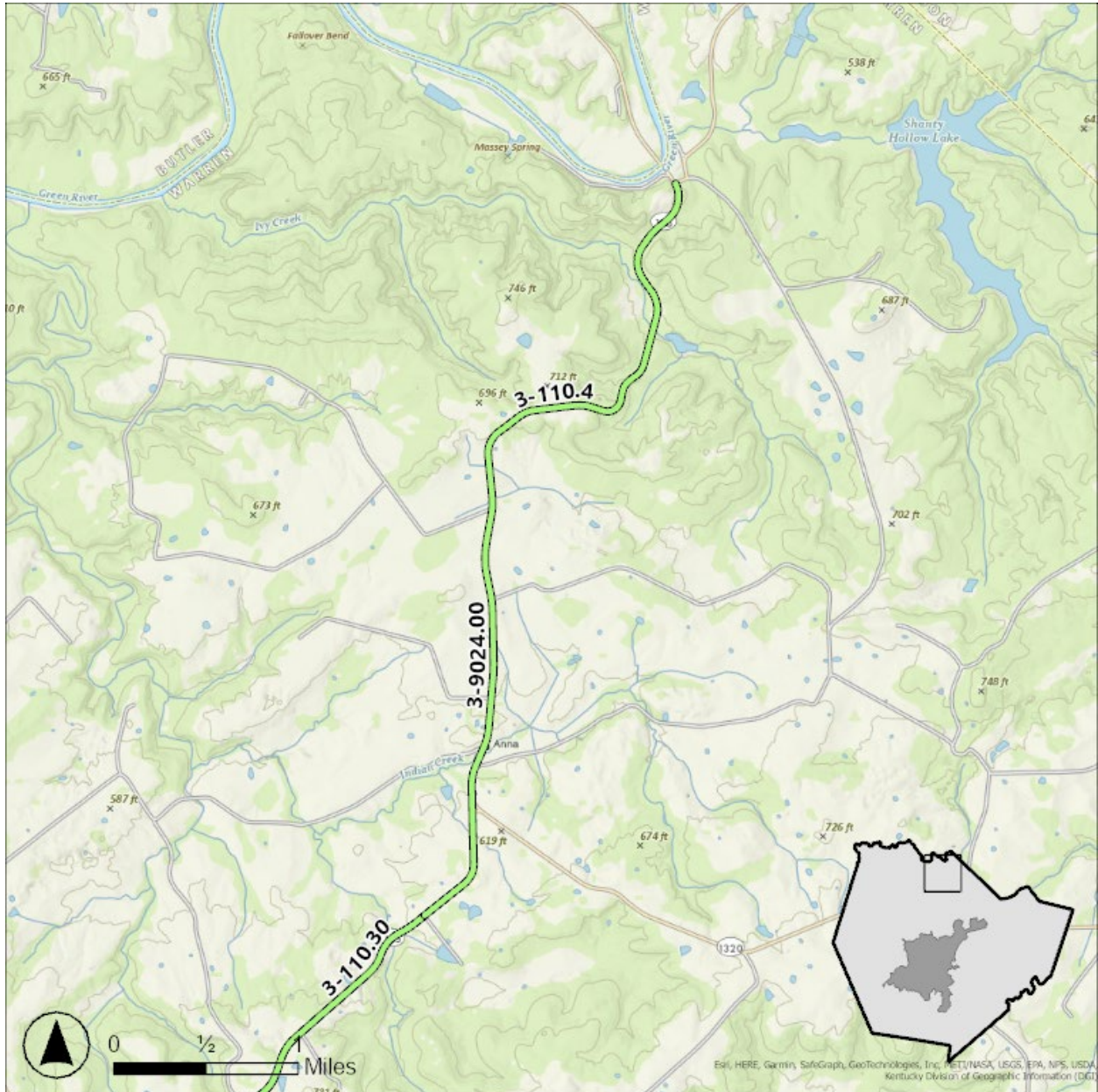
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-8905.00	US-31W	1.59	Major widening to improve mobility and reduce congestion on US-31W from US-68 to Mizpah Road. MP 20.904 to 22.490					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
STP	C	\$ 5,760,000						\$ 5,760,000
TOTAL								\$ 5,760,000



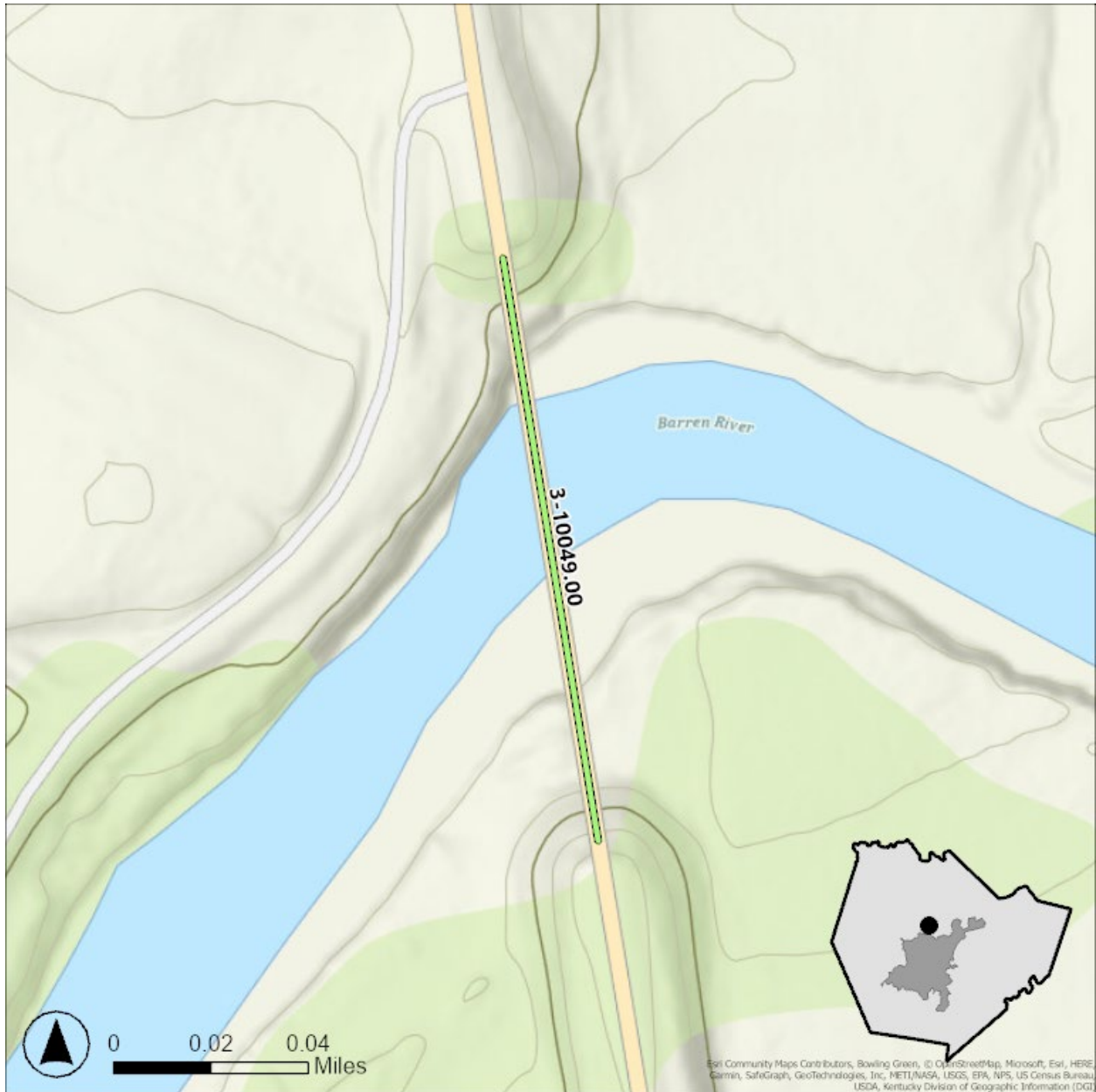
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-9024.00	KY-185	1.800	Perform low-cost safety improvements on KY 185 from MP 8.250 to MP 10.050 in Warren County.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
HSIP	U	\$ 10,000						\$ 10,000
HSIP	C	\$ 894,000						\$ 894,000
TOTAL								\$ 904,000



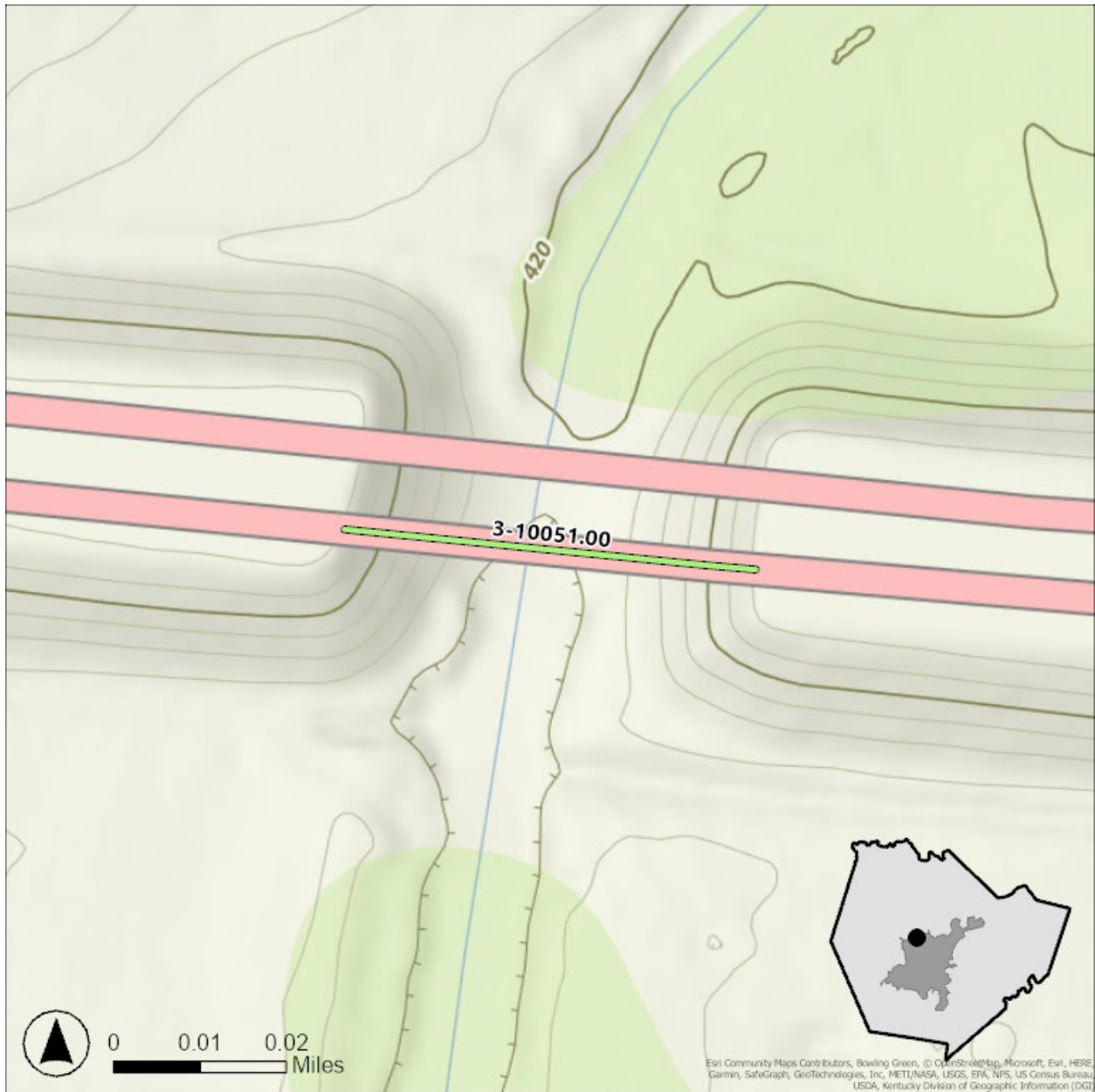
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-10049.00	KY-185	0.110	Bridge project in Warren County on KY-185 at Barren River.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
BRX	U		\$ 378,000					\$ 378,000
BRX	C		\$ 3,780,000					\$ 3,780,000
TOTAL								\$ 4,158,000



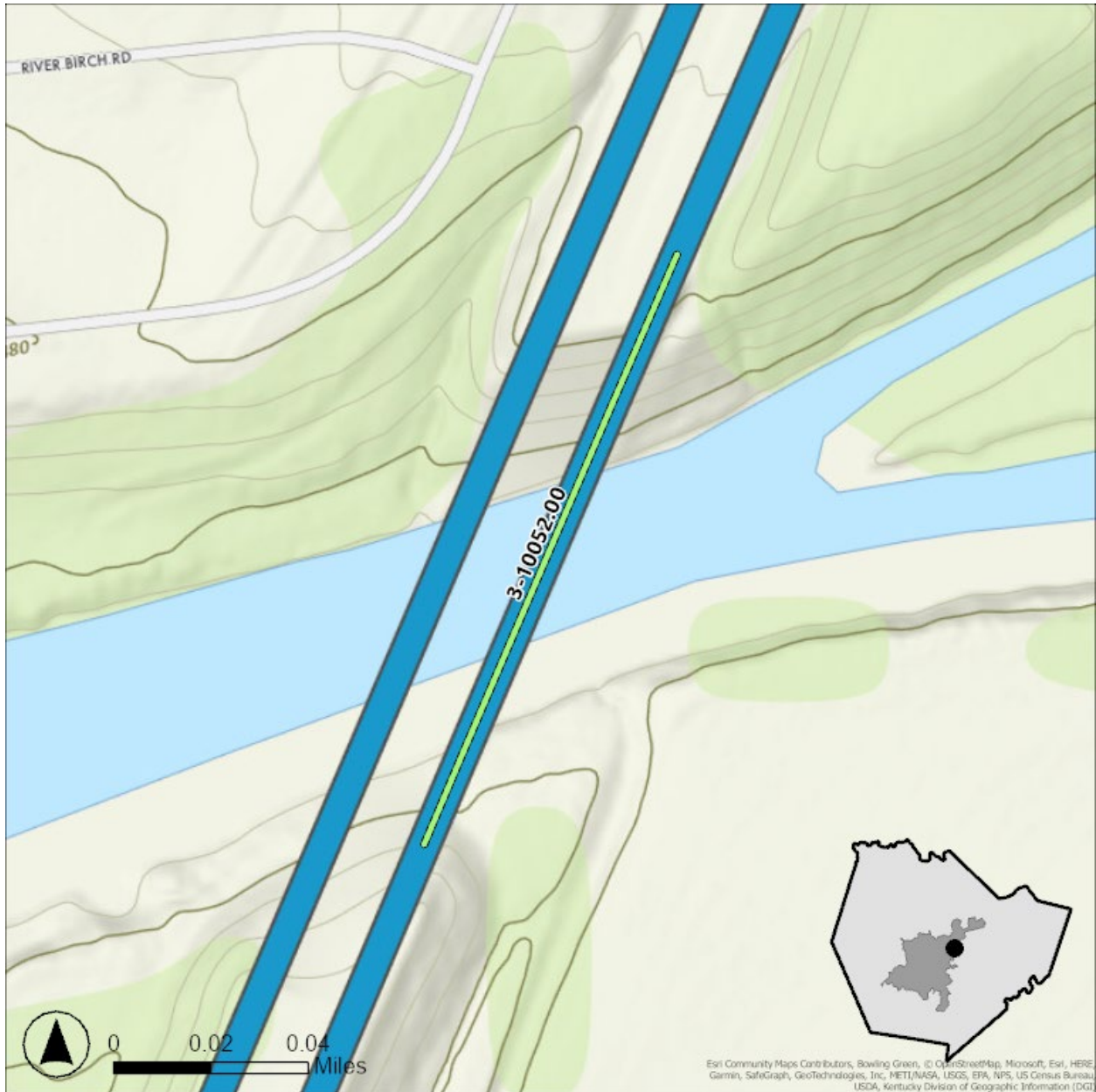
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-10051.00	KY-880 / US-68	0.040	Bridge project in Warren County on KY-880/US-68 at Jennings Creek.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
BRO	D		\$ 378,000					\$ 378,000
BRO	C		\$ 3,780,000					\$ 3,780,000
TOTAL								\$ 4,158,000



Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-10052.00	I-65	0.120	Bridge project in Warren County on I-65 at Barren River.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
BRO	D					\$ 1,752,000		\$ 1,752,000
BRO	C					\$ 17,520,000		\$ 17,520,000
TOTAL								\$ 19,272,000



Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-10053.00	CR-1388	0.010	Bridge project in Warren County on Greencastle Road at Taylor Branch.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
BRZ	D			\$ 46,000				\$ 46,000
BRZ	C			\$ 460,000				\$ 460,000
TOTAL								\$ 506,000



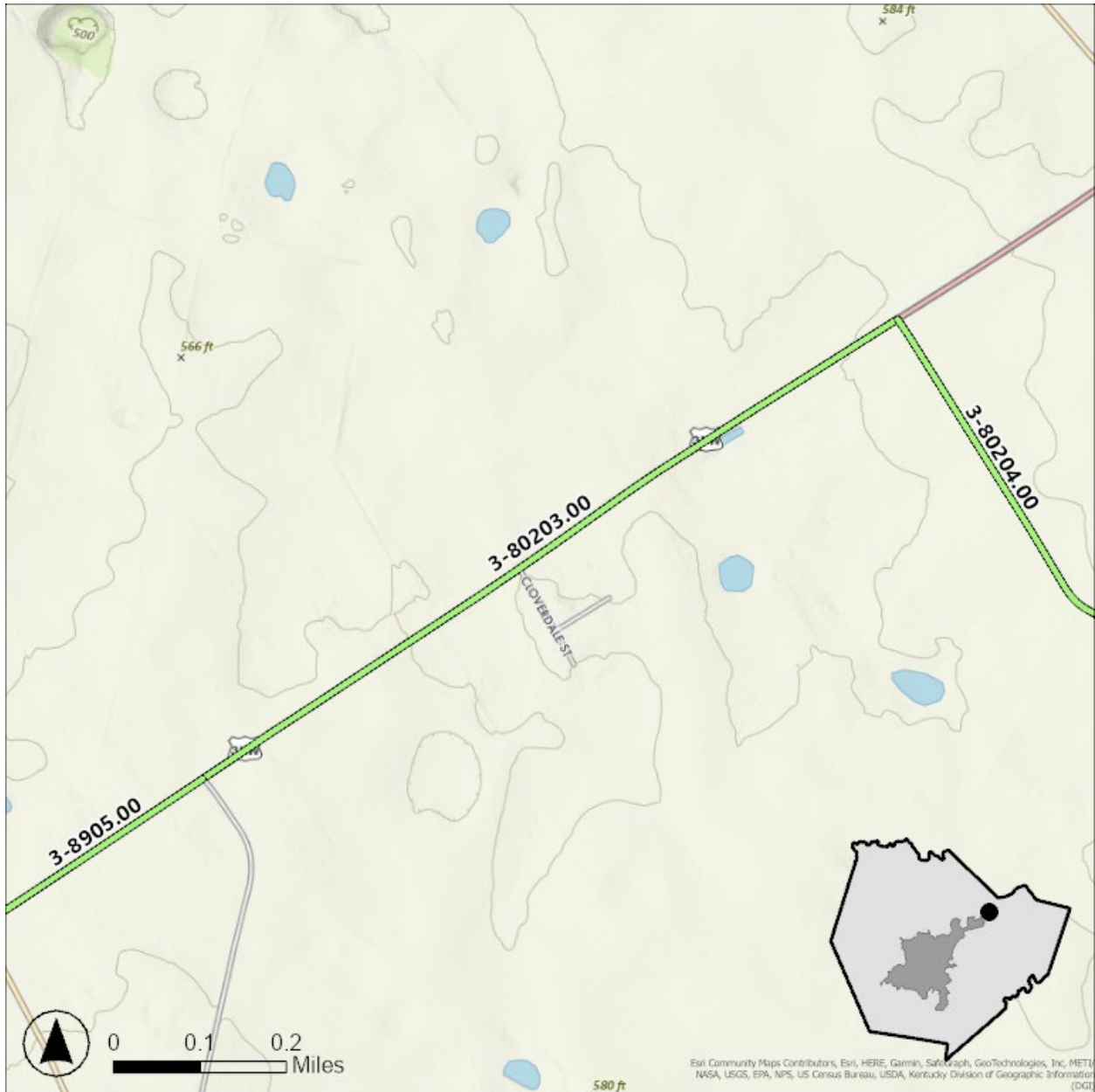
Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description						
3-22132.00	I-165	6.600	Address condition of I-165 from milepoint 0.521 to milepoint 7.121.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding	
NHP	D					\$ 501,600		\$ 501,600	
NHP	C					\$ 5,016,000		\$ 5,016,000	
TOTAL								\$ 5,517,600	



Federally Funded Transportation Projects

KYTC ID	Route	Length	Project Description					
3-80203.00	US-31W	0.75	Improve mobility and reduce congestion on US-31W (Louisville Road) from Mizpah Road to					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
NH	R	\$ 2,000,000						\$ 2,000,000
NH	U	\$ 1,000,000						\$ 1,000,000
NH	C		\$ 3,000,000				\$ 3,000,000	\$ 6,000,000
TOTAL								\$ 9,000,000



Federally Funded Transportation Projects								
KYTC ID	Route	Length	Project Description					
N/A	N/A	-	Implementation of various bicycle/pedestrian projects to reduce carbon emissions in Warren County.					
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
CRP	C	\$ 504,380						\$ 504,380
CRP	C		\$ 252,190					\$ 252,190
CRP	C			\$ 252,190				\$ 252,190
TOTAL								\$ 1,008,760

Transit Projects

Financial Capacity Assessment

The projects recommended in this TIP outline the capital needs for the City of Bowling Green to manage and operate **GObg Transit** and **GO, too**, through a third-party contract with RATP-Dev. The City of Bowling Green has determined that RATP-Dev has the financial capacity to carry out the projects listed in **Table 5** on **page 35**. Likewise, the City of Bowling Green has reviewed their financial capacity to provide the required local match for capital projects.

Capital and Planning costs are generally eligible for 80% federal funding, while operating is federally reimbursed at 50% after the deduction of fare box revenue from total expenses. The match for capital projects costs is usually generated through matching funds. Operating match is generated by the general fund from the City of Bowling Green, In Kind donations (if any), and rental and advertising income. The City of Bowling Green has determined there are funds available to carry out the operating budget for Bowling Green's public transit system in accordance with FTA Circular 7008.1.

The City of Bowling Green requests funds under section 5307, 5310, or 5339, and have reviewed their financial capacity to carry out the requested capital projects. Furthermore, the City of Bowling Green has determined that there will be funds available to provide the required local match for the capital projects requested.

Bowling Green Public Transit Program of Projects Public Review

RATP Dev USA manages the Bowling Green Public Transit System known as GO bg transit. Annually, GO bg transit is required to prepare a Program of Projects (POP) and solicit public input for all projects receiving federal transit funding from FTA. The projects identified in the POP will be added to the TIP through an annual amendment or administrative modification. The Bowling Green-Warren County MPO Participation Plan (PP) fulfills the requirements for the Federal Transit Administration public involvement process. Public notice of public involvement activities and time established for public review and comments on the TIP, as established by the PP, are being used to satisfy the City of Bowling Green's 5307 POP requirement.

TABLE 5 | TRANSIT PROJECTS

	Fund Type	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Agency
Operating	5307	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	GObg Transit
Capital	5307	578,874	600,000	610,000	620,000	630,000	GObg Transit
Planning	5307	10,000	12,000	14,000	15,000	16,000	GObg Transit
Capital	5339	132,522	135,000	145,000	150,000	155,000	GObg Transit
Project Description							
ADA Complimentary Paratransit Expenses	5307	129,817	136,307	143,123	150,279	157,793	GObg Transit
Bus Shelters, Stops, and Signage	5307/5339	18,008	20,000	22,000	24,000	26,000	GObg Transit
Maintenance Facility	5307/5339	11,255	12,000	14,000	15,000	15,000	GObg Transit
Preventative Maintenance	5307	275,750	350,000	355,000	370,000	375,000	GObg Transit
Technology/Equipment - safety, security, communication, and computer software maintenance and technical support	5307/5339	56,275	60,000	65,000	65,000	70,000	GObg Transit
Vehicle purchase and renovation	5307/5339	167,112	180,000	150,000	150,000	150,000	GObg Transit
TOTAL 5307	5307	1,588,874	1,812,000	2,024,000	2,235,000	2,446,000	
TOTAL 5339	5339	132,522	135,000	145,000	150,000	155,000	
CAPITAL TOTAL	5307/5339	711,396	735,000	755,000	770,000	785,000	
GRAND TOTAL	5307/5339	1,721,396	1,947,000	2,169,000	2,385,000	2,601,000	

National Transportation Performance Measures and State Targets

Highway Performance Measures

The concept of Performance Measures was first introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and was continued in subsequent transportation funding authorizations. These Acts established and confirmed national performance goals in several key areas. In response to these national goals, the United States Department of Transportation has set defined performance measures applicable to the MPO’s planning area in the areas of safety, pavement condition, bridge condition, system reliability, and transit state of good repair. In addition, state highway agencies and MPOs are required to set specific performance targets for each performance measure. Those targets for highway-related measures have been set by KYTC as shown in the tables below, and the Bowling Green-Warren County MPO has taken formal action to support those targets by agreeing to plan and program projects to contribute toward achieving the targets. For transit state of good repair, specific targets were set by the MPO, as required, in coordination with the GObg transit system. These are listed in **Table 10** on **Page 40**, with resolutions included in **Appendix D**.

Performance Measures: Safety

The KYTC developed targets for five safety performance measures. These targets are expressed as rolling averages of the previous five years. This goal is shared with the Statewide Highway Safety Plan (SHSP) and reiterates KYTC’s commitment to the shared vision of Toward Zero Deaths. This goal is shared with the SHSP and reiterates KYTC’s commitment to the shared vision of Toward Zero Deaths.

TABLE 6 KYTC SAFETY TARGETS, 2023				
	Statewide			
	Baseline (2016-20)	2022 Targets	Baseline (2017-21)	2023 Targets
Number of Fatalities	770.4	752.6	764.2	764.0
Number of Serious Injuries	2,860	2,568	2,799	2,658
Fatality Rate/100 M VMT	1.579	1.535	1.573	1.575
Serious Injury Rate/100 M VMT	5.859	5.241	5.760	5.519
Total # Non-Motorized Fatalities and Serious Injuries	299.0	299.0	294.6	289.0

Performance Measures: Asset Management

The KYTC’s Asset Management performance measures track infrastructure conditions. The first set of measures tracks the percentage of highway miles in the state in good and poor condition for highways on the Interstate and the National Highway Systems. The second set tracks the percentage of deck area on the state’s bridges on the National Highway System that are in good or poor condition.

TABLE 7 KYTC ASSET MANAGEMENT TARGETS, 2023		
Pavement Performance Measure	TARGET	
	Two-Year (2024)	Four-Year (2026)
% Good Interstate	55	60
% Poor Interstate	4	3
% Good Non-Interstate NHS	35	40
% Poor Non-Interstate NHS	6	5
NHS Bridge Performance		
% Good Condition by Deck Area	31	27
% Poor Condition by Deck Area	3.7	3.6

Performance Measures: System Performance

The U.S. Department of Transportation developed a series of System Performance Measures to track the percentage of highway miles traveled in the state that are rated as reliable, for highways on the Interstate and National Highway Systems. A second measure tracks the reliability of travel times for freight traffic. This Truck Travel Time Reliability (TTTR) Index indicates the likelihood of traveling through a given region in the time anticipated. A high TTTR would indicate traffic congestion that would delay on-time deliveries. Percentages in the table below represent person-miles traveled on or off interstates.

TABLE 8 SYSTEM PERFORMANCE TARGETS, 2023		
Level of Travel Time Reliability (LOTTR)	TARGET	
	Two-Year (2024)	Four-Year (2026)
% Reliable Interstates	95	93
% Reliable Non-Interstate NHS	91	91
Truck Travel Time Index (TTTR)	1.3	1.35

Anticipated Performance Measure Effects

Fifteen (15) projects designated in the Bowling Green-Warren County MPO’s 2024-2028 TIP address these performance measures. They are enumerated in **Table 9** on **Page 38**. There are nine (9) safety-related (motorized and non-motorized) projects — ones that contribute toward the goal of reducing deaths and serious injuries resulting from crashes on the nation’s roads. These projects carry an estimated combined cost of \$23,332,403 over the five-year span of the TIP.

Five (5) projects address Asset Management measure, with four (4) projects addressing bridge condition and one (1) project addressing pavement condition. These projects address the goal of increasing the percentage of roadway or bridge rated as being in “good” condition. The combined total addressing the Asset Management performance measure is \$36,878,600. Two (2) projects contribute to the improvement of System Reliability across the MPO area’s transportation network, totaling \$55,920,000.

TABLE 9 | PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF HIGHWAY PERFORMANCE TARGETS

KYTC ID	ROUTE	PROJECT DESCRIPTION	TOTAL PHASE COST (\$)	Performance Measure
3-110.3	KY-185	Improve KY-185 from 0.24 miles south of Pruitt Rd to 0.16 miles south of KY 1320. MP 6.540 to 8.350	8,500,000	Safety
3-110.4	KY-185	Improve KY-185 from 0.32 miles south of Austin Raymer Road to 0.08 miles south of the bridge over Ivy Creek.	5,100,000	Safety
3-166.00	US-68	Construct left and right turn lanes from US 68/KY 80 onto Fred Madison Road at approximately the 17.1 milepoint.	1,600,000	Safety
3-933.00	US-31W	Installation of an Intersection Conflict Warning System and minor access management improvements at the intersection of US 31W (Nashville Rd) and KY 240 (Woodburn Allen Springs Rd / Petros Rd).	140,000	Safety
3-934.00	US-68	Replacement of targeted Guardrail End Treatments on various routes in District 3.	222,000	Safety
3-3206.00	GW	Construct 10' bike/ped trail from Roland Bland Park to Hobson Grove Park to close the gap between Downtown Bowling Green and the West End in Bowling Green.	841,403	Safety
3-4307.0	KY-234	Install guardrail on KY-234 (Cemetery Rd).	25,000	Safety
03-8707	I-165	Construct a new interchange on I-165 (Natcher Parkway) at Elrod Road in Bowling Green. MP 3.4 - MP 4.0	50,160,000	System Reliability
3-8905.00	US-31W	Major widening to improve mobility and reduce congestion on US-31W from US-68 to Mizpah Road. MP 20.904 to 22.490	5,760,000	System Reliability
3-9024.00	KY-185	Perform low-cost safety improvements on KY-185 from MP 8.250 to MP 10.050 in Warren County.	904,000	Safety
3-10049.00	KY-185	Bridge project in Warren County on KY-185 at Barren River.	7,425,000	Asset Management - Bridge Condition
3-10051.00	KY-880/ US-68	Bridge project in Warren County on KY-880/US-68 at Jennings Creek.	4,158,000	Asset Management - Bridge Condition

3-10052.00	I-65	Bridge project in Warren County on I-65 at Barren River.	19,272,000	Asset Management - Bridge Condition
3-10053.00	CR-1388	Bridge project in Warren County on Greencastle Road at Taylor Branch.	506,000	Asset Management - Bridge Condition
3-22132.00	I-165	Address condition of I-165 from milepoint 0.521 to milepoint 7.121.	5,517,600	Asset Management - Pavement Condition
3-80203.00	US-31W	Improve mobility and reduce congestion on US-31W (Louisville Road) from Mizpah Road to Freeport Road.	6,000,000	Safety
TOTAL TIP FUNDING			116,131,003	
Total Safety			23,332,403	
Total Pavement Condition			5,517,600	
Total System Reliability				55,920,000
Total Bridge Condition				31,361,000

Transit Performance Measures

Transit Asset Management

The City of Bowling Green and GObg Transit established a set of Transit Asset Management (TAM) targets. These targets outline a set of strategic and systematic processes and practices for managing performance, risk, and the cost of transit assets over their entire lifecycle to deliver service reliably, safely and cost effectively. **Table 5** on **page 35** exemplifies anticipated transit funding for projects contributing to the achievement of the transit targets listed below.

The first target is the percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB). The second is the percentage of non-revenue vehicles and equipment that have met or exceeded their ULB. The final target is the percentage of facilities rating below a 3.0 on the Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

TABLE 10 FY 2023 MPO Transit Asset Management (TAM) Targets					
Asset Category	Performance Measure	2023 Target	2023 Actual	2024 Target	2025 Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU-16% MV-0%	CU-31% MV-67%	CU-21% MV-20%	CU-11% MV-0%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	0%	0%	0%	0%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%	0%	0%	0%

TABLE 11 | TRANSIT TARGETS

Asset Category & Performance Measures	Asset Class	2023 Target	2023 Actual	2024 Target	2025 Actual	2026 Target	2027 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	NA	NA	NA	NA	NA	NA
	AO - Automobile	NA	NA	NA	NA	NA	NA
	BR - Over-the-road Bus	NA	NA	NA	NA	NA	NA
	BU - Bus	NA	NA	NA	NA	NA	NA
	CU - Cutaway Bus	16%	31%	31%	NA	NA	NA
	DB - Double Decked Bus	NA	NA	NA	NA	NA	NA
	FB - Ferryboat	NA	NA	NA	NA	NA	NA
	MB - Mini- bus	NA	NA	NA	NA	NA	NA
	MV - Mini-van	0%	67%	67%	NA	NA	NA
	RT- Rubber-tire Vintage Trolley	NA	NA	NA	NA	NA	NA
	SB - School Bus	NA	NA	NA	NA	NA	NA
	SV - Sport Utility Vehicle	NA	NA	NA	NA	NA	NA
	TB – Trolley Bus	NA	NA	NA	NA	NA	NA
VN - Van	NA	NA	NA	NA	NA	NA	
Para-transit Van	NA	NA	NA	NA	NA	NA	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/ Service Automobile	0%	0%	0%	NA	NA	NA
	Steel Wheel Vehicles	NA	5	NA	NA	NA	NA
	Truck and other Rubber Tire Vehicles	NA	NA	NA	NA	NA	NA
	Computer Equipment	<25%	<100%	0%	NA	NA	NA
FACILITIES							
Condition - % of facilities with a condition rating below a 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	NA	NA	NA
	Maintenance	0%	0%	0%	NA	NA	NA
	Parking Structures	NA	NA	NA	NA	NA	NA
	Passenger Facilities	NA	NA	NA	NA	NA	NA

APPENDIX A

METROPOLITAN TRANSPORTATION PLAN REFERENCE

The content in this section includes the Metropolitan Transportation Plan (MTP) reference information for all federally funded transportation projects in the FY 2024-2028 TIP. This information is included to demonstrate the required consistency with the MTP for each project in the TIP. The [2045 MTP](#) can be viewed on the MPO website at www.bgareampo.org.

TABLE 12 FEDERALLY FUNDED TRANSPORTATION PROJECTS MTP REFERENCE					
KYTC ID	ROUTE	LENGTH	PROJECT DESCRIPTION	MTP REFERENCE	MTP REFERENCE NOTES
3-110.3	KY-185	1.81	Improve KY-185 from 0.24 miles south of Pruitt Rd to 0.16 miles south of KY 1320. MP 6.540 to 8.350	Table 6.1	MTP ID #1
3-110.4	KY-185	1.54	Improve KY-185 from 0.32 miles south of Austin Raymer Road to 0.08 miles south of the bridge over Ivy Creek.	Table 6.1	MTP ID #2
3-166.00	US-68	0.45	Construct left and right turn lanes from US 68/KY 80 onto Fred Madison Road at approximately the 17.1 milepoint.	Table 6.4	Grouped Projects - HSIP
3-933.00	US-31W	0.38	Installation of an Intersection Conflict Warning System and minor access management improvements at the intersection of US 31W (Nashville Rd) and KY 240 (Woodburn Allen Springs Rd / Petros Rd).	Table 6.4	Grouped Projects - Intersection Improvements for Safety or Efficiency
3-934.00	US-68	4.52	Replacement of targeted Guardrail End Treatments on various routes in District 3.	Table 6.4	Grouped Projects - Guardrail Projects
3-3206.00	GW	2.38	Construct 10' bike/ped trail from Roland Bland Park to Hobson Grove Park to close the gap between Downtown Bowling Green and the West End in Bowling Green.	Table 6.1	MTP ID #6
3-4307.0	KY-234	0.11	Install guardrail on KY-234 (Cemetery Rd).	Table 6.4	Grouped Projects - Guardrail Projects

TABLE 12 | FEDERALLY FUNDED TRANSPORTATION PROJECTS MTP REFERENCE

KYTC ID	ROUTE	LENGTH	PROJECT DESCRIPTION	MTP REFERENCE	MTP REFERENCE NOTES
03-8707	I-165	0.60	Construct a new interchange on I-165 (Natcher Parkway) at Elrod Road in Bowling Green. MP 3.4 - MP 4.0	Table 6.2	MTP ID #23
3-8905.00	US-31W	1.59	Major widening to improve mobility and reduce congestion on US-31W from US-68 to Mizpah Road. MP 20.904 to 22.490	Table 6.1	MTP ID #16
3-9024.00	KY-185	1.8	Perform low-cost safety improvements on KY-185 from MP 8.250 to MP 10.050 in Warren County.	Table 6.4	Grouped Projects - HSIP
3-10049.00	KY-185	0.11	Bridge project in Warren County on KY-185 at Barren River.	Table 6.4	Grouped Projects - Bridge Rehab
3-10051.00	KY-880/ US-68	0.04	Bridge project in Warren County on KY-880/US-68 at Jennings Creek.	Table 6.4	Grouped Projects - Bridge Rehab
3-10052.00	I-65	0.12	Bridge project in Warren County on I-65 at Barren River.	Table 6.4	Grouped Projects - Bridge Rehab
3-10053.00	CR-1388	0.01	Bridge project in Warren County on Greencastle Road at Taylor Branch.	Table 6.4	Grouped Projects - Bridge Rehab
3-22132.00	I-165	6.60	Address condition of I-165 from milepoint 0.521 to milepoint 7.121.	Table 6.4	Grouped Projects - Pavement Rehab
3-80203.00	US-31W	0.75	Improve mobility and reduce congestion on US-31W (Louisville Road) from Mizpah Road to Freeport Road.	Table 6.4	Grouped Projects - HSIP
N/A	N/A	-	Implementation of various bicycle/pedestrian projects to reduce carbon emissions in Warren County.	Table 6.4	Grouped Projects - Bicycle / Pedestrian Facilities

**MTP Table 6.1 (Short-Range Transportation Projects)*

MTP Table 6.2 (Long-Range Transportation Projects)

MTP Table 6.3 (Illustrative Transportation Projects)

MTP Table 6.4 (Grouped Projects)

APPENDIX B

PUBLIC AND STAKEHOLDER COMMENTS

Agency	Comments
Kentucky Division of Water	Supplied floodplain and permitting information. Did not require changes or edits to the TIP
Federal Transit Administration – Kentucky Division	FTA submitted comments to the MPO for document changes and administrative edits. Comments were addressed in the final TIP document.
Federal Highway Administration– Kentucky Division	FHWA submitted comments to the MPO for document changes and administrative edits. Comments were addressed in the final TIP document.
Kentucky Division of Air Quality	Reviewed TIP document, but the agency did not have additional comments on the TIP.

APPENDIX C

PERFORMANCE MEASURES



2022 MPO TRANSIT ASSET MANAGEMENT TARGETS

Introduction

City of Bowling Green's Public Transit System "GO bg Transit" is the primary public transportation provider for the City of Bowling Green and Warren County, Kentucky. GO bg Transit is a Tier II provider, operating 5 fixed-route transit services and complementary paratransit services for individuals with disabilities. On average, during the pre-COVID-19 pandemic, GO bg Transit provided over 108,000 passenger trips per state fiscal year. Due to the COVID-19 pandemic ridership has decreased by 51% and is projected to rise by an estimated 4% by the end of 2022.

Performance Targets & Measures

The transit targets set below were established by GO bg Transit in accordance with Federal regulations enacted through the Moving Ahead for Progress in the 21st Century Act (MAP-21) for performance measures and target setting. It is the intent of these targets to improve transparency and accountability throughout the transportation planning processes. In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The targets below will be updated annually for each asset category in order to achieve compliance with the federal regulations for State of Good Repair (SGR) targets.

The targets listed in the table below are derived from GO bg Transit's TAM Plan 4-year targets. The table below shows the targets and actual for fiscal year 2020 and 2021, respectively, and sets the MPO TAM Target. The MPO will continue working with the local transit provider to establish MPO TAM Targets each year. Moving forward, the MPO will update and approve its TAM Targets at the beginning of each fiscal year.

FY 2022 MPO Transit Asset Management (TAM) Targets					
Asset Category	Performance Measure	2020 Target	2021 Actual	2022 Target	2023 Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU-23% MV-33%	CU-16% MV-25%	CU-16% MV-25%	CU-16% MV-25%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	100%	0%	0%	0%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%	0%	0%	0%



Approved by the MPO Policy Committee on February 28, 2022:

*Michael O. Buchanon, Chairman
Warren County Judge-Executive*



2023 SAFETY PERFORMANCE MEASURE TARGETS

The Bowling Green-Warren County Metropolitan Planning Organization Policy Committee adopted a resolution on January 29, 2018 to support the Kentucky Transportation Cabinet's (KYTC) safety performance measure targets and thereby agreed to plan and program projects that contribute toward the accomplishment of the set targets. The resolution applies to all future safety performance measure targets established by KYTC.

The table and information below depict the five-year rolling average baseline numbers and the KYTC targets for 2022 and 2023. This information was provided by the KYTC. These goals are shared with the Strategic Highway Safety Plan (SHSP) and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

TRANSPORTATION PERFORMANCE MANAGEMENT | KYTC SAFETY TARGETS

	Statewide			
	Baseline (2016-20)	2022 Targets	Baseline (2017-21)	2023 Targets
Number of Fatalities	770.4	752.6	764.2	764.0
Number of Serious Injuries	2,860	2,568	2,799	2,658
Fatality Rate/100 M VMT	1.579	1.535	1.573	1.575
Serious Injury Rate/100 M VMT	5.859	5.241	5.760	5.519
Total # Non-Motorized Fatalities and Serious Injuries	299.0	299.0	294.6	289.0

Continued support of the KYTC revised targets was discussed by the Technical Advisory Committee on February 27, 2023 and approved by the Policy Committee on February 27, 2023.

Todd Alcott, Mayor of Bowling Green
MPO Policy Committee, Vice Chair



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Matthew G. Bevin
Governor

Greg Thomas
Secretary

May 18, 2018

Mr. Thomas Nelson, Jr.
Kentucky Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

Dear Mr. Nelson:

Kentucky Transportation Cabinet is pleased to report that targets have been set for the performance measures required by 23 CFR 490. The summary below includes performance measures for asset management, system performance, and congestion mitigation and air quality (CMAQ). The subject performance measures have been coordinated with the nine Metropolitan Planning Organizations as various times through the past year.

Asset Management	Target	
	2 Yr	4 Yr
<i>Pavement Performance</i>		
% Good Interstate	50.0%	50.0%
% Poor Interstate	2.0%	2.0%
% Good Non-Interstate NHS	35.0%	35.0%
% Poor Non-Interstate NHS	4.0%	4.0%
<i>NHS Bridge Performance</i>		
% Good Condition by Deck Area	35.0%	35.0%
% Poor Condition by Deck Area	3.7%	3.2%



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System Performance	Target	
	2 Yr	4 Yr
<i>Level of Travel Time Reliability (LOTTR)</i>		
% Reliable Interstates	93.0%	93.0%
% Reliable Non-Interstate NHS		82.5%
<i>Truck Travel Time Index (TTTR)</i>	1.190	1.190
Congestion Mitigation and Air Quality (CMAQ)		
OKI Regional Council of Governments		
Peak Hours of Excessive Delay (PHED - hrs)		12.0
Non-Single Occupancy Vehicles (SOV) Travel	17.4%	17.4%
Emissions Measure		
VOC	100	200
NOx	100	200

In addition, please also find attached the KYTC Data Quality Management Plan as required by 23 CFR 490.319(c). If you have any questions or concerns please feel free to contact me at 502.564.3730 or at Jason.Siwula@ky.gov. We look forward to continuing our performance management partnership with FHWA – KY Division.

Respectfully,



Jason Siwula, P.E.
Assistant State Highway Engineer for Innovation
Kentucky Transportation Cabinet

JS/JM/NH

Asset Management (Performance Measure 2)

The KYTC's Asset Management performance measures track infrastructure conditions. The first set of measures tracks the percentage of highway miles in the state in good and poor condition for highways on the interstate and the National Highway Systems. The second set tracks the percentage of deck area on the state's bridges on the National Highway System that are in good or poor condition.

ASSET MANAGEMENT (PM2)		TARGET	
<i>Pavement Performance Measure</i>	Two-Year (2024)	Four-Year (2026)	
% Good Interstate	55	60	
% Poor Interstate	4	3	
% Good Non-Interstate NHS	35	40	
% Poor Non-Interstate NHS	6	5	
<i>NHS Bridge Performance</i>			
% Good Condition by Deck Area	31	27	
% Poor Condition by Deck Area	3.7	3.6	

System Performance (Performance Measure 3)

The U.S. Department of Transportation developed a series of System Performance Measures to track the percentage of highway miles traveled in the state that are rated as reliable, for highways on the interstate and the National Highway Systems. A second measure tracks the reliability of travel miles. This Truck Travel Time Reliability (TTTR) Index indicates the likelihood of traveling through a given region in the time anticipated. A high TTTR would indicate traffic congestion that would delay on-time deliveries.

SYSTEM PERFORMANCE (PM3)		TARGET	
<i>Level of Travel Time Reliability (LOTTR)</i>	Two-Year (2024)	Four-Year (2026)	
% Reliable Interstates	95	93	
% Reliable Non-Interstate NHS	91	91	
<i>Truck Travel Time Index (TTTR)</i>	1.3	1.35	

APPENDIX D

INFORMATIONAL SUPPLEMENT

The content in this section includes state-funded projects that are either not classified as “regionally significant” (therefore not formally required to be a part of the TIP); and/or projects that are included in the Kentucky Highway Plan with over-programmed state funding sources. Though these projects exist in the State Highway Plan, funding may not be readily available for future project development. The content provided in this section is not an official part of the TIP, but are provided in this document for informational purposes.

TABLE 13 | STATE FUNDED PROJECTS

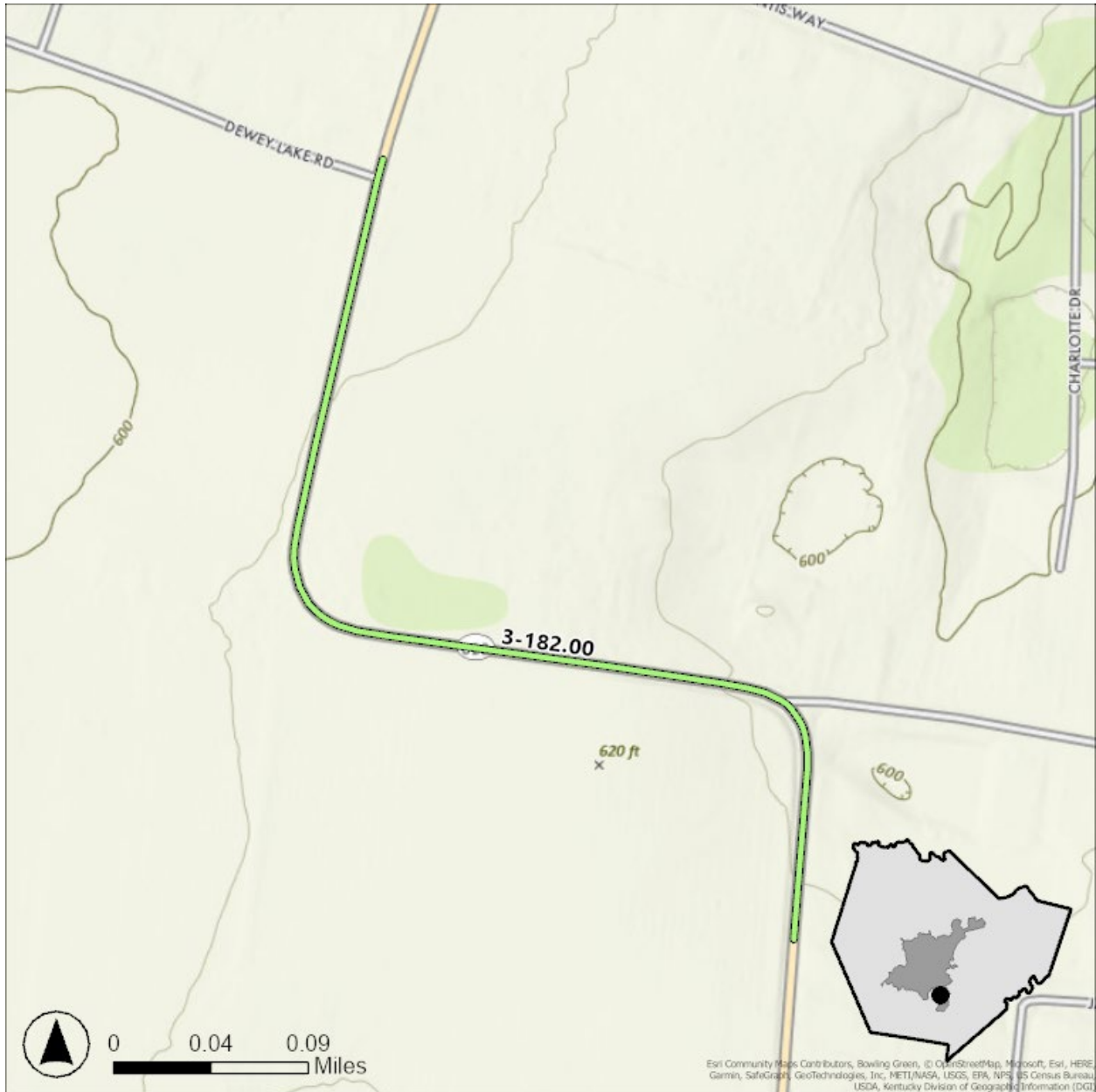
KYTC ID	ROUTE	PROJECT DESCRIPTION	FUND TYPE	YEAR	PHASE	COST (\$)
3-182.00	KY-622	Reconstruct KY 622 (Plano Road) to eliminate two right-angle curves.	SPP	2024	R	260,000
				2024	U	380,000
				2024	C	930,000
3-8818.00	KY-884	Three Springs Road extension from Flealand to I-165, including bridge over the interstate spur.	SPP	2025	C	9,520,000
3-8852.00	KY-884	Reconstruct KY-884 from Long Road to I-165 (MP 5.516 to MP 7.438) (Bridge over I-165 under 3-8818)	SPP	2024	R	2,610,000
				2024	U	4,240,000
				2025	C	7,480,000
3-8853.00	US-31W	Minor widening (2+1 concept) from Warren/Simpson County line to Buchanon Park.	SPP	2024	U	4,290,000
				2025	C	14,240,000
3-8854.00	KY-234	Major widening/reconstruction of Cemetery Road (KY-234) from Fountain Trace to Roger Porter Road (MP 7.878 to MP 9.625).	SPP	2024	R	3,150,000
				2024	U	3,380,000
				2025	C	7,280,000
3-8857.00	US-31W	Widen US-31W from Campbell Lane (US-231) to University Boulevard (US-231X). MP 10.561 to 11.817	SPP	2027	C	3,800,000
3-8904.10	US-31W	Widen US-31W from Park Avenue to Fairview Avenue. MP 13.698 to 14.669	SPP	2025	U	4,000,000
				2026	C	2,870,000
3-9009.00	US-31W	Construct reduced crossing u-turn to enhance safety at Bristow Elementary School.	SPP	2024	C	640,000
3-80005.00	KY-242	Add left turning lane on KY 242 into Richpond Elementary School at milepoint 3.8 to 3.95.	SPP	2024	C	280,000
3-80051.00	KY-3225	Safety improvements and rehabilitation on KY-3225. Keep existing footprint by replacing curblin in same location from MP 0 to MP 1.00.	SPP	2024	R	1,230,000
				2024	U	110,000
				2025	C	1,350,000
3-80052.00	KY-234	Extend the 5-lane section of KY 234 (Fairview Avenue) from MP 11.9 to MP 12.4. Improvements may include a roundabout, turn lane, and a signal at Hampton Drive.	SPP	2024	R	220,000
				2025	U	1,760,000
				2026	C	1,710,000
3-80201.00 / 3-80212.00	CS-1432	Reduce congestion and increase safety on Cave Mill Road/Dishman Lane from the end of the three-lane section near Raintree Drive (MP 0.570) to just east of Grider Pond Road.	SPP	2025	R	6,500,000
				2025	U	6,200,000
				2027	C	12,400,000

TABLE 13 | STATE FUNDED PROJECTS

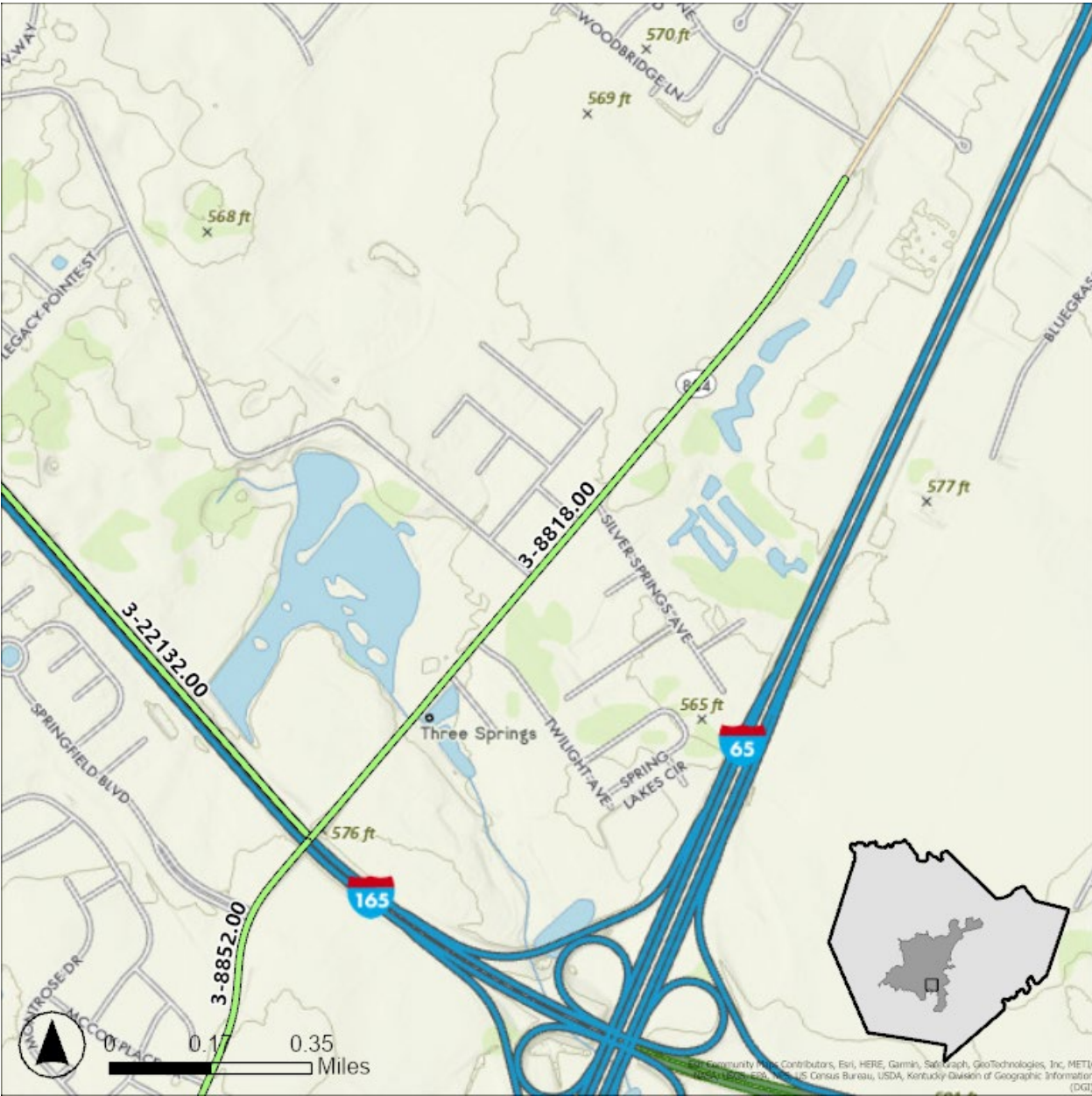
KYTC ID	ROUTE	PROJECT DESCRIPTION	FUND TYPE	YEAR	PHASE	COST (\$)
3-80204.00	CR-1060	Improve connectivity to Transpark.	SPP	2024	C	6,900,000
3-80214.00	KY-101	Construct a two-lane roundabout at the intersection of KY-101 and the I-65 southbound entrance and exit ramps in Smiths Grove. Widen the existing I-65 southbound exit ramp to two lanes and extend the beginning point of the ramp approximately five-hundred feet.	SPP	2026	R	1,000,000
				2026	U	1,000,000
				2027	C	7,500,000
TOTAL SPP FUNDING						117,230,000

Informational Supplement Project Tables and Maps

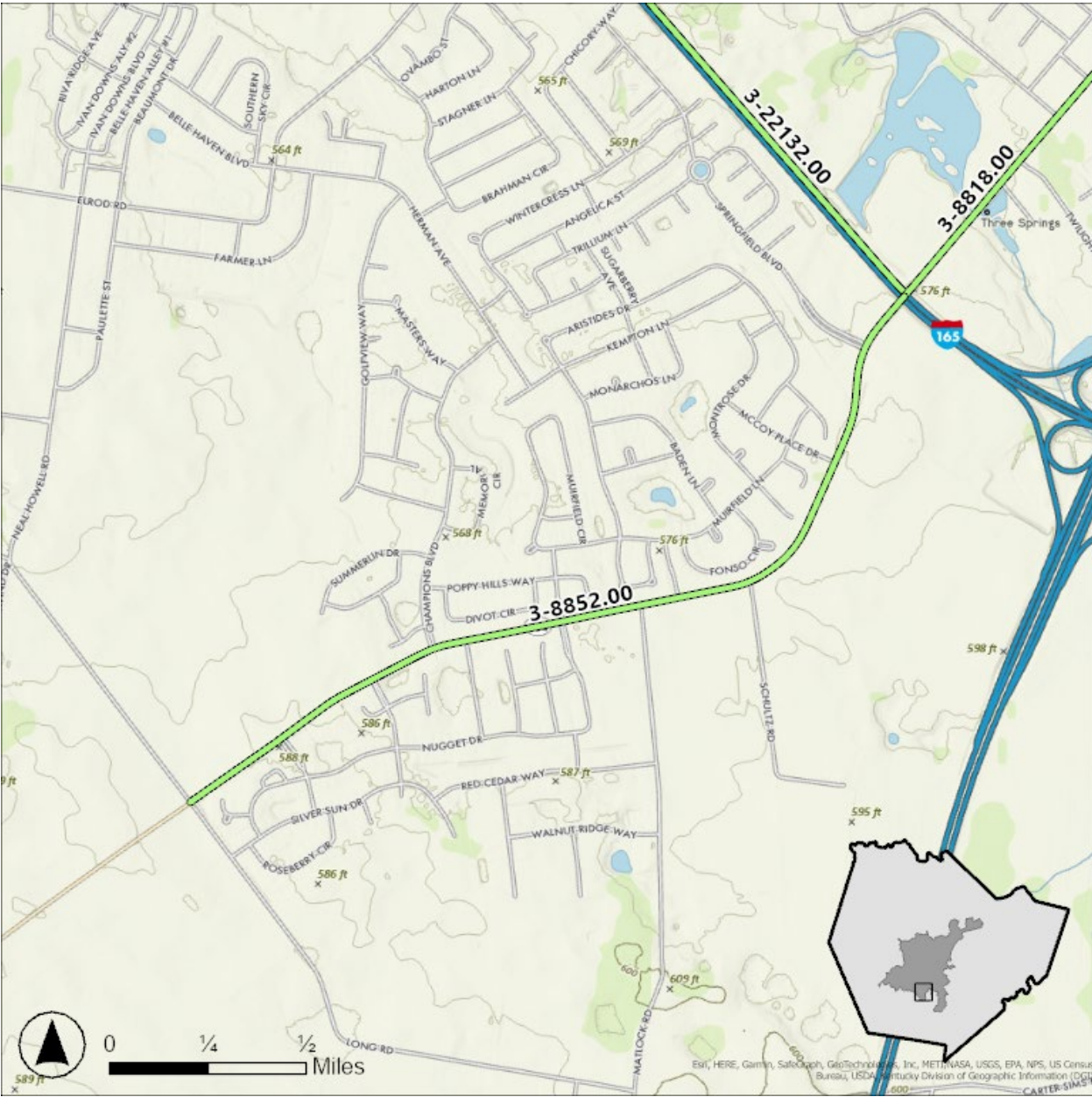
State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-182.00	KY-622	Reconstruct KY 622 (Plano Rd) to eliminate two right-angle curves.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R	\$ 260,000						\$ 260,000
SPP	U	\$ 380,000						\$ 380,000
SPP	C	\$ 930,000						\$ 930,000
TOTAL								\$ 1,570,000



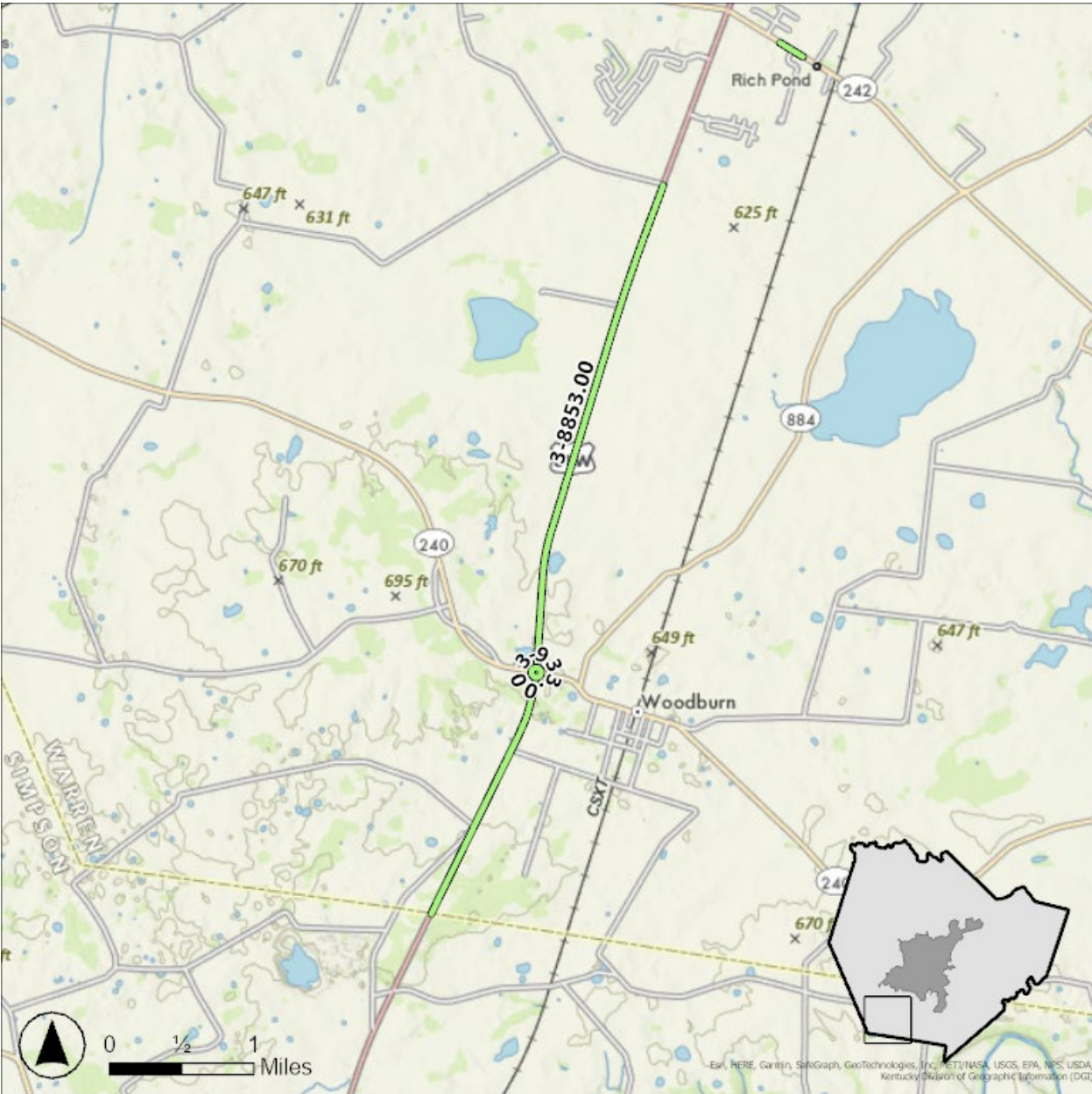
State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-8818.00	KY-884	Three Springs Road extension from Flealand to I-165, including bridge over the interstate spur.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	C		\$ 9,520,000					\$ 9,520,000
								\$ 9,520,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-8852.00	KY-884	Reconstruct KY-884 from Long Road to I-165 (MP 5.516 to MP 7.438) (Bridge over I-165 under 3-8818)						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R	\$2,610,000						\$ 2,610,000
SPP	U	\$4,240,000						\$ 4,240,000
SPP	C		\$ 7,480,000					\$ 7,480,000
								\$ 14,330,000

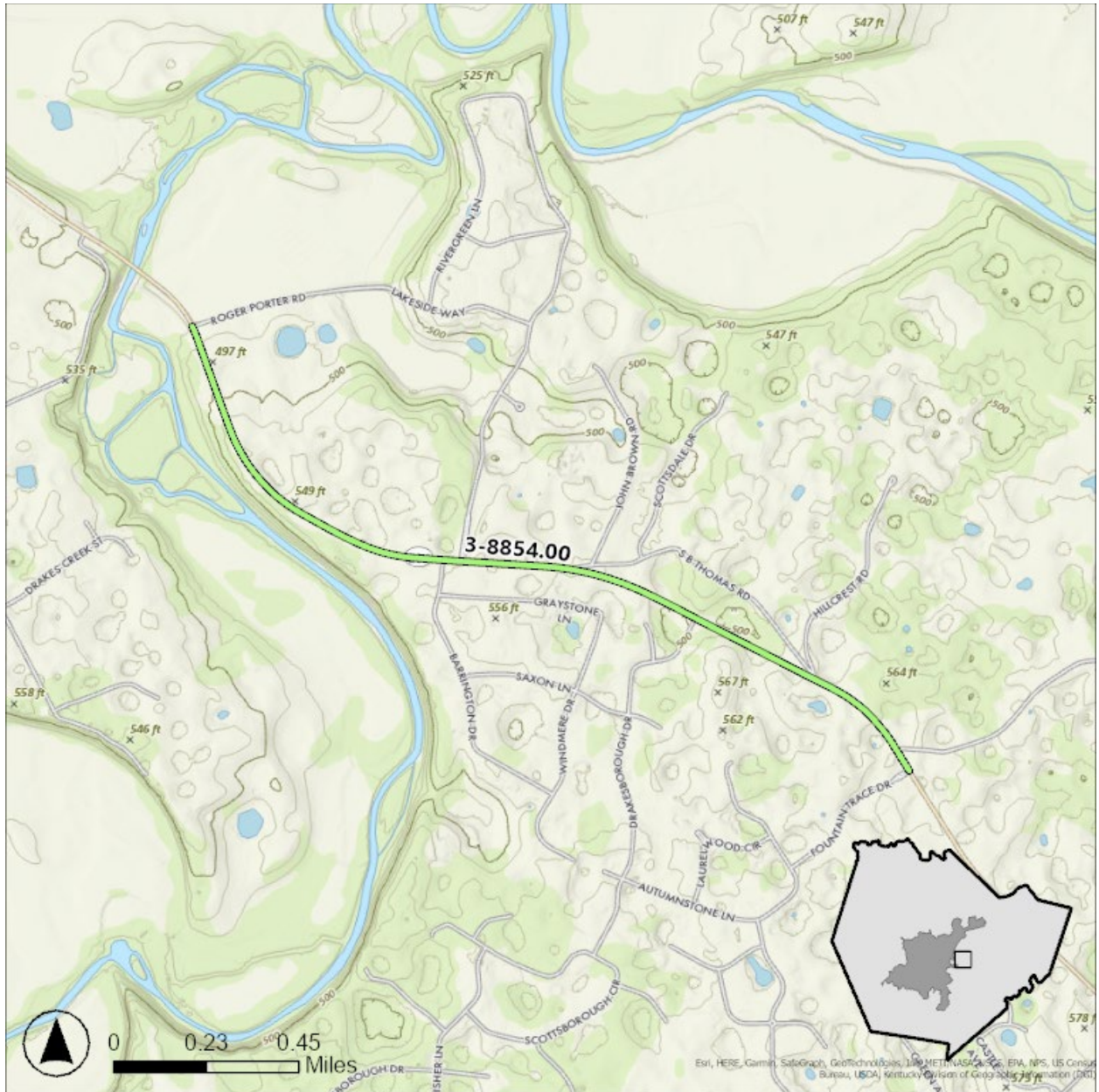


State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-8853.00	US-31W	Minor widening (2+1 concept) from Warren/Simpson County line to Buchanan Park.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	U	\$4,290,000						\$ 4,290,000
SPP	C		\$14,240,000					\$ 14,240,000
								\$ 18,530,000

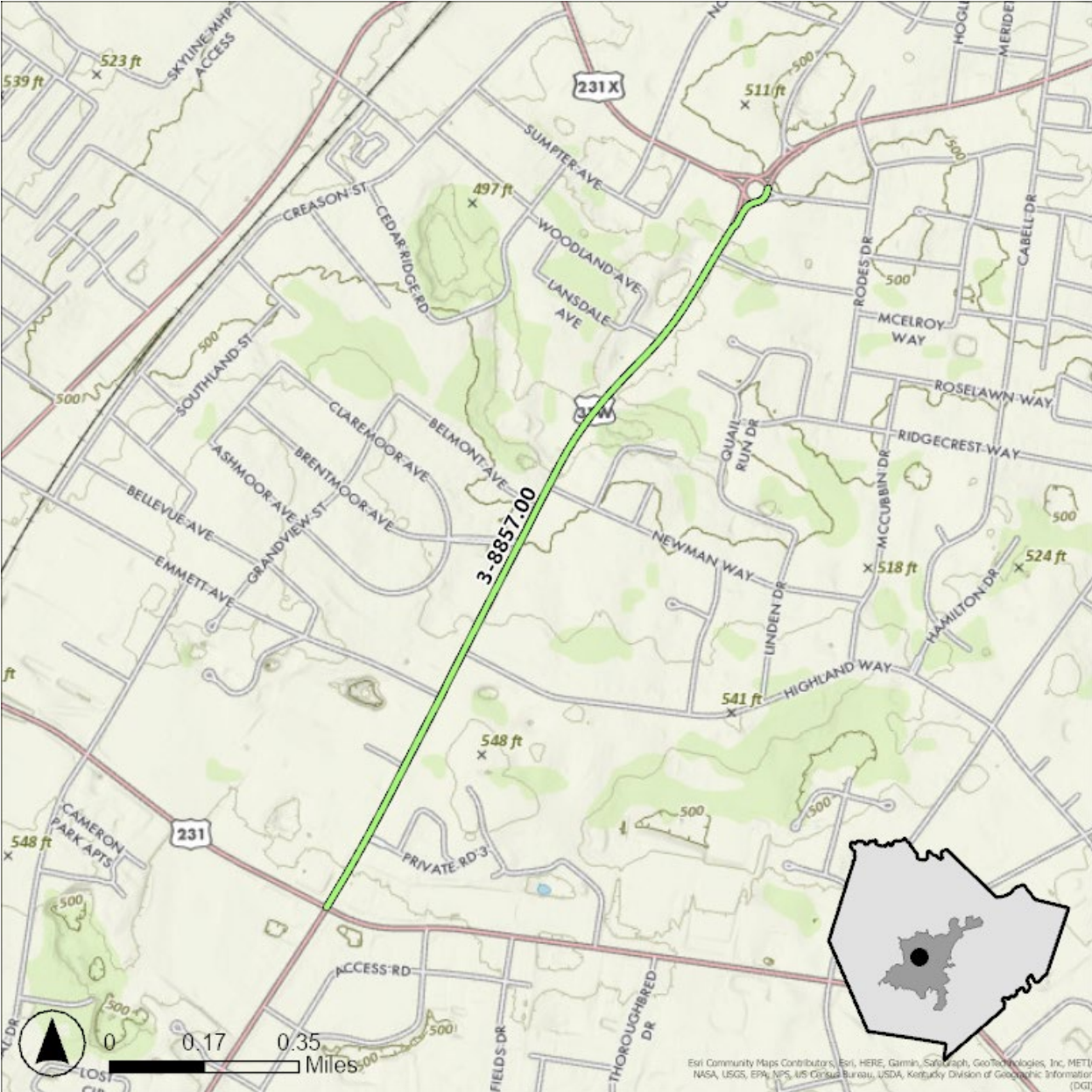


State Funded Transportation Projects

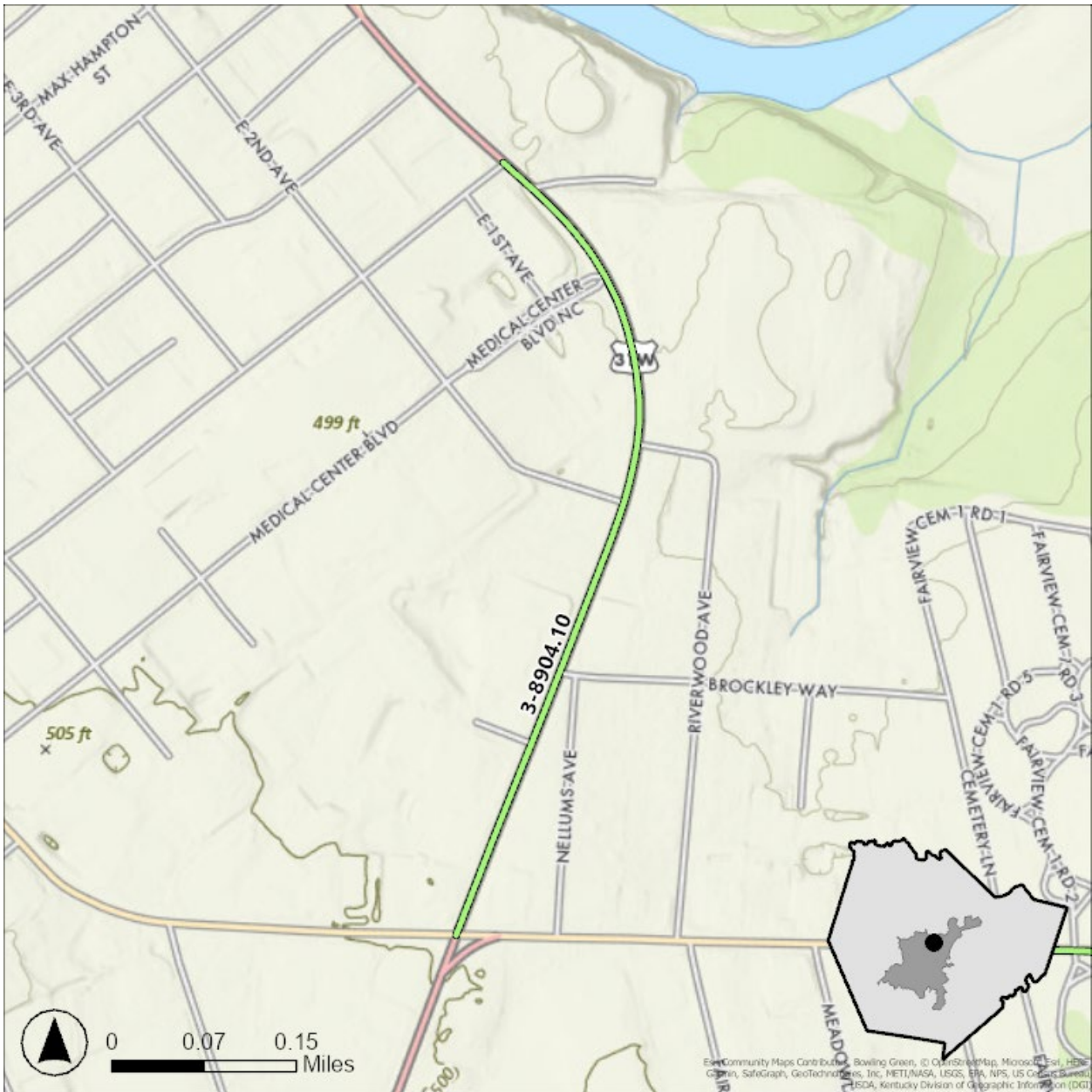
KYTC ID	Route	Project Description						
3-8854.00	KY-234	Major widening/reconstruction of Cemetery Road (KY-234) from Fountain Trace to Roger Porter Road (MP 7.878 to MP 9.625).						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R	\$3,150,000						\$ 3,150,000
SPP	U	\$3,380,000						\$ 3,380,000
SPP	C		\$ 7,280,000					\$ 7,280,000
								\$ 13,810,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-8857.00	US-31W	Widen US-31W from Campbell Lane (US-231) to University Boulevard (US-231X). MP 10.561 to 11.817						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	C				\$ 3,800,000			\$ 3,800,000
TOTAL								\$ 3,800,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-8904.10	US-31W	Widen US-31W from Park Avenue to Fairview Avenue. MP 13.698 to 14.669						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	U		\$ 4,000,000					\$ 4,000,000
SPP	C			\$2,870,000				\$ 2,870,000
TOTAL								\$ 6,870,000



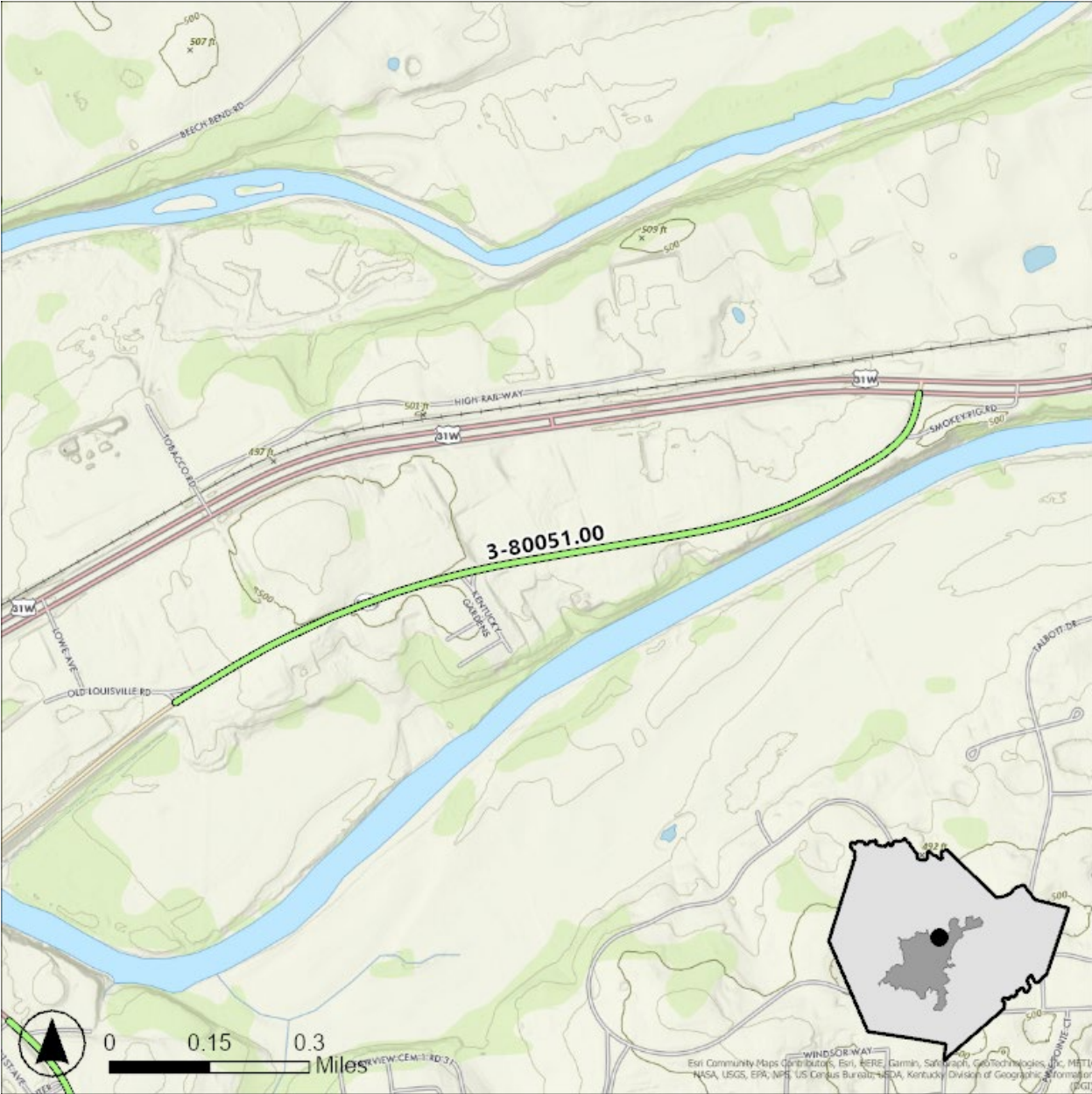
State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-9009.00	US-31W	Construct reduced crossing u-turn to enhance safety at Bristow Elementary School.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	C	\$ 640,000						\$ 640,000
								\$ 640,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-80005.00	KY-242	Add left turning lane on KY 242 into Richpond Elementary School at milepoint 3.8 to 3.95.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	C	\$ 280,000						\$ 280,000
								\$ 280,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-800051.00	KY-3250	Safety improvements and rehabilitation on KY-3225. Keep existing footprint by replacing curbline in same location from MP 0 to MP 1.00.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R	\$ 1,230,000						\$ 1,230,000
SPP	U	\$ 110,000						\$ 110,000
SPP	C		\$ 1,350,000					\$ 1,350,000
								\$ 2,690,000



State Funded Transportation Projects

KYTC ID	Route	Project Description						
3-80052.00	KY-234	Extend the 5-lane section of KY 234 (Fairview Avenue) from MP 11.9 to MP 12.4.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R	\$ 220,000						\$ 220,000
SPP	U		\$ 1,760,000					\$ 1,760,000
SPP	C			\$1,710,000				\$ 1,710,000
								\$ 3,690,000

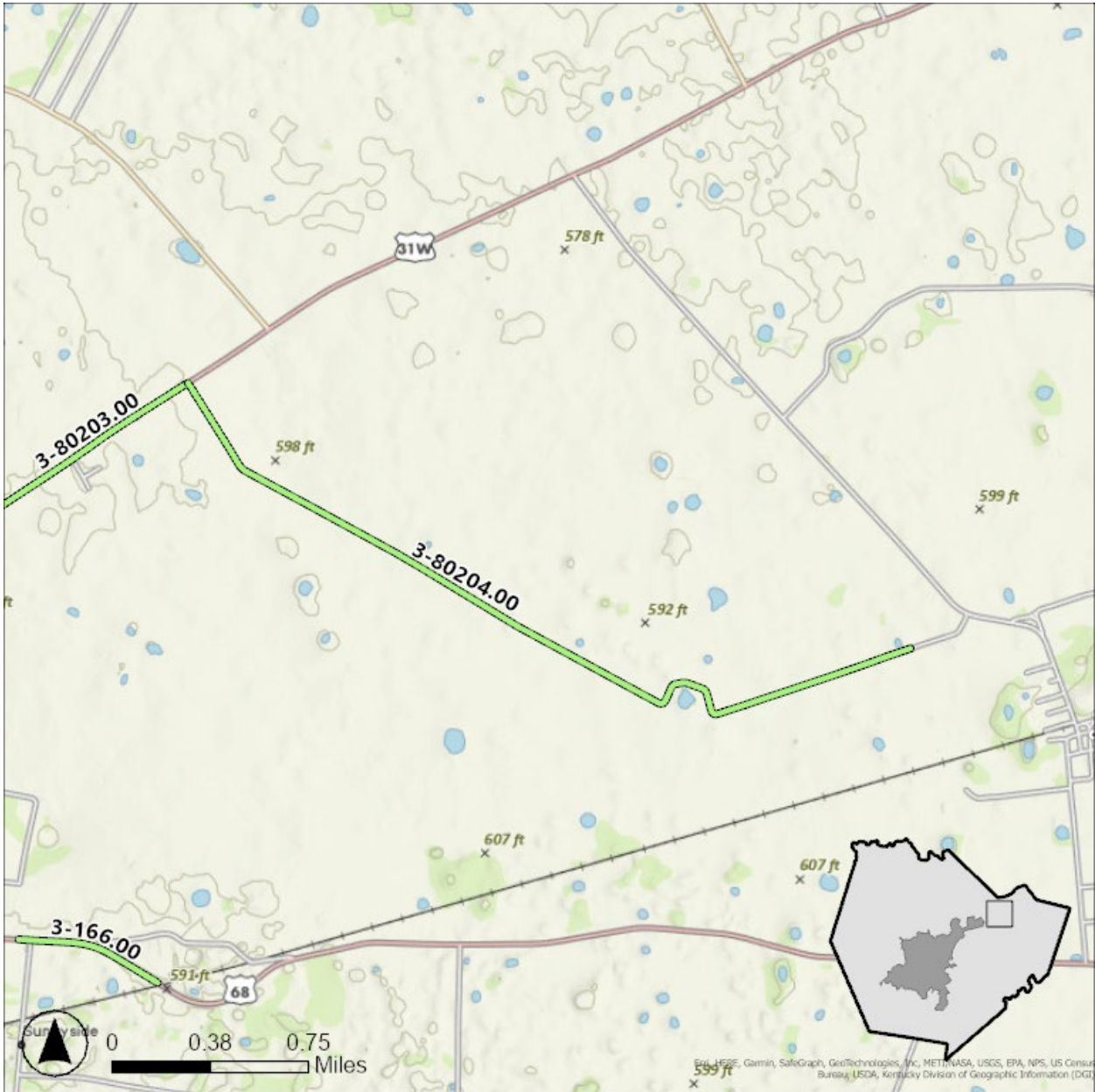


State Funded Transportation Projects

KYTC ID	Route	Project Description						
3-80201.00 / 3-80212.00	CS-1432	Reduce congestion and increase safety on Cave Mill Road/Dishman Lane from the end of the three-lane section near Raintree Drive (MP 0.570) to just east of Grider Pond Road.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R		\$ 6,500,000					\$ 6,500,000
SPP	U		\$ 6,200,000					\$ 6,200,000
SPP	C				\$ 12,400,000			\$ 12,400,000
								\$ 25,100,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-80204.00	CR-1060	Improve connectivity to Transpark.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	C	\$6,900,000						\$ 6,900,000
								\$ 6,900,000



State Funded Transportation Projects								
KYTC ID	Route	Project Description						
3-80214.00	KY-101	Construct a two-lane roundabout at the intersection of KY-101 and the I-65 southbound entrance and exit ramps in Smiths Grove. Widen the existing I-65 southbound exit ramp to two lanes and extend the beginning point of the ramp approximately five-hundred feet.						
Fund Type	Phase	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Funding
SPP	R			\$1,000,000				\$ 1,000,000
SPP	U			\$1,000,000				\$ 1,000,000
SPP	C				\$ 7,500,000			\$ 7,500,000
								\$ 9,500,000

