

**OWENSBORO-DAVIESS COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
2019-2024**



Prepared by the
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This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration, Federal Highway Administration, Kentucky Transportation Cabinet, City of Owensboro, Kentucky, and Daviess County, Kentucky. This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Green River Area Development District, based upon project information submitted by sponsoring agencies.

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INTRODUCTION

The Federal Highway Act of 1962 requires all urbanized areas of 50,000 people or more to form a Metropolitan Planning Organization to create a comprehensive urban transportation planning process for the region. The MPO is responsible for transportation planning activities that lead to the expenditure of federal surface transportation funds within the designated MPO planning area. The Owensboro-Daviess County MPO is comprised of the City of Owensboro and Daviess County, KY. The Green River Area Development District (GRADD) is the designated staff agency for the MPO.

The Owensboro-Daviess County MPO is made up of a Policy Committee and a Technical Advisory Committee. The Policy Committee sets policies for the MPO and also has the final decision-making responsibilities for transportation planning and programming issues. The MPO's Technical Advisory Committee (TAC) is tasked with providing guidance for the technical aspects of the MPO's work. The TAC is made up of planners, engineers, economic development leaders and emergency response leaders of the jurisdictions and agencies comprising the MPO. The TAC guides the development of the Transportation Improvement Program (TIP) and the projects included in the TIP. The TAC will make a recommendation to the Policy Committee, which will provide final approval of the TIP. The membership of the TAC and Policy Committee can be found in **Tables 14 and 15 on Page 44**.

The Owensboro-Daviess County MPO conducts the urban transportation planning process for the Owensboro-Daviess County area. Components in this process are the Owensboro-Daviess County Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The MTP is a long-range transportation plan that addresses the future needs and travel demand within the MPO area for the next 20+ years. It lists the goals, visions and projected transportation projects for the MPO area.

The TIP is a fiscally constrained, short-range program providing a prioritized list of multimodal projects in the Owensboro-Daviess County Metropolitan Planning Organization area for the next six years.

The TIP provides an overview of how transportation revenues will be invested over a six-year period by state and local agencies that have legal responsibility to build, operate and maintain the state's highway, street and public transit systems. TIP projects come from the MPO's Metropolitan Transportation Plan (MTP) and the TIP reflects the investment priorities established in the MTP. Federal law requires expenditures in the TIP to be consistent with the MTP. The MPO develops the TIP collaboratively with the City of Owensboro and Daviess County governments, transit and transportation agencies, and the Kentucky Transportation Cabinet. Once adopted by the MPO, the TIP will be sent to the office of the Governor of Kentucky for approval, then included in the KYTC Statewide Transportation Improvement Program.

Inclusion in the TIP is a prerequisite for federal funding. Highway projects are customarily divided into the phases of planning, design, right-of-way acquisition, utility relocation and construction. These phases occur over a period of years and scheduled in the TIP in accordance with the project's actual progress and the availability of funding.

The TIP is prepared in accordance with the Participation Plan of the Owensboro-Daviess County MPO. It requires that the MPO develop and use a public 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 MPO's Participation Plan at http://www.gradd.com/files/PDF/Participation_plan.pdf for more information).

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



PROJECT ORIGIN AND PRIORITIZATION

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

The MPO Policy Committee identifies projects that serve to implement the MTP. The TIP may include projects that address highway, transit and bicycle/pedestrian needs. The TIP is inclusive of all projects that utilize federal funds and all regionally significant projects that utilize state and local funds; therefore, the TIP is a total program of transportation improvements.

Prior to projects being selected for the TIP, each project is evaluated and ranked through the MPO's Metropolitan Transportation Plan prioritization process. This prioritization process is based on the MPO's goals and objectives. The goals and objectives of the MPO are based on the 10 federal planning factors and issues of local importance. The MPO goals and planning factors are listed below.

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

Through these prioritization and ranking processes, projects are advanced into the KYTC's Highway Plan and ultimately in the MPO TIP:

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

MPO GOALS AND OBJECTIVES

1. Promote Transportation Safety

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

2. Preserve Existing Transportation Facilities & Systems

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

3. Provide an Efficient Transportation System

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

4. Enhance Connections between Transportation Systems

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

5. Support Community Development & Economic Growth

- Provide transportation service for areas of new growth and potential development
- Provide transportation service to aid in preserving existing communities and developments
- Where possible, provide transportation improvements to areas experiencing economic decline

6. Increase access and mobility for the movement of freight

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

7. Provide a Balance between Development and Quality of Life

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

8. Enhance Alternatives to Traditional Automobile/Highway Travel, Such as Transit, Bicycle, and/or Pedestrian Travel

- Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
- Promote programs encouraging the use of alternative transportation systems, such as walking trails and bicycle paths

9. Promote the Security of the Transportation System

- Increase the utilization of Intelligent Transportation Systems (ITS) to enhance the security, safety and efficiency of the transportation network

FISCAL CONSTRAINT

The Fixing America's Surface Transportation Act (FAST) requires that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. This requirement helps the MPO and the state develop a deliverable program of projects.

Although the 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 programming of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet.

In order to address the full range of transportation needs, on a statewide level and within the Owensboro-Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Owensboro-Daviess County area are identified below and on **Page 6**.

The specific projects shown in the Project Listing tables on **Pages 11 and 12** have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

Table 2 on Page 9 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.

TIP APPROVAL PROCESS

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who in turn submits it to the Federal Highway Administration and the Federal Transit Administration. KYTC uses the TIP as a basis for preparing its requests for federal funding.

PROJECT TYPES AND PROJECT FUNDING CLASSIFICATIONS

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

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

- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP/SAF – Highway Safety Improvement Program
- NHPP/NH – National Highway Performance Program
 - ◆ IM – Interstate Maintenance
 - ◆ NH – National Highway
 - ◆ BRO – Federal Bridge Replacement on Federal System
- RRP – Safety – Railroad Protection
- RRS – Safety – Railroad Separation
- STPG/STP – Surface Transportation Block Grant Program
 - ◆ TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Program)
 - ◆ BRX – Federal Bridge Replacement off Federal System
 - ◆ BRZ – Federal Bridge Replacement Local System

State Programs

- SP – State Construction Funds
- SPB – State Bonds
- SPP – State Construction High Priority

PUBLIC PARTICIPATION

The FY 2019-2024 Owensboro-Daviess County MPO TIP was developed in accordance with the MPO's Participation Plan. To ensure the TIP received proper review, the MPO placed a public notice in the November 27, 2018, edition of the Owensboro Messenger-Inquirer. The required 30-day public comment period began on November 28, 2018, and ran through January 4, 2019. The document was available for review at the GRADD office, the Daviess County Public Library, Owensboro City Hall's reception desk, the office of the Daviess County Judge/Executive. The TIP also was placed on the MPO website: http://www.gradd.com/TRAN/Oboro_Daviess_MPO/. Electronic copies of the TIP were provided to the Daviess County Public Library, Owensboro City Hall and Daviess County Fiscal Court, with a request to post it on the those organizations' respective web sites.

Two public hearings were held to receive comments: The first was held at 4:30 p.m. Dec. 18 in the Owensboro City Commission chambers on the fourth floor of Owensboro City Hall. The second was at 5 p.m. Dec. 20 in the meeting room on the second floor of the Daviess County Courthouse. It was held in conjunction with the Daviess County Fiscal Court meeting. No comments were made at either meeting.

Two email comment were received. They can be read in full starting on **Page 39**.

TIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

Occasionally, project information listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the MPO when such changes are needed to reflect current conditions for transportation projects. These changes to the TIP will be made via either Amendment or Administrative Modification:

Amendment — Revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment and re-demonstration of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period.

Administrative Modification — Minor revision to the TIP that includes changes to project costs or schedule (that do not affect fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (See Grouped Projects Table section below) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint. Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan: http://www.gradd.com/files/PDF/Participation_plan.pdf.

AIR QUALITY

The planning area for the Owensboro-Daviess 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 health standards set forth in the Clean Air Act. Because Daviess County previously has been in non-attainment, it is eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow 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 noncontroversial and produce negligible impacts – other than positive benefits for safety, traffic operations or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Various” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP.

Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved for funding. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories used by the Owensboro-Daviess County MPO are shown in **Table I** on **Page 8**. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the KYTC/FHWA Consolidated Planning Guidance. This was done for applicability to the Owensboro-Daviess County area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, please see to the Fiscal Constraint section of this document on **Page 4** for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

TABLE I
GROUPED PROJECTS

| PROJECT TYPE |
|---|
| 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) |
| Commuter Ridesharing Program |
| Bicycle Accommodation/Facilities |
| Pedestrian Improvement/Facilities |
| Park and 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 |

SUMMARY OF FUNDING

This table 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
FY 2019-2024 SUMMARY OF FUNDING

| FISCAL YEAR | | FUNDING TYPE | | | | TOTAL |
|-----------------------------|----------------|--------------|--------------|-----------|---------------|---------------|
| | | NH | BLD | SAF | STP | |
| Carryover from Previous TIP | Estimated Cost | | | \$705,000 | | \$705,000 |
| | Revenue | | | \$705,000 | | \$705,000 |
| 2019 | Estimated Cost | \$1,539,070 | \$5,950,000 | | \$19,230,930 | \$26,720,000 |
| | Revenue | \$1,539,070 | \$5,950,000 | | \$19,230,930 | \$26,720,000 |
| 2020 | Estimated Cost | \$44,302,540 | \$8,450,000 | | \$12,040,000 | \$64,792,540 |
| | Revenue | \$44,302,540 | \$8,450,000 | | \$12,040,000 | \$64,792,540 |
| 2021 | Estimated Cost | | | | \$5,755,000 | \$5,755,000 |
| | Revenue | | | | \$5,755,000 | \$5,755,000 |
| 2022 | Estimated Cost | \$1,206,750 | | | \$22,322,250 | \$23,529,000 |
| | Revenue | \$1,206,750 | | | \$22,322,250 | \$23,529,000 |
| 2023 | Estimated Cost | | | | \$13,420,000 | \$13,420,000 |
| | Revenue | | | | \$13,420,000 | \$13,420,000 |
| 2024 | Estimated Cost | | | | \$39,860,000 | \$39,860,000 |
| | Revenue | | | | \$39,860,000 | \$39,860,000 |
| TOTAL | Estimated Cost | \$47,048,360 | \$14,400,000 | \$705,000 | \$112,898,180 | \$174,781,540 |
| | Revenue | \$47,048,360 | \$14,400,000 | \$705,000 | \$112,628,180 | \$174,781,540 |

Fund Types:

NH — National Highway

BLD — BUILD (Better Utilizing Investments to Leverage Development)

Transportation Discretionary Grant

SAF — Highway Safety

STP — Surface Transportation Block Grant Program

COMPLETED PROJECTS

Federal law requires the TIP to include a list of projects from the previous TIP that have been completed.

TABLE 3
COMPLETED HIGHWAY PROJECTS FROM THE 2014-2019 TIP

| Route | KYTC ID | Phase♦ | Year | Funding Type* | Amount | Project Description |
|------------------------------------|-----------|--------|------|---------------|-------------|---|
| US 60 | 02-287.52 | C | 2015 | HPP | \$3,404,040 | Extend US 60 from its current end to Pleasant Valley Road |
| PR 1212 (Panther Creek Park Drive) | 02-0076 | R | 2015 | BRZ | \$120,000 | Replace bridge on PR 1212 (Panther Creek Park Drive) over tributary of Panther Creek 0.4 miles east of KY 279 |
| | | U | 2015 | BRZ | \$150,000 | |
| | | C | 2016 | BRZ | \$370,000 | |
| CR 1014 (Fields Road) | 02-084 | D | 2015 | BRZ | \$215,000 | Replace bridge over Barnett Fork Creek |
| | | R | 2016 | BRZ | \$75,000 | |
| | | U | 2016 | BRZ | \$75,000 | |
| | | C | 2016 | BRZ | \$350,000 | |

*** Fund Types:**

HPP — National Highway Performance Program
BRZ — Federal Bridge Replacement Local System

♦ Projects may be divided into four phases:

D — Design;
R — Right-of-Way acquisition;
U — Utility realignment; and
C — Construction

TABLE 4
FY 2014-2019 COMPLETED TRANSIT PROJECTS

| Project Description | Type of Funds | FTA Formula Program | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Responsible Agency |
|---|---------------|---------------------|-----------|---------|---------|---------|---------|--------------------------|
| Purchase two Gillig 30-passenger 30-foot passenger vehicles | FTA | 5339 | \$820,000 | | | | | Owensboro Transit System |

FEDERALLY FUNDED TRANSPORTATION PROJECTS

Following is a list of federally funded transportation projects in the Owensboro-Daviess County MPO area. Pages 13-32 provide additional information and geographic detail for each project. There are no state-funded regionally significant projects.

TABLE 5
FEDERALLY FUNDED PROJECTS

| ROUTE | KYTC ID | MTP REFERENCE | DESCRIPTION | FUND TYPE* | PHASE+ | YEAR | COST |
|---------|------------------------|---------------|--|------------|--------|------|--------------|
| US 60 | 2-237 | Table 1 | Reconstruction on US 60 between Oakford Loop Road (CR 1370) to address flooding in the vicinity of the Kimberly Clark plant | STP | C | 2019 | \$2,900,000 |
| WN 9007 | 2-2092.1 | Table 2 | I-65 Spur Corridor: Modernization of existing Natcher Parkway from the Ohio-Butler County line (MP 37.143) to the US 60 interchange (MP 72.264) in Owensboro | NH | R | 2019 | \$200,000 |
| | | | | | C | 2020 | \$30,994,040 |
| KY 54 | 2-8300.00 2-8300.01 | Table 1 | Improve KY 54 from west of the US 60 Bypass to CR 1021 (Jack Hinton Rd). | STP | R | 2019 | \$15,050,000 |
| | | | | | R | 2021 | \$4,525,000 |
| | | | | | U | 2022 | \$19,170,000 |
| | | | | | U | 2023 | \$13,420,000 |
| | | | | | C | 2024 | \$33,750,000 |
| CR 1053 | 2-8813 | Table 1 | Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch (MP 1.005 to MP 1.009) | STP | C | 2020 | \$730,000 |
| KY 3143 | 2-8854 | Table 1 | Improve KY 3143 from KY 3335 to KY 54 | STP | D | 2021 | \$680,000 |
| | | | | | R | 2024 | \$2,730,000 |
| | | | | | U | 2024 | \$3,380,000 |
| KY 331 | 2-8952 | Table 2 | Widen KY 331 lane and shoulders from intersection with Second Street to Rinaldo Road (MP 0.436 to MP 2.618). Also widen Rinaldo Road from its intersection with KY 331 east 0.438 miles into the Riverport property. | BLD | D | 2019 | \$850,000 |
| | | | | | R | | \$2,600,000 |
| | | | | | U | | \$2,500,000 |
| | | | | | C | 2020 | \$8,450,000 |
| KY 2831 | 2-9004.1 | Table 3 | Offset left turn lanes along KY 2831, install supplemental signal heads and rebuild the traffic signal at the intersection of KY 2831, KY 54 and KY 81 | SAF | C | 2018 | \$243,000 |
| US 431 | 2-9004.2 | Table 3 | Construct turn lane improvements, rebuild the traffic signal and update the striping at the intersection of US 431 and Goetz/Salem Drive | SAF | C | 2018 | \$462,000 |
| CR 1068 | 2-10002 | Table 3 | Address deficiencies of Rockport Ferry Road Bridge over Kelly Creek | STP | D | 2019 | \$175,000 |
| | | | | | C | 2020 | \$647,500 |

TABLE 5 (CONTINUED)
FEDERALLY FUNDED PROJECTS

| ROUTE | KYTC ID | MTP REFERENCE | DESCRIPTION | FUND TYPE* | PHASE* | YEAR | COST |
|---------|---------|------------------|---|---------------|--------|------|-------------|
| CR 1129 | 2-10003 | Table 3 | Address deficiencies of old KY 54 bridge over branch of north fork of Panther Creek | STP | D | 2019 | \$175,000 |
| | | | | | C | 2020 | \$647,500 |
| CR 1257 | 2-10004 | Table 3 | Address deficiencies of Lyddane Bridge south bridge over Flat Rock Creek | STP | D | 2019 | \$175,000 |
| | | | | | C | 2020 | \$717,500 |
| KY 2262 | 2-10020 | Table 3 | Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana) | STP | D | 2019 | \$200,000 |
| | | | | | C | 2020 | \$2,250,000 |
| US 231 | 2-10021 | Table 3 | Address deficiencies with William H. Natcher bridge over Ohio River (Joint project with Indiana) | STP | D | 2019 | \$73,430 |
| | | | | NH | | | \$101,570 |
| | | | | STP | C | 2020 | \$4,196,000 |
| | | | | NH | | | \$5,804,000 |
| KY 764 | 2-10023 | Table 3 | Address deficiencies of KY 764 bridge over unnamed stream | STP | D | 2019 | \$70,000 |
| | | | | | C | 2020 | \$350,000 |
| KY 81 | 2-20017 | Table 3 | Address pavement condition of PCC pavement from MP 11.891 to MP 13.320 | STP | D | 2022 | \$250,000 |
| | | | | | C | 2022 | \$2,500,000 |
| KY 331 | 2-20018 | Table 3 | Address pavement condition of PCC and AC pavement from MP 0.000 to MP 0.435 | STP | D | 2021 | \$50,000 |
| | | | | | C | 2021 | \$500,000 |
| KY 2155 | 2-20019 | Table 3 | Address pavement condition of PCC pavement from MP 0.000 to MP 1.991 | STP | D | 2019 | \$37,500 |
| | | | | NH | | | \$112,500 |
| | | | | STP | C | | \$375,000 |
| | | | | NH | | | \$1,125,000 |
| WN 9007 | 2-20020 | Table 3 | Address pavement condition of William Natcher Parkway (both directions) from MP 61.553 to MP66.08 | STP | C | 2020 | \$1,059,500 |
| | | | | NH | | | \$3,178,500 |
| WN 9007 | 2-20021 | Table 3 | Address pavement condition of William Natcher Parkway (both directions) from MP 66.08 to MP 72.26 | STP | C | 2020 | \$1,442,000 |
| | | | | NH | | | \$4,326,000 |
| US 60 | 2-20047 | Table 3 | Address pavement conditions on US 60 from MP 23.77 to MP 27.54 | STP | C | 2022 | \$402,250 |
| | | | | NH | | | \$1,206,750 |

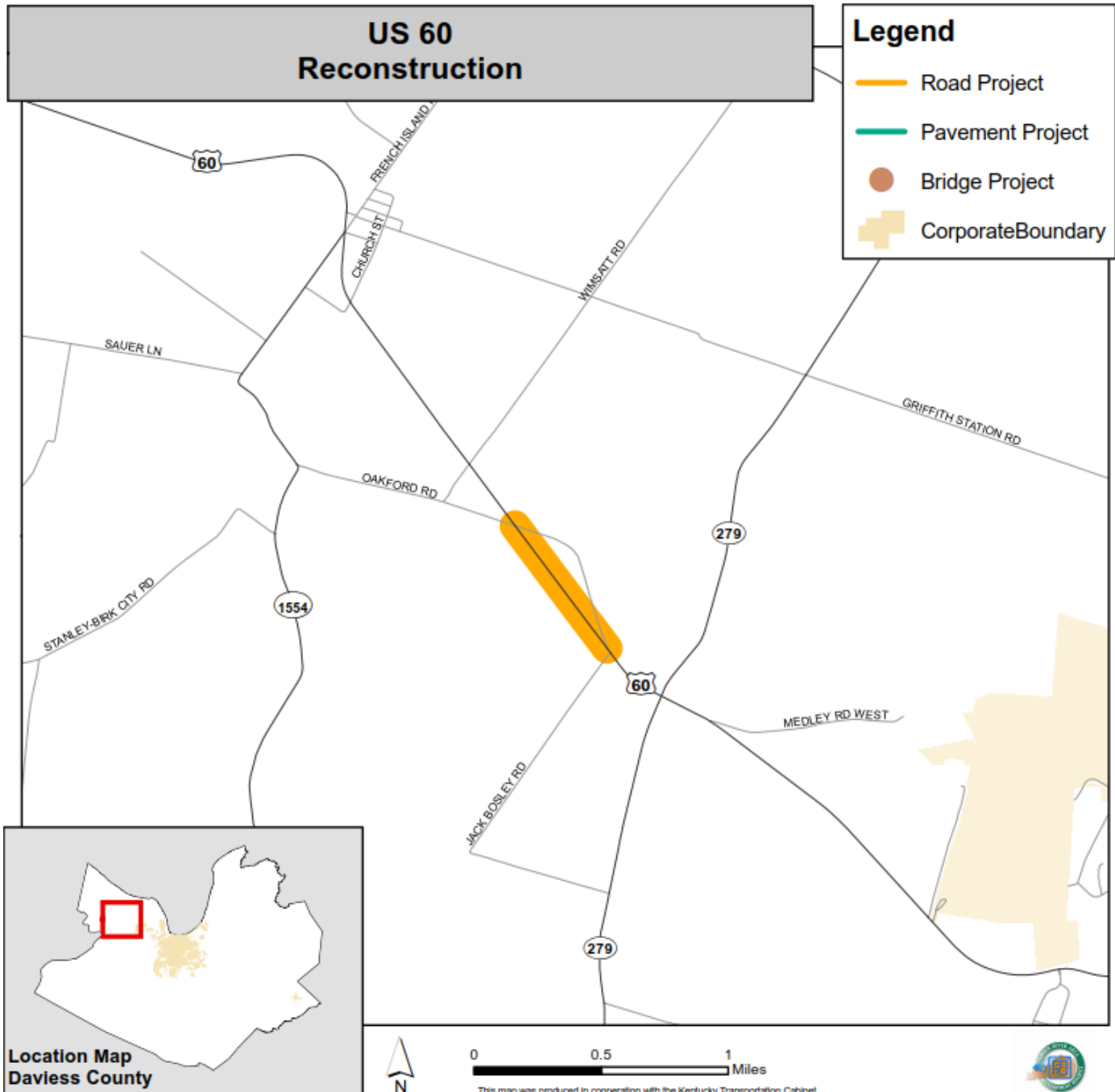
* Fund Types:

NH — National Highway
 SAF — Highway Safety
 STP — Surface Transportation Block Grant Program
 BLD — BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant

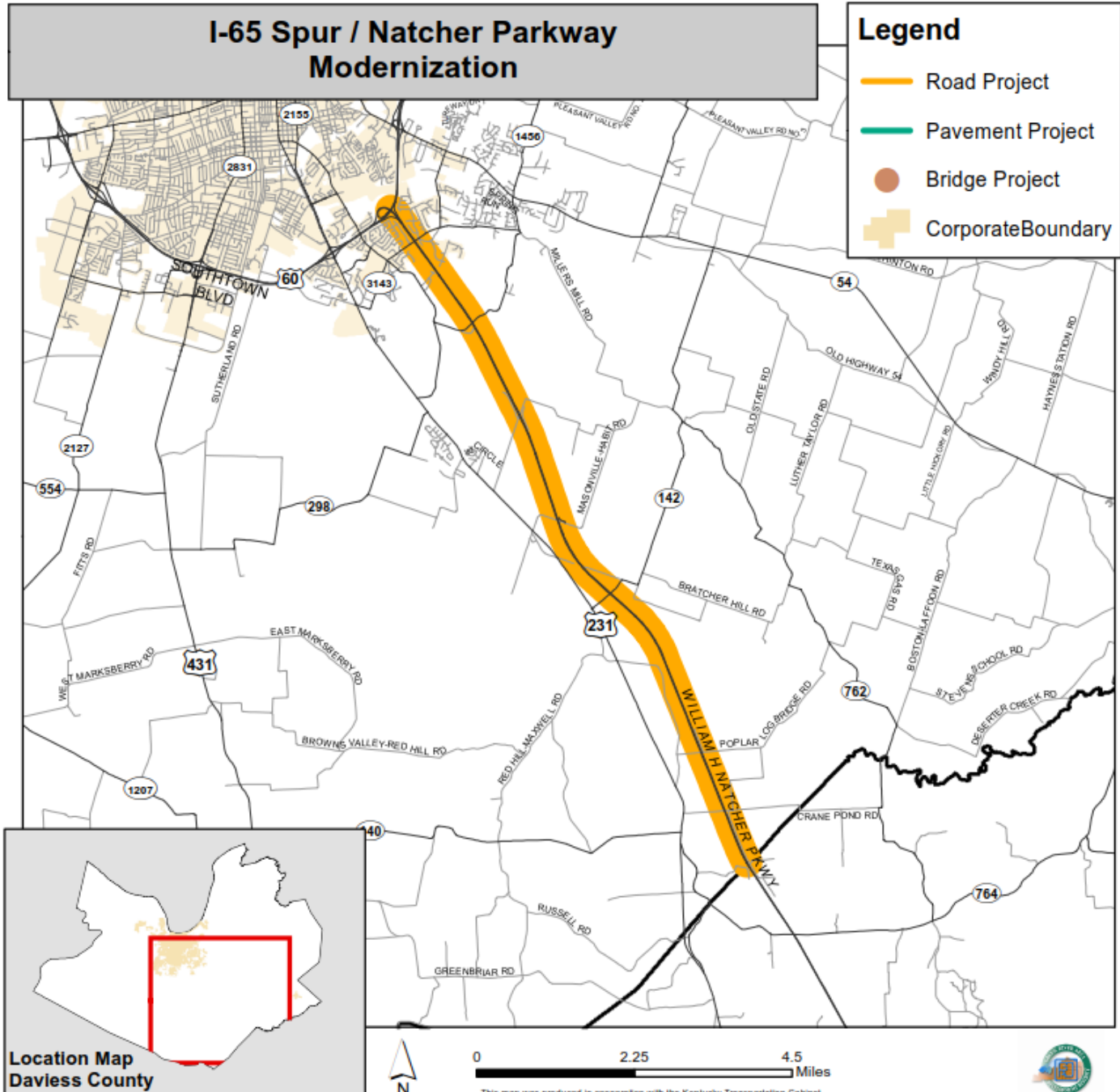
♦ Projects may be divided into four phases:

D — Design;
 R — Right-of-Way acquisition;
 U — Utility realignment; and
 C — Construction

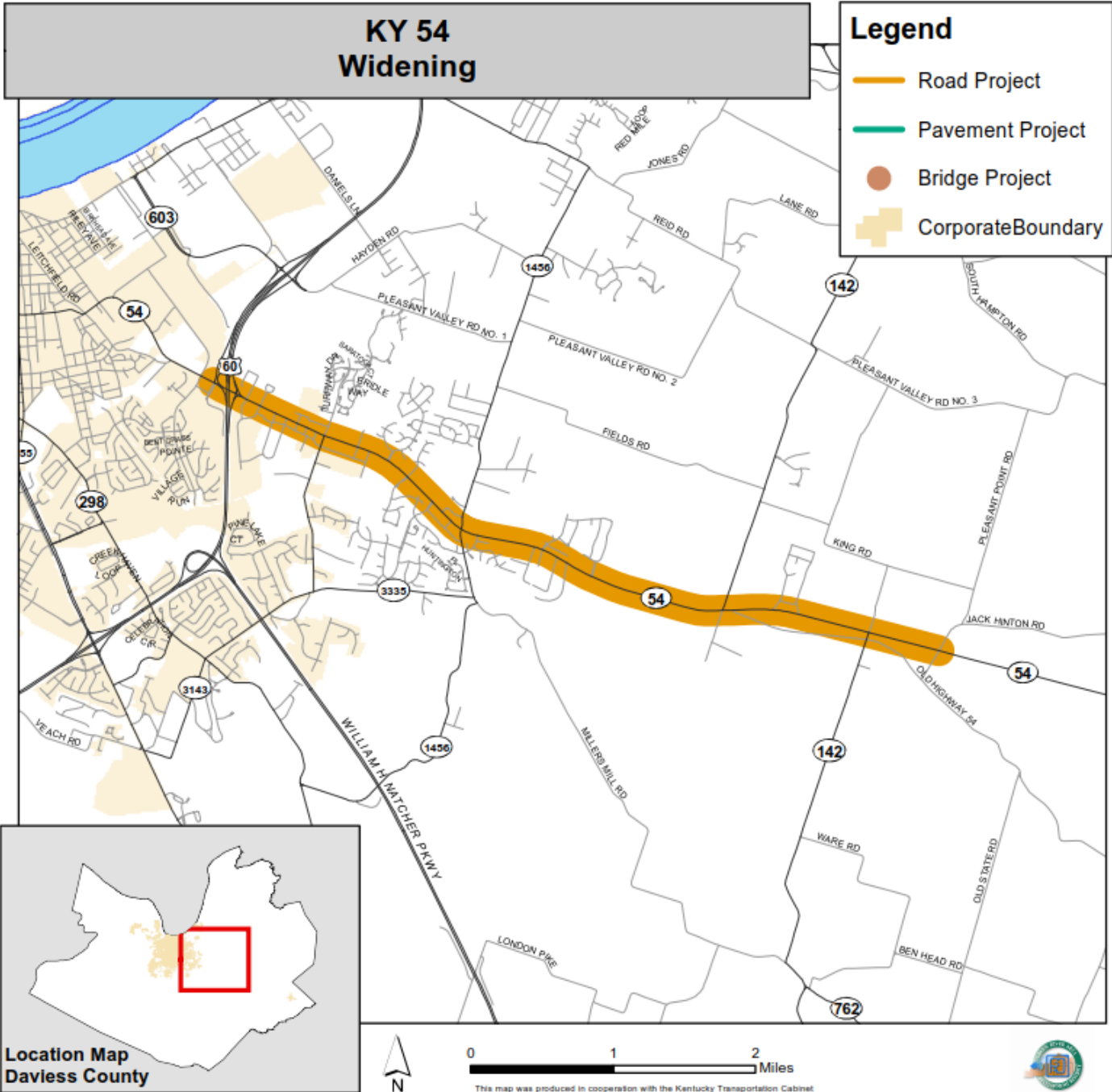
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|-------|---|-------------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-237 | US 60 | Reconstruction on US 60 between Oakford Loop Road (CR 1370) to address flooding problem in the vicinity of the Kimberly Clark plant | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | C | | \$2,900,000 | | | | | | \$2,900,000 |



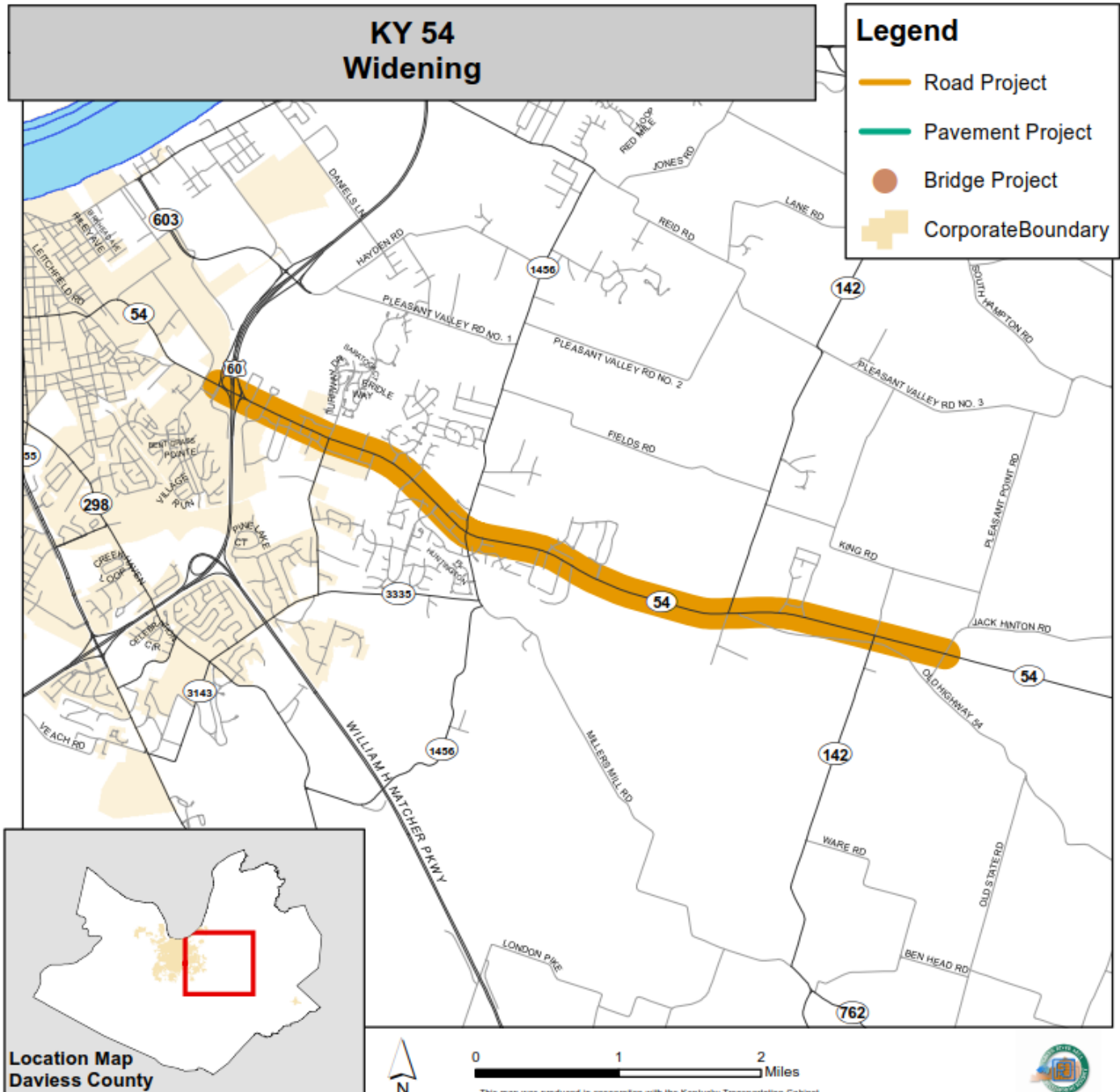
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|-----------|--------------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-2092.1 | WN 9007 | I-65 Spur Corridor: Modernization of existing Natcher Parkway from the Ohio-Butler County line (MP 37.143) to the US 60 interchange (MP 72.264) in Owensboro | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| NH | R | | \$200,000 | | | | | | \$200,000 |
| NH | C | | | \$30,994,040 | | | | | \$30,994,040 |



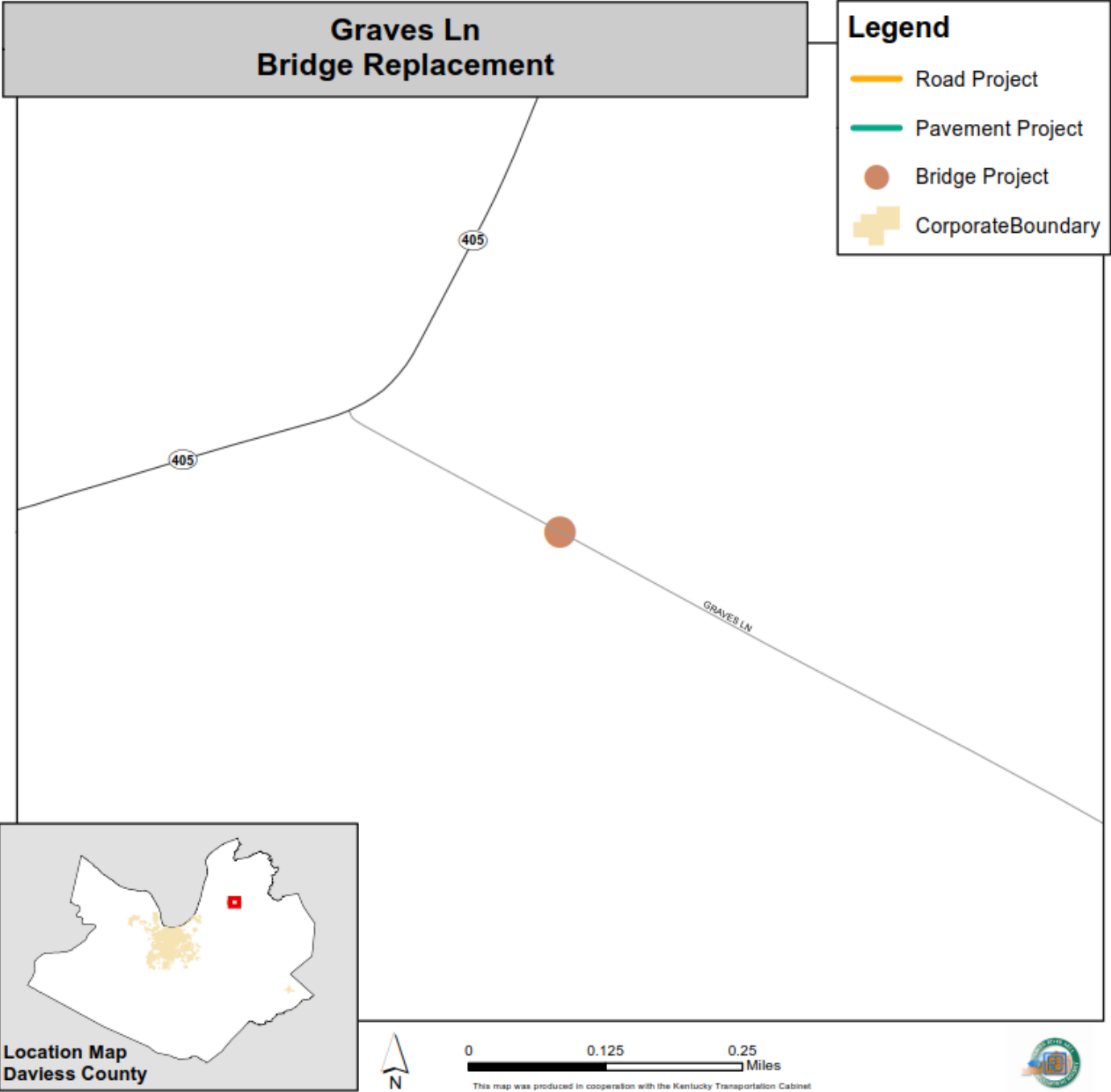
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|--|-------|--|--------------|---------|---------------|---------|---------|---------------|---------------|
| OWENSBORO-DAVISS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-8300.00 | KY 54 | Widen KY 54 between Owensboro and Whitesville from MP 2.470 to MP 8.003. | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | R | | \$15,050,000 | | | | | | |
| STP | U | | | | \$ 19,170,000 | | | | \$200,000 |
| STP | C | | | | | | | \$ 33,750,000 | \$15,000,000 |



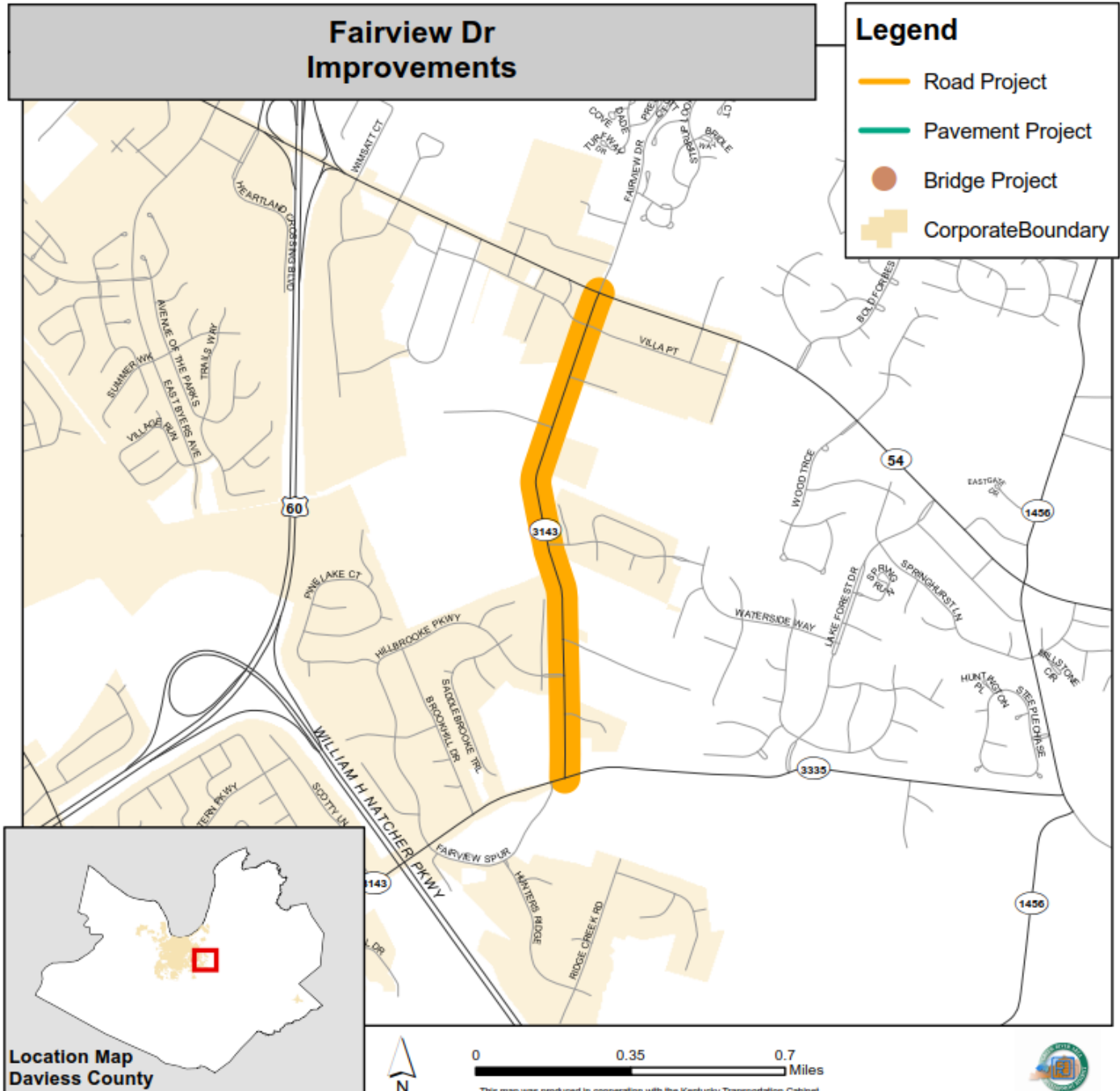
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|-------|--|---------|---------|-------------|--------------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-8300.01 | KY 54 | Widen KY 54 between Owensboro and Whitesville from MP 2.470 to MP 8.003. | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | R | | | | \$4,525,000 | | | | \$4,525,000 |
| STP | U | | | | | \$13,420,000 | | | \$13,420,000 |



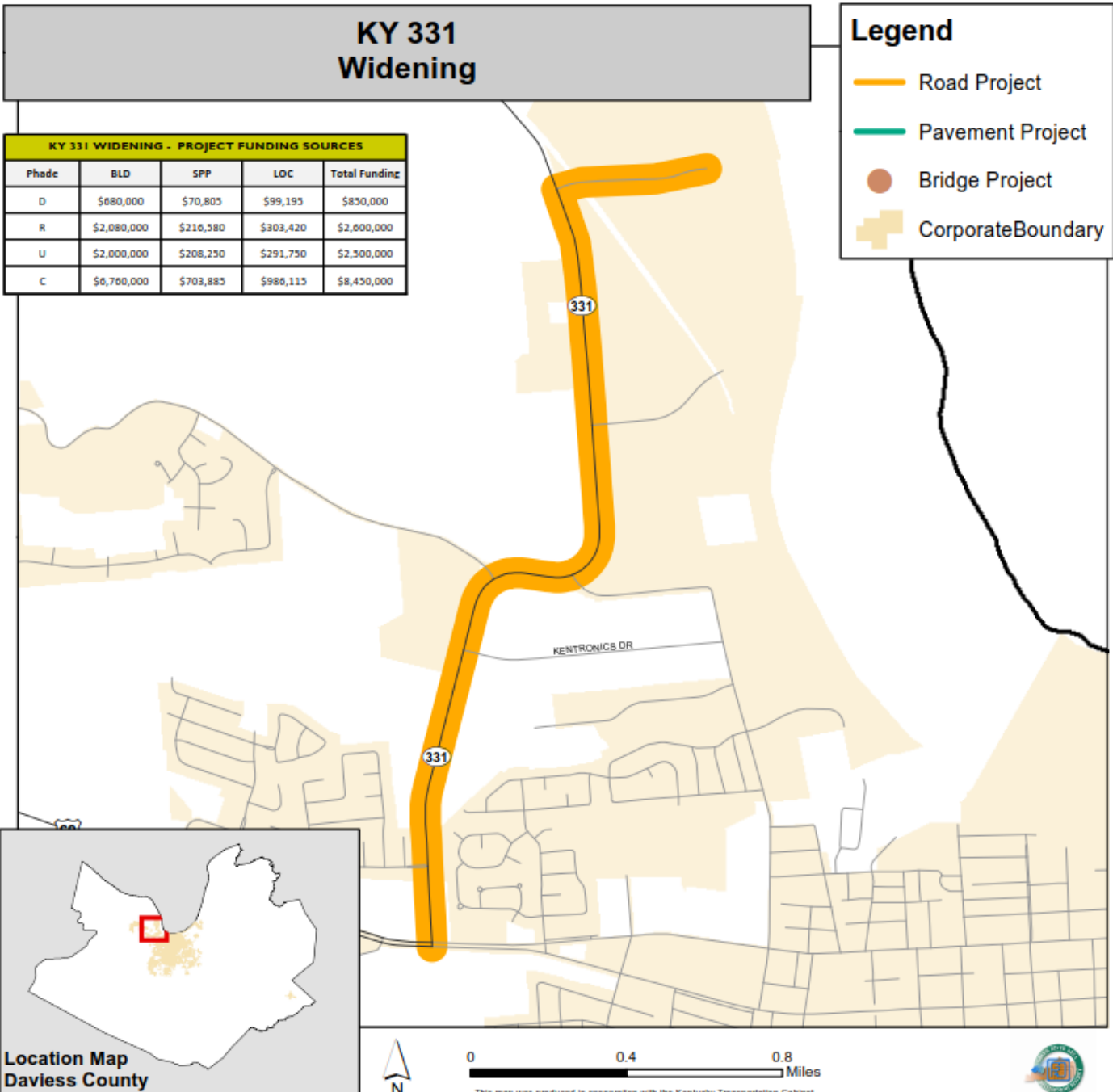
| STATE FUNDED PROJECTS | | | | | | | | | |
|---|---------|---|---------|-----------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-8813 | CS 1053 | Graves Ln bridge replacement 0.2 miles east of the junction with KY 405 (MM 1.005 - 1.009) over Allgood Ditch | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| BR | C | | | \$730,000 | | | | | \$730,000 |



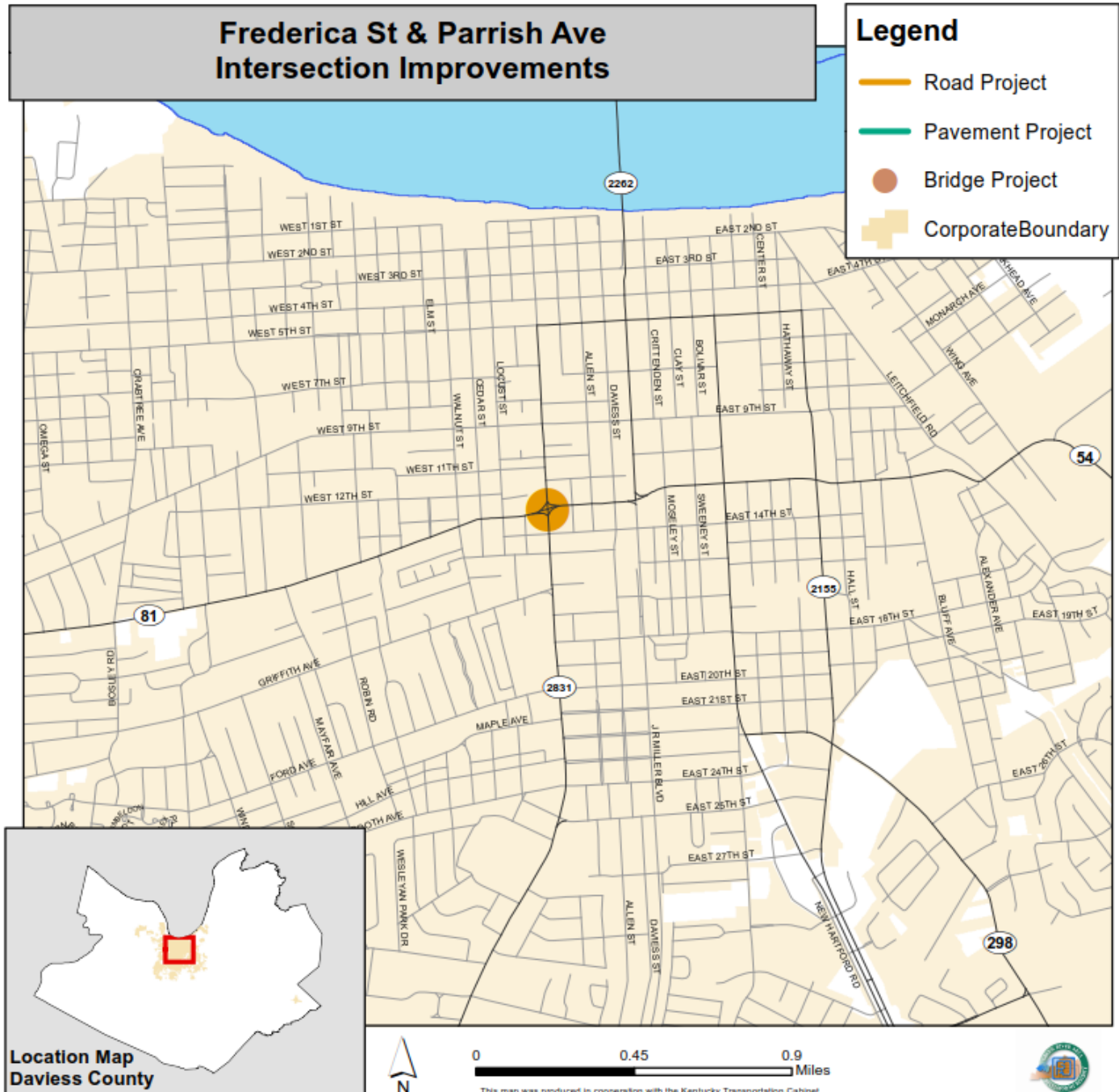
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|---------------------------------------|---------|---------|-----------|---------|---------|-------------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-8854 | KY 3143 | Improve KY 3143 from KY 3355 to KY 54 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | | | \$680,000 | | | | \$680,000 |
| STP | R | | | | | | | \$2,730,000 | \$2,730,000 |
| STP | U | | | | | | | \$3,380,000 | \$3,380,000 |



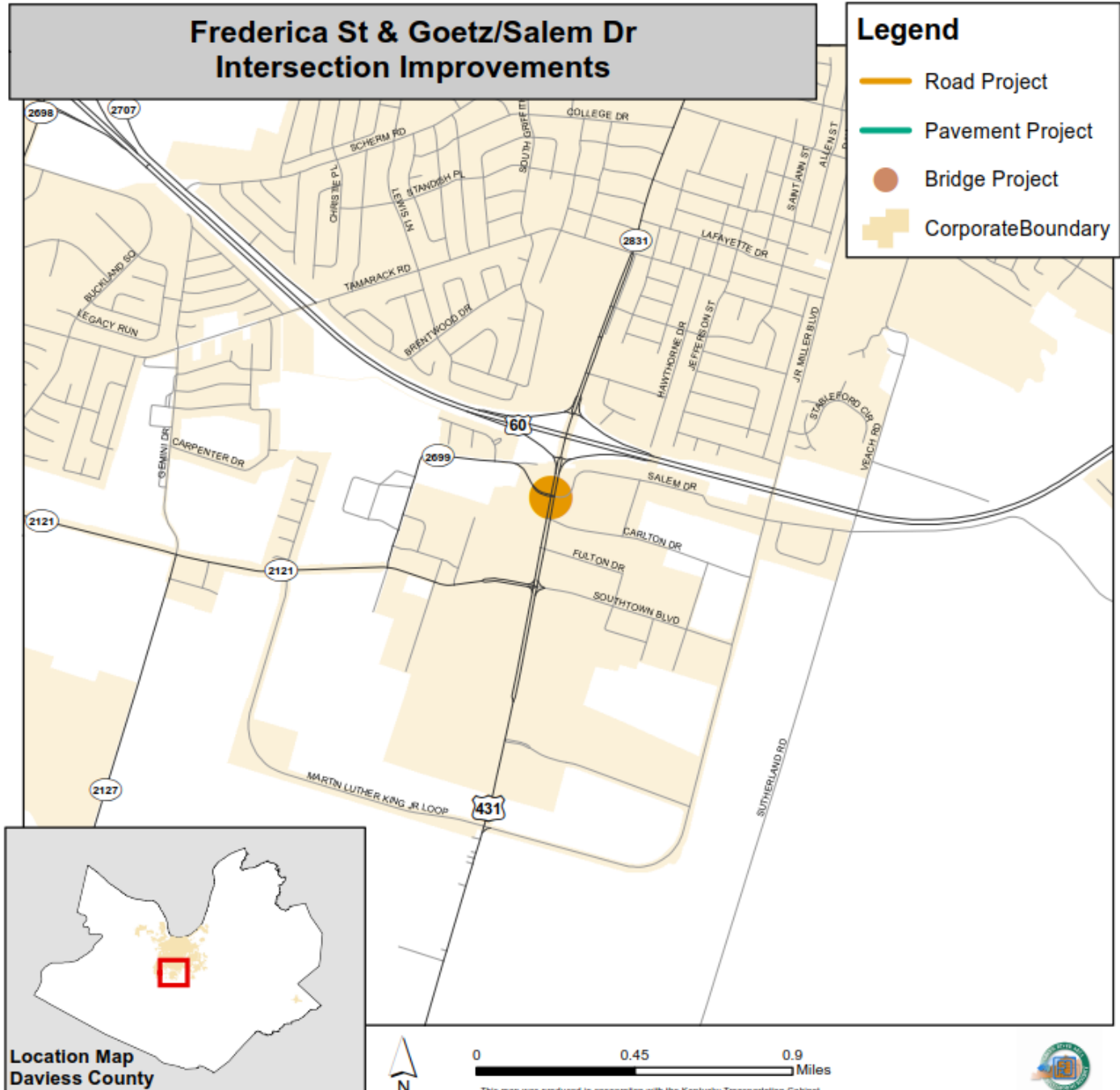
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|--------|--|-------------|-------------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-8952 | KY 331 | Widen KY 331 lane and shoulders from intersection with Second Street to Rinaldo Road (MP 0.436 to MP 2.618). Also widen Rinaldo Road from its intersection with KY 331 east 0.438 miles into the Riverport property. | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| BLD | D | | \$850,000 | | | | | | \$850,000 |
| BLD | R | | \$2,600,000 | | | | | | \$2,600,000 |
| BLD | U | | \$2,500,000 | | | | | | \$2,500,000 |
| BLD | C | | | \$8,450,000 | | | | | \$8,450,000 |



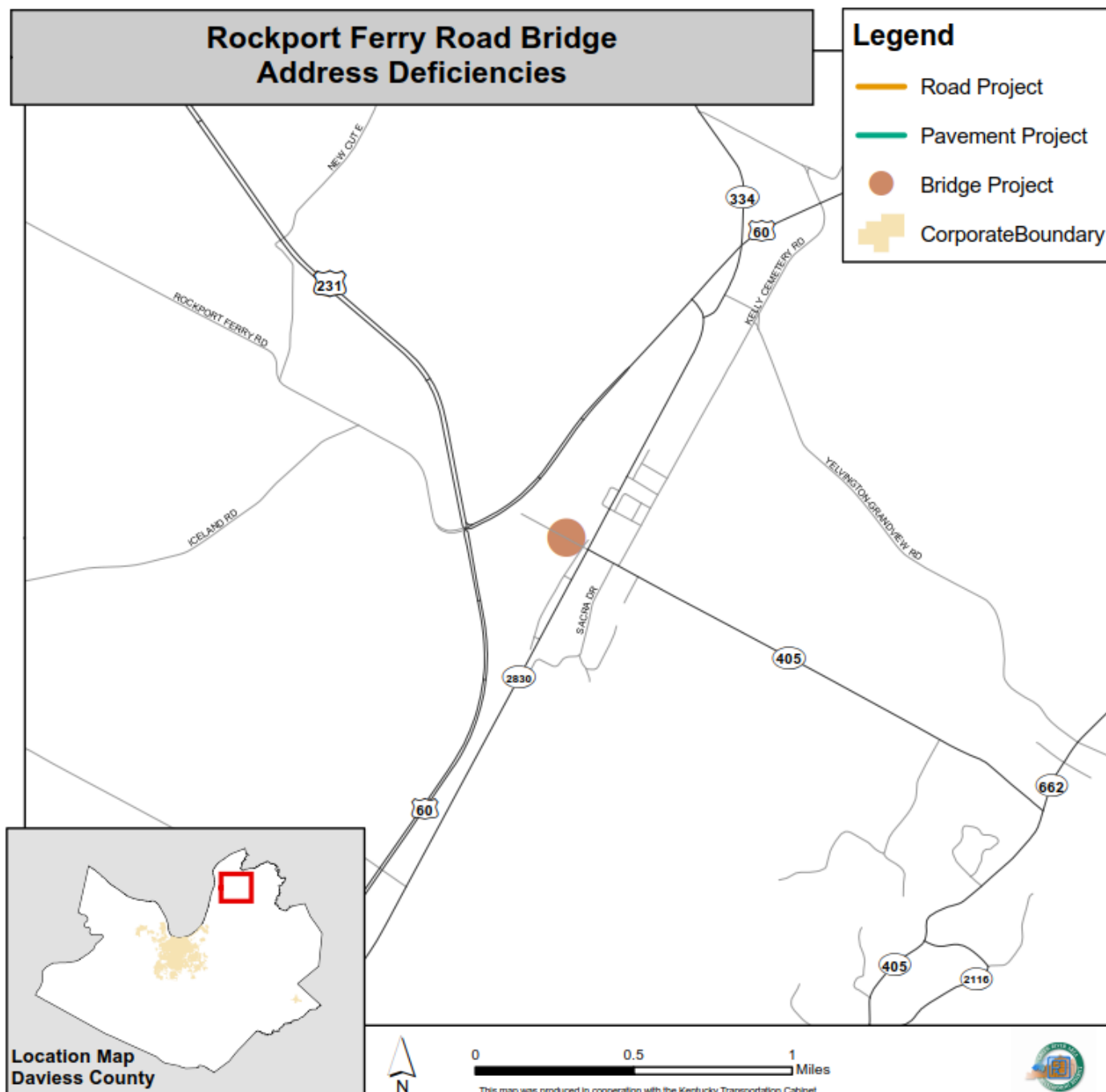
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|---------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-9004.1 | KY 2831 | Offset left turn lanes along KY 2831, install supplemental signal heads and rebuild the traffic signal at the intersection of KY 2831, KY 54 and KY 81 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| SAF | C | \$243,000 | | | | | | | \$243,000 |



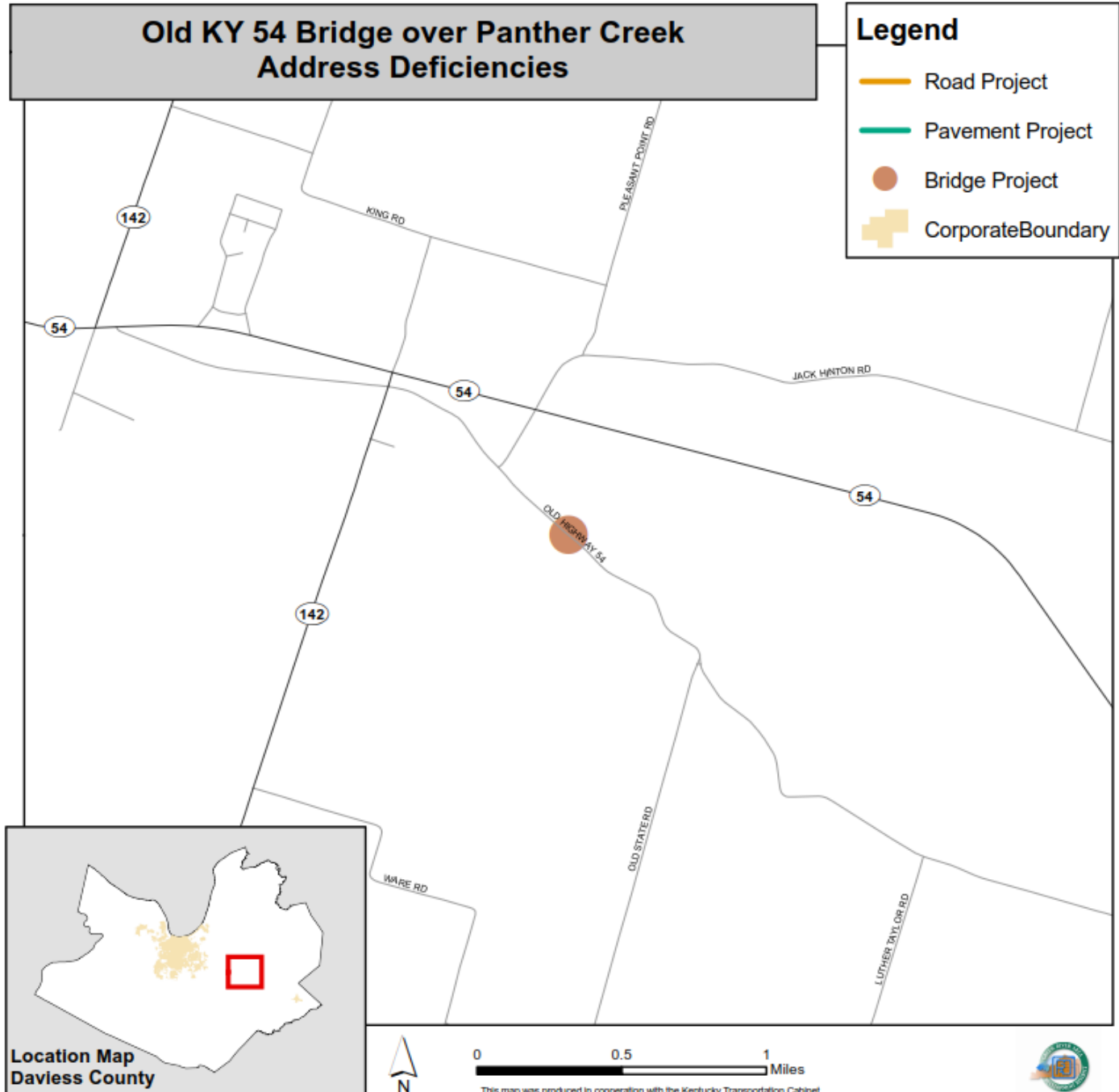
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|--------|--|---------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-9004.2 | US 431 | Construct turn lane improvements, rebuild the traffic signal and update the striping at the intersection of US 431 and Goetz/Salem Drive | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| SAF | C | \$462,000 | | | | | | | \$462,000 |



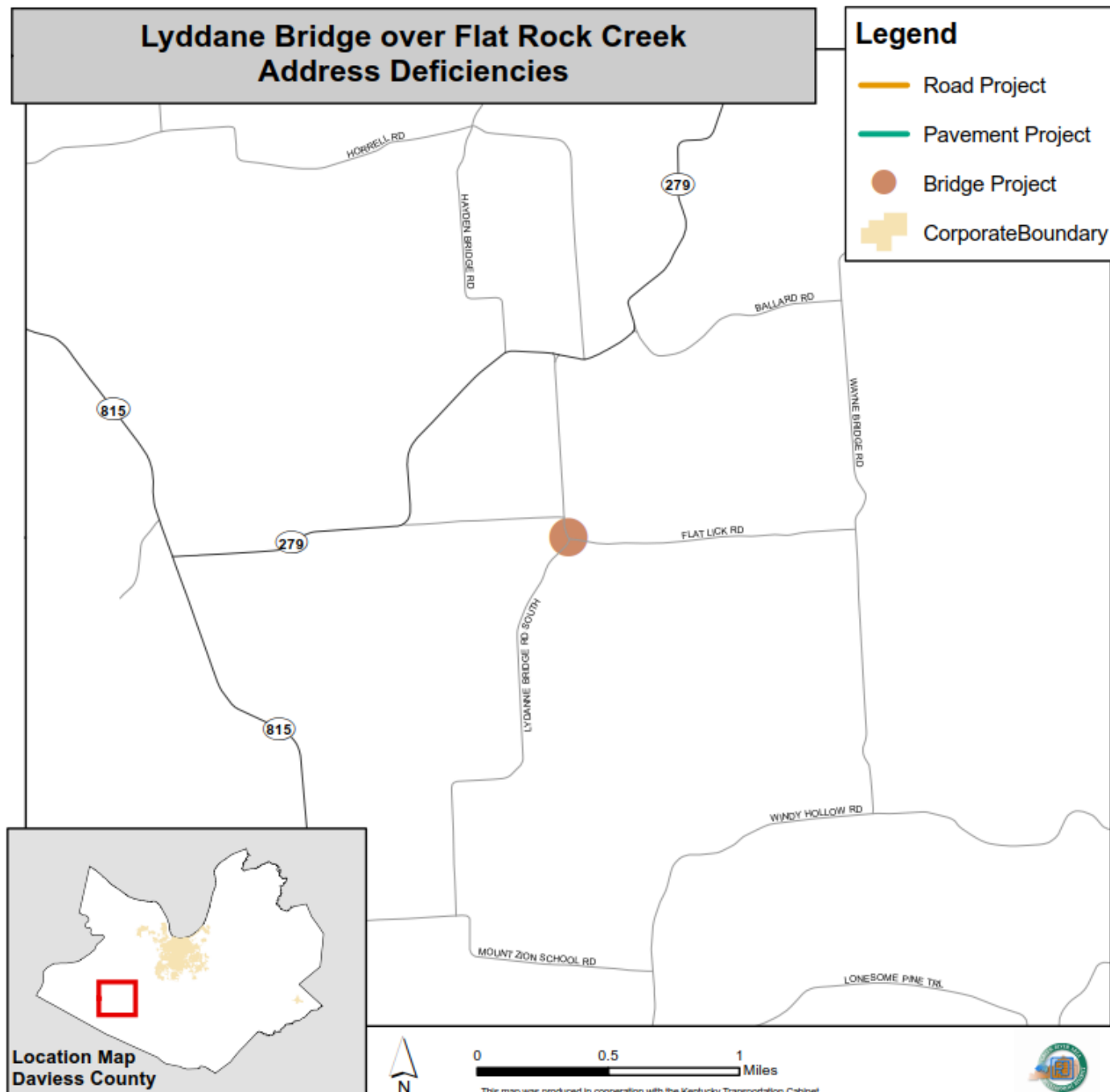
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|---|-----------|-----------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-10002 | CR 1068 | Address deficiencies of Rockport Ferry Road Bridge over Kelly Creek | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$175,000 | | | | | | \$175,000 |
| STP | C | | | \$647,500 | | | | | \$647,500 |



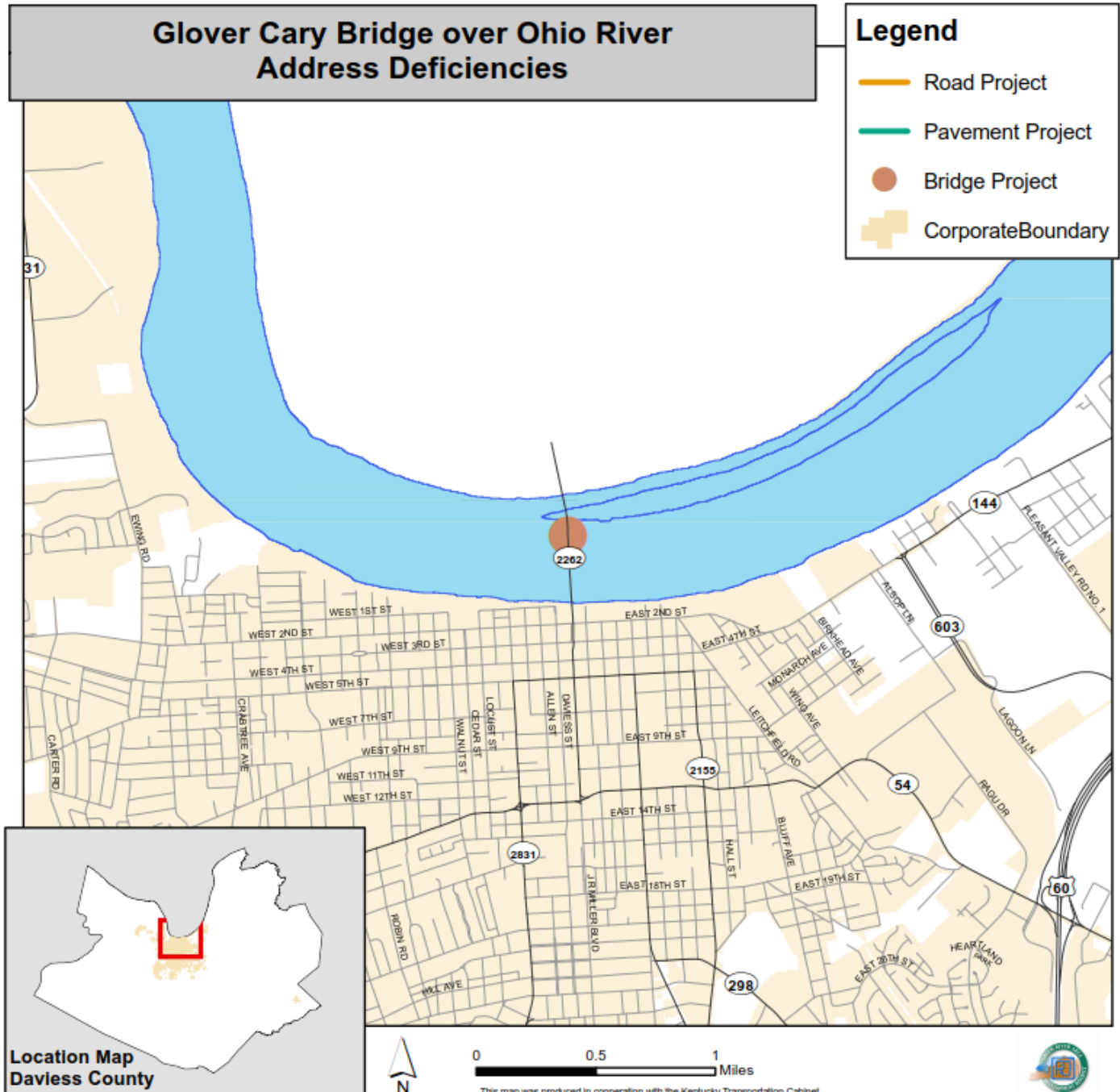
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|---|-----------|-----------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-10003 | CR 1129 | Address deficiencies of old KY 54 bridge over branch of north fork of Panther Creek | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$175,000 | | | | | | \$175,000 |
| STP | C | | | \$647,500 | | | | | \$647,500 |



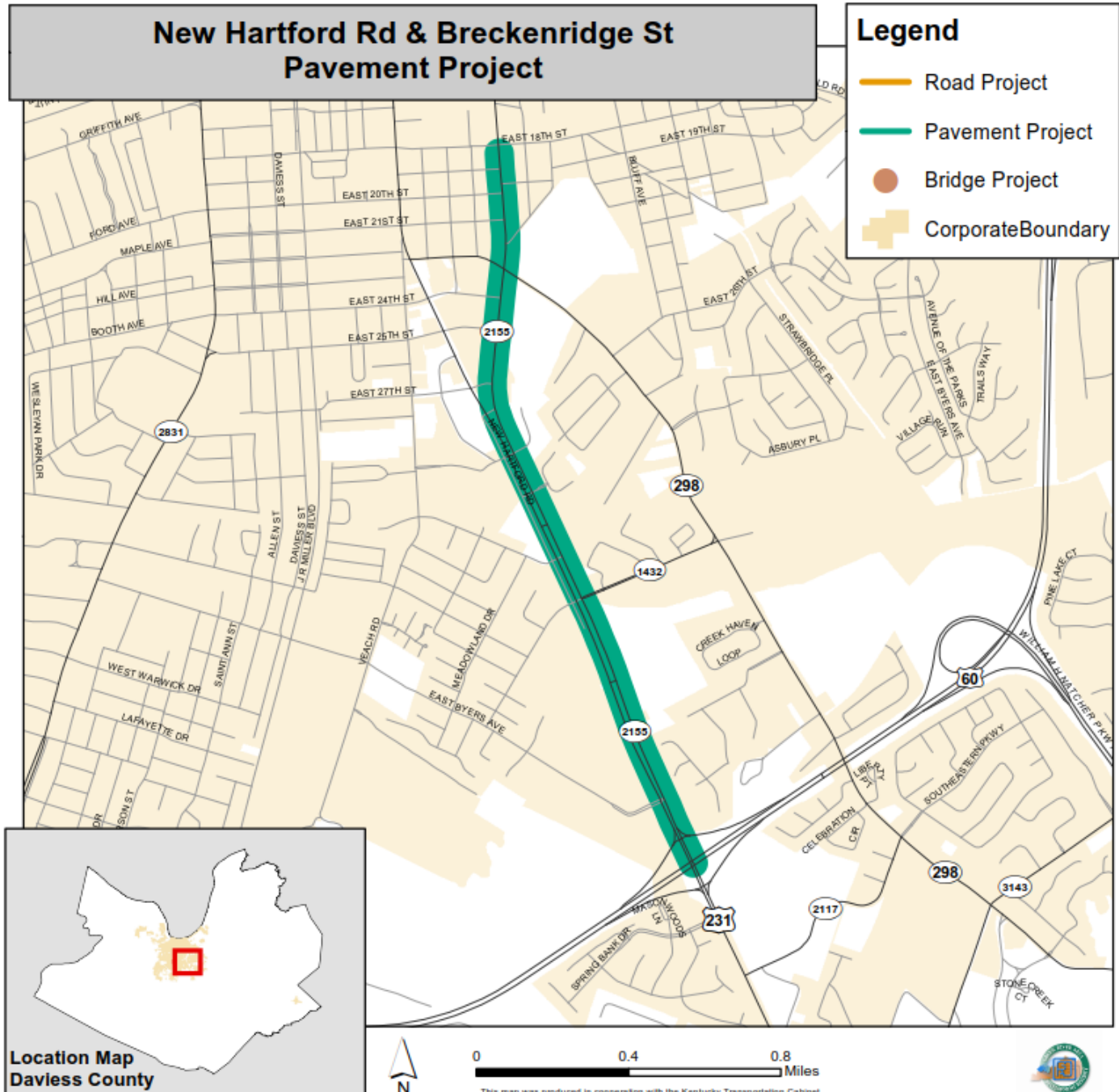
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|-----------|-----------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-10004 | CR 1257 | Address deficiencies of Lyddane Bridge south bridge over Flat Rock Creek | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$175,000 | | | | | | \$175,000 |
| STP | C | | | \$717,500 | | | | | \$717,500 |



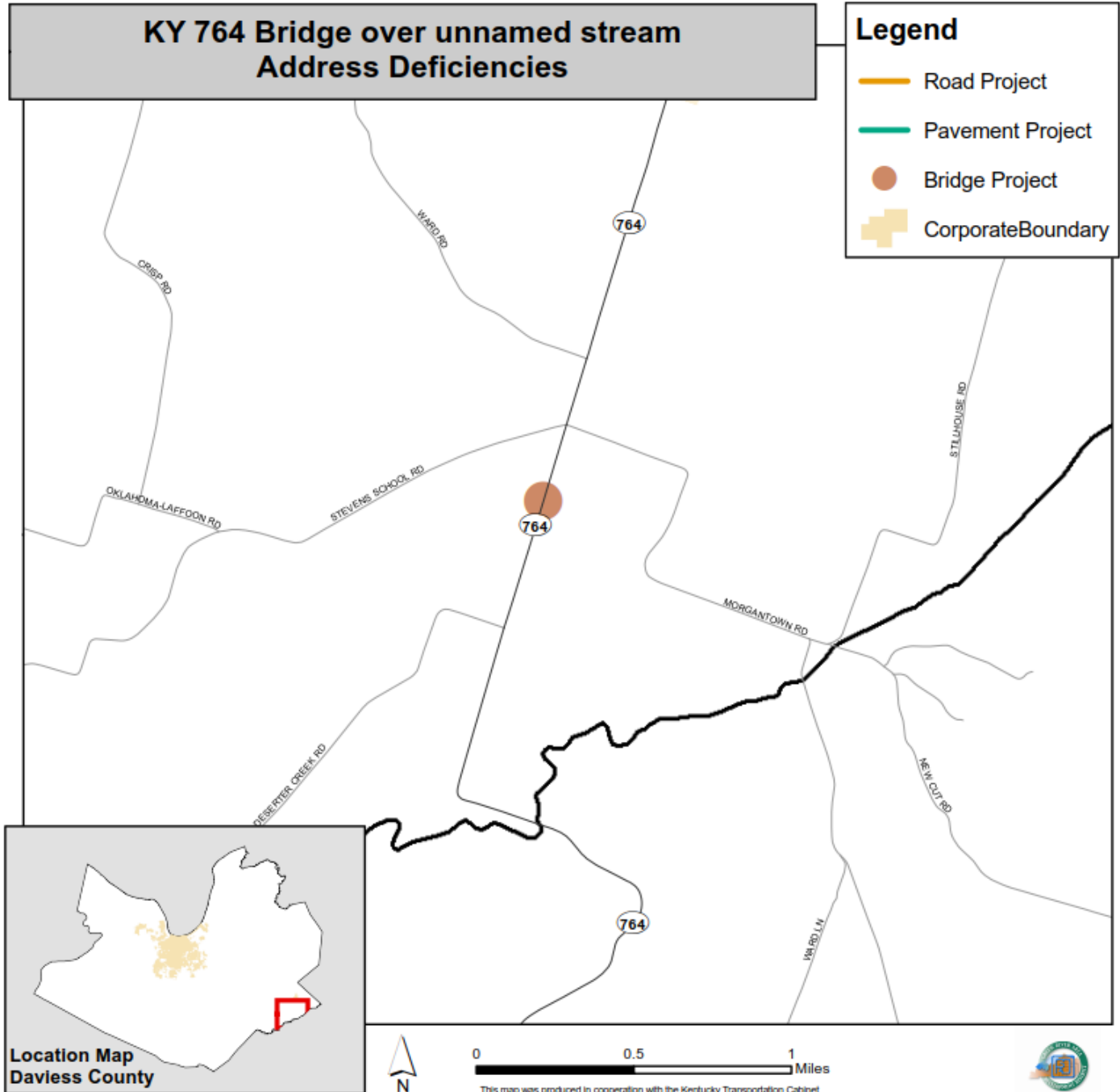
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|---|-----------|-------------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-10020 | KY 2262 | Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana) | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$200,000 | | | | | | \$200,000 |
| STP | C | | | \$2,250,000 | | | | | \$2,250,000 |



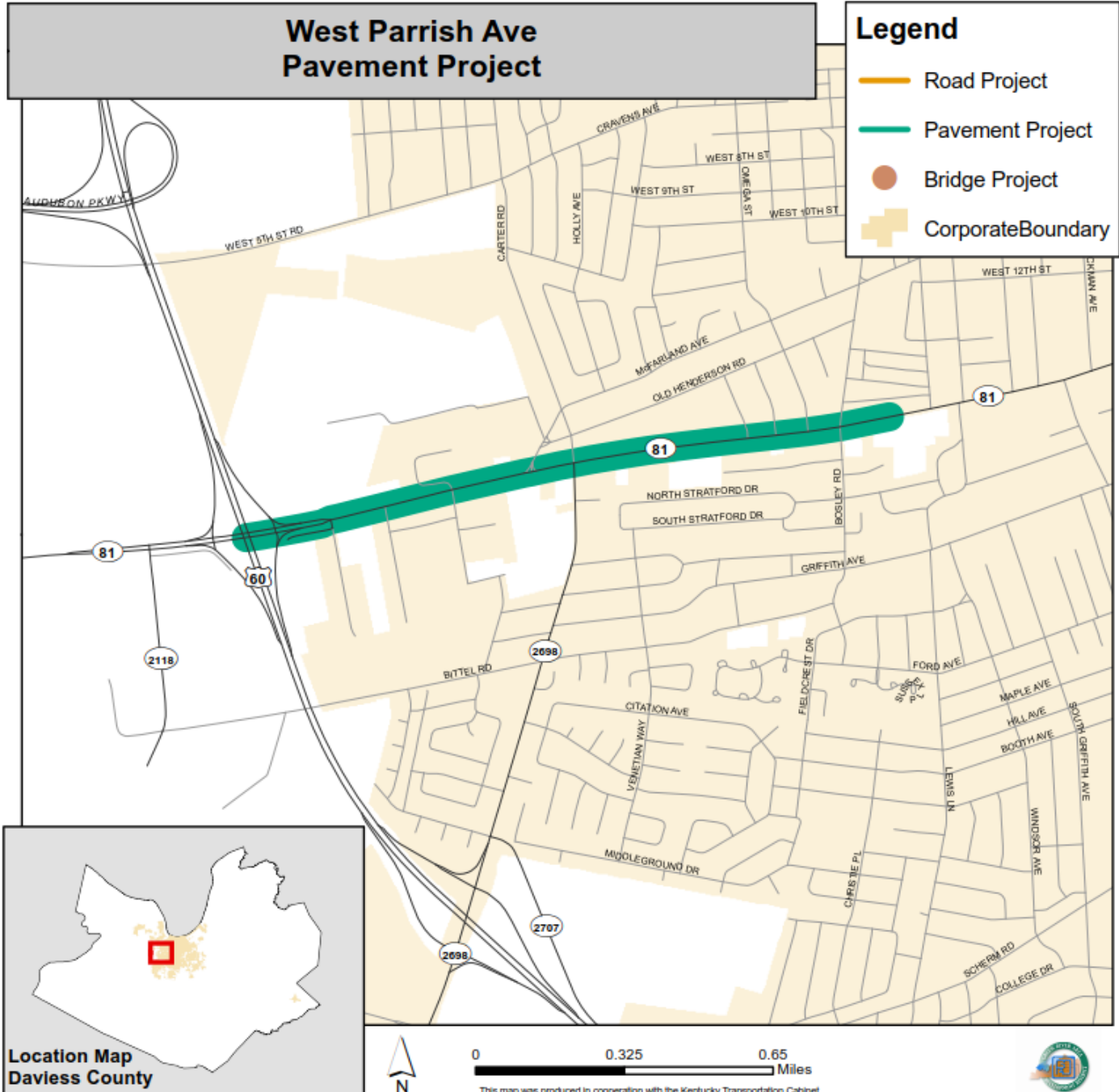
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|-------------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20019 | KY 2155 | Address pavement condition of PCC pavement | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$37,500 | | | | | | \$37,500 |
| NH | D | | \$112,500 | | | | | | \$112,500 |
| STP | C | | \$375,000 | | | | | | \$375,000 |
| NH | C | | \$1,125,000 | | | | | | \$1,125,000 |



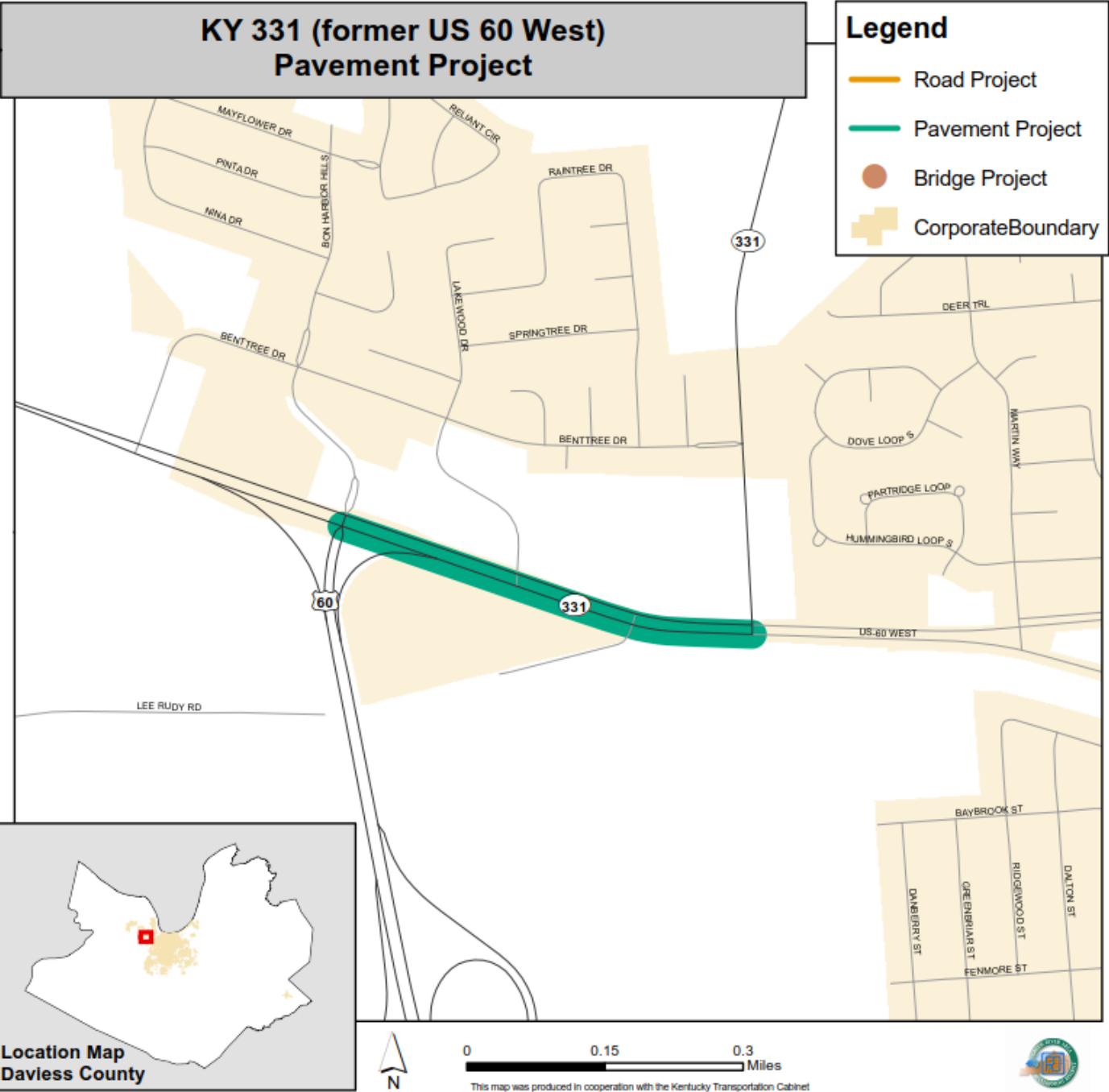
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|--------|---|----------|-----------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-10023 | KY 764 | Address deficiencies of KY 764 bridge over unnamed stream | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$70,000 | | | | | | \$70,000 |
| STP | C | | | \$350,000 | | | | | \$350,000 |



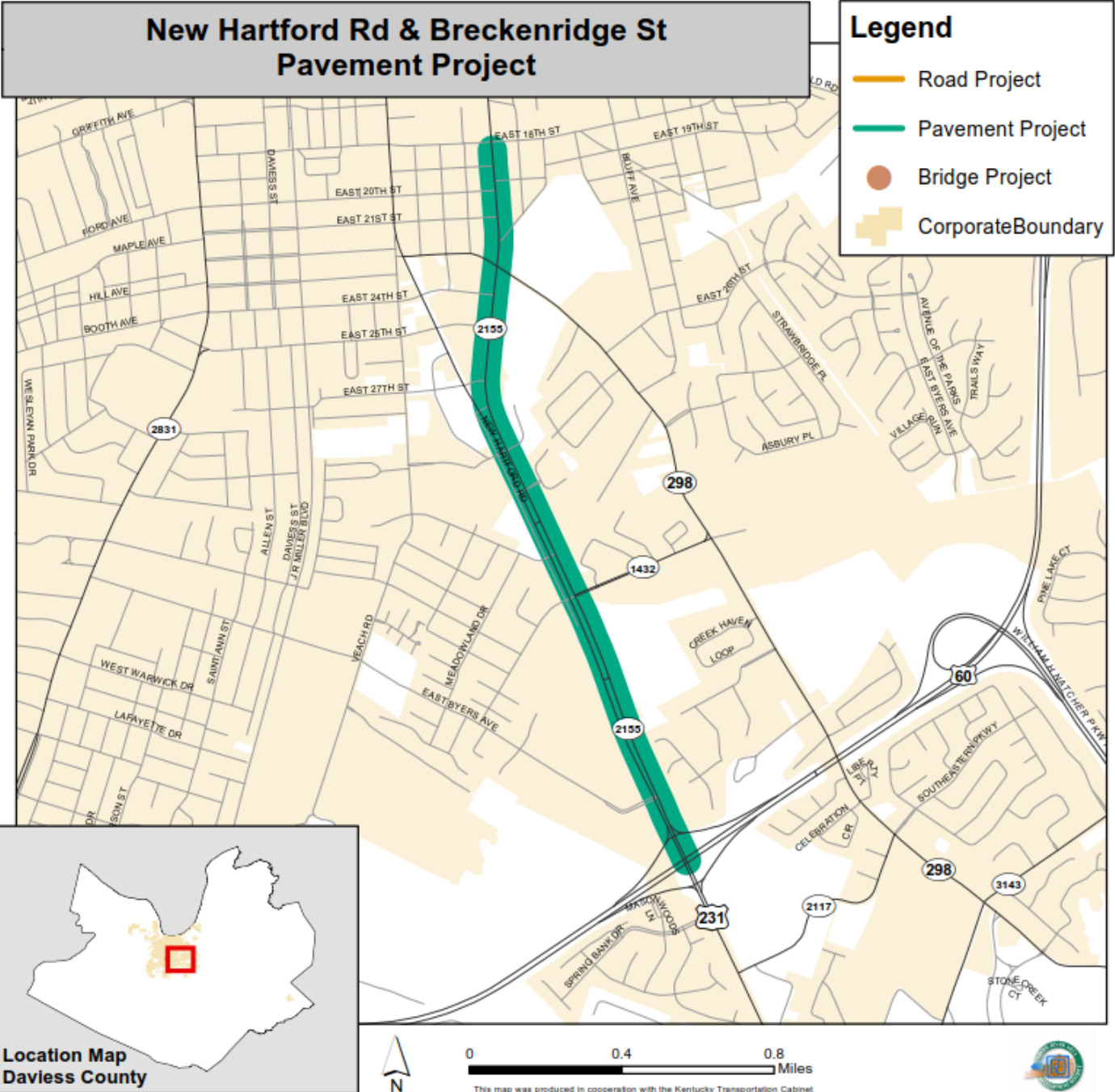
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|-------|--|---------|---------|---------|-------------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20017 | KY 81 | Address pavement condition of PCC pavement | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | | | | \$250,000 | | | \$250,000 |
| STP | C | | | | | \$2,500,000 | | | \$2,500,000 |



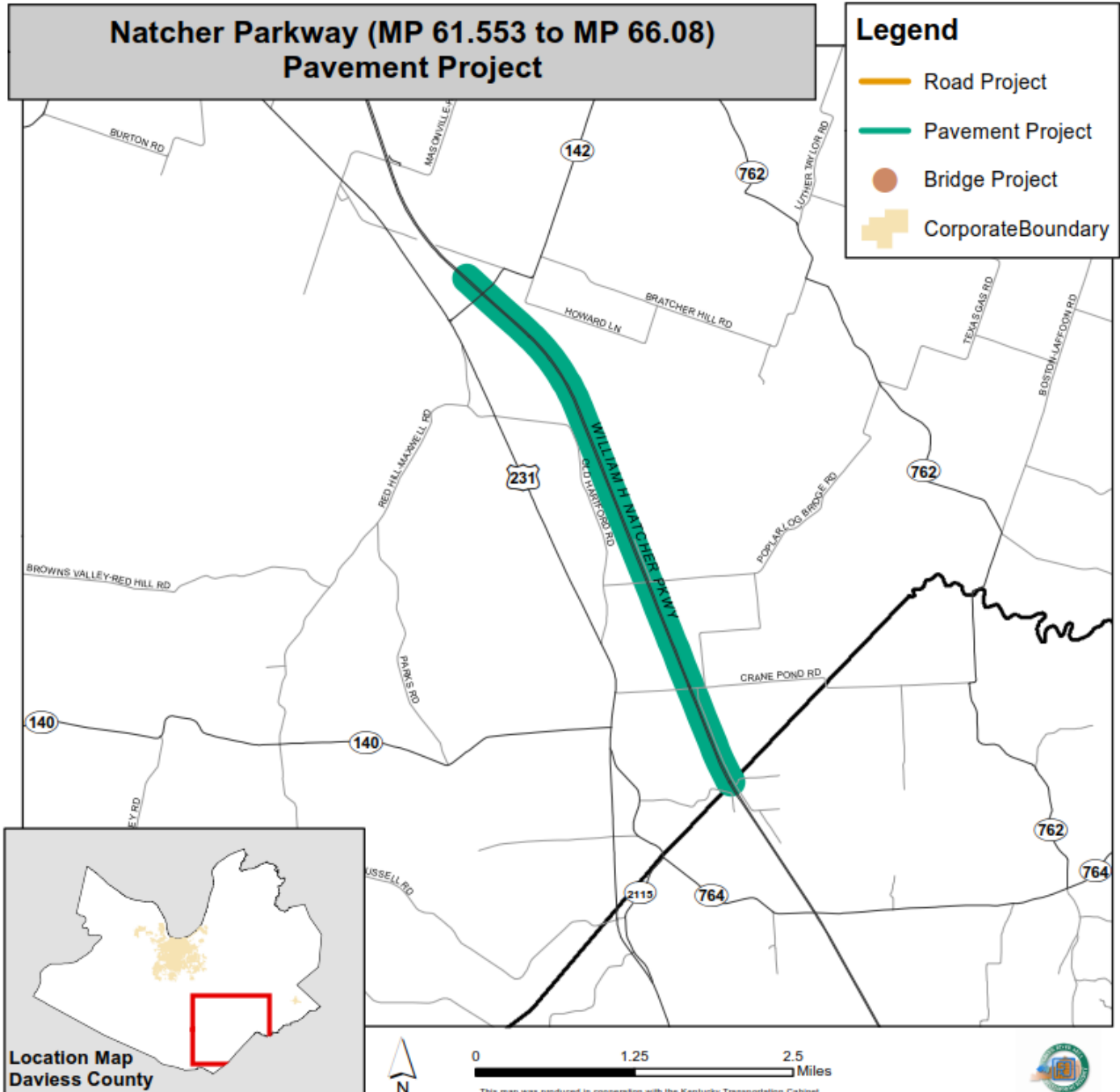
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|--------|---|---------|---------|-----------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20018 | KY 331 | Address pavement condition of PCC and AC pavement | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | | | \$50,000 | | | | \$50,000 |
| STP | C | | | | \$500,000 | | | | \$500,000 |



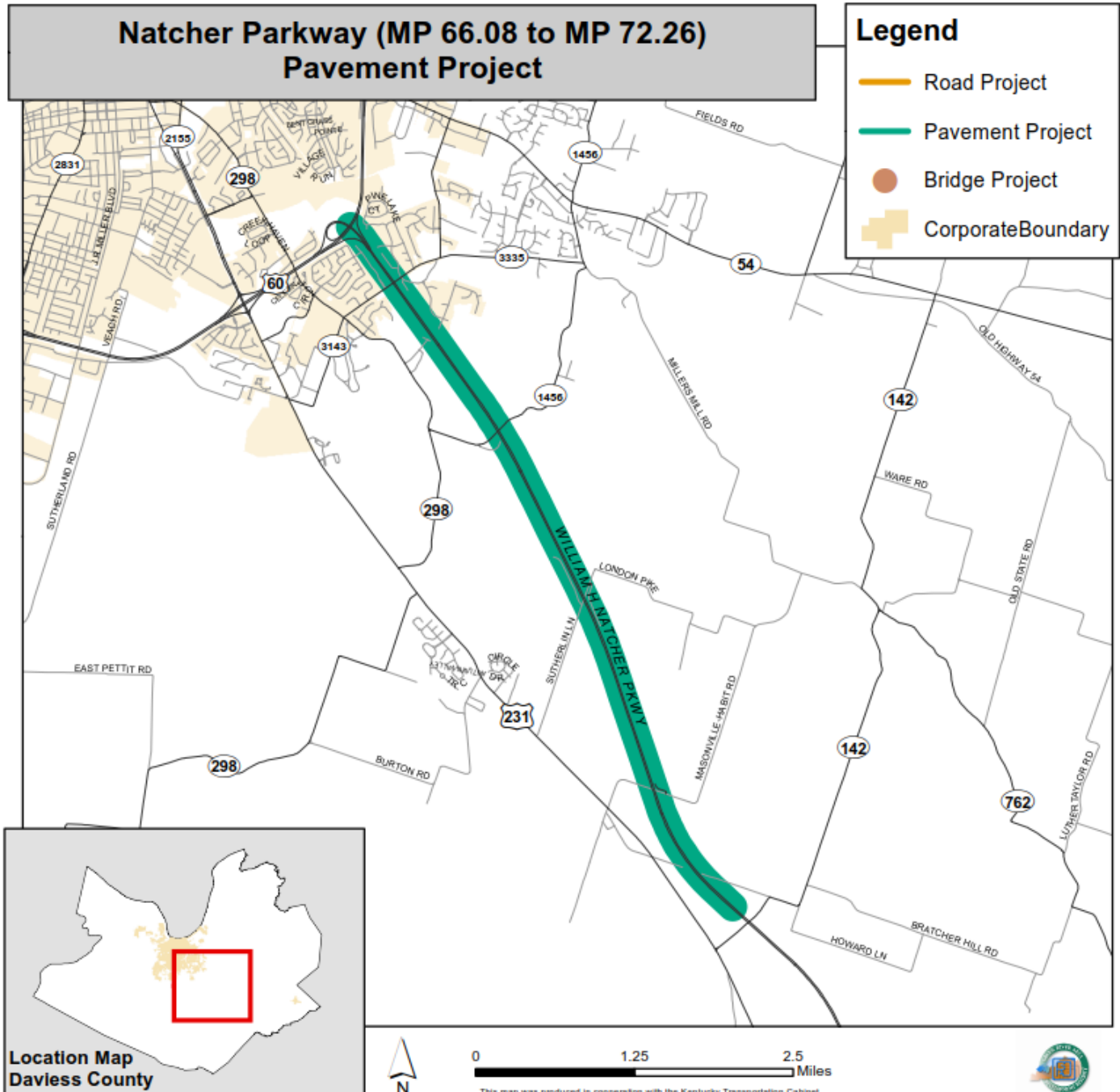
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|-------------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20019 | KY 2155 | Address pavement condition of PCC pavement | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | D | | \$37,500 | | | | | | \$37,500 |
| NH | D | | \$112,500 | | | | | | \$112,500 |
| STP | C | | \$375,000 | | | | | | \$375,000 |
| NH | C | | \$1,125,000 | | | | | | \$1,125,000 |



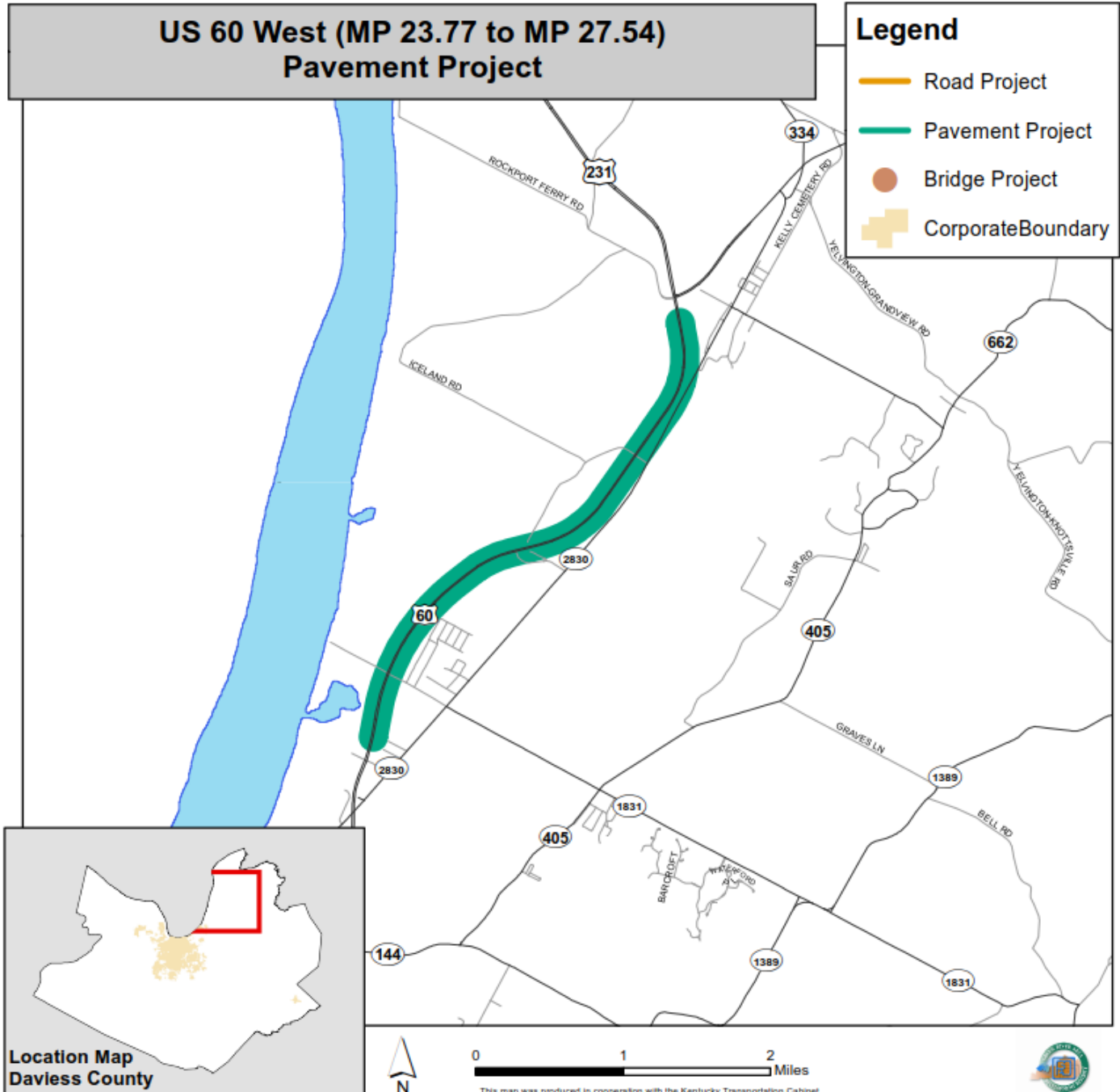
| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|--|---------|-------------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20020 | WN 9007 | Address pavement condition of William Natcher Parkway (both directions) from MM 61.553 to MM 72.26 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | C | | | \$1,059,500 | | | | | \$1,059,500 |
| NH | C | | | \$3,178,500 | | | | | \$3,178,500 |



| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|---------|---|---------|-------------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20021 | WN 9007 | Address pavement condition of William Natcher Parkway (both directions) from MM 66.08 to MM 72.26 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | C | | | \$1,442,000 | | | | | \$1,442,000 |
| NH | C | | | \$4,326,000 | | | | | \$4,326,000 |



| FEDERALLY FUNDED PROJECTS | | | | | | | | | |
|---|-------|--|---------|---------|---------|-------------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-20047 | US 60 | Address pavement conditions on US 60 from milepoint 23.77 to milepoint 27.54 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| STP | C | | | | | \$402,250 | | | \$402,250 |
| NH | C | | | | | \$1,206,750 | | | \$1,206,750 |



TRANSIT PROJECTS

TABLE 6
FY 2019-2024 TRANSIT PROJECTS

| Project Description | Formula Program | Carryover from Previous TIP | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 | Responsible Agency |
|---|-----------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| Section 5339 - Buses & Bus Facilities Formula - Purchase two Gillig 29-foot diesel passenger buses | 5339 | \$677,406 | | | | | | | Owensboro Transit System |
| Section 5307 - Urbanized Area Formula Grant - Operating Assistance | 5307 | | \$912,769 | \$912,769 | \$912,769 | \$912,769 | \$912,769 | \$912,769 | Owensboro Transit System |
| Section 5307 - Urbanized Area Formula Grant - Metropolitan Planning | 5307 | | \$14,400 | \$14,400 | \$14,400 | \$14,400 | \$14,400 | \$14,400 | Owensboro Transit System |
| Section 5307 - Urbanized Area Formula Grant - Preventive Maintenance | 5307 | | \$491,857 | \$491,857 | \$491,857 | \$491,857 | \$491,857 | \$491,857 | Owensboro Transit System |
| Section 5307 - Urbanized Area Formula Grant - ADA Paratransit | 5307 | | \$72,000 | \$72,000 | \$72,000 | \$72,000 | \$72,000 | \$72,000 | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Formula - Rolling Stock Vehicle Purchase | 5339 | | \$36,705 | | | | | | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Formula - Passenger Shelters | 5339 | | \$85,000 | | | | | | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Formula - Shop Equipment | 5339 | | \$4,500 | | | | | | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Formula - Support Vehicle Purchase | 5339 | | \$25,000 | | | | | | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Competitive - Rolling Stock Vehicle Purchase | 5339 | | \$677,406 | \$136,085 | \$136,085 | \$136,085 | \$136,085 | \$136,085 | Owensboro Transit System |
| Section 5339 - Buses & Bus Facilities Formula - Equipment Purchase | 5339 | | | \$15,120 | \$15,120 | \$15,120 | \$15,120 | \$15,120 | Owensboro Transit System |
| Section 5339 - Administrative Office Expansion | 5339 | | \$1,200,000 | | | | | | Green River Inter-county Transit Service |
| Section 5339 - Vehicles | 5339 | | \$2,305,254 | \$2,305,254 | \$2,305,254 | \$2,305,254 | \$2,305,254 | \$2,305,254 | Green River Inter-county Transit Service |
| Section 5311 - Operating Funds | 5311 | | \$757,010 | \$757,010 | \$757,010 | \$757,010 | \$757,010 | \$757,010 | Green River Inter-county Transit Service |

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 the FAST Act in 2015. 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 the Kentucky Transportation Cabinet, as shown in the tables below, and the Owensboro-Daviess 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 Owensboro Transit System. These are listed in **Table 11** on **Page 37**.

PERFORMANCE MEASURES: SAFETY

The Kentucky Transportation Cabinet developed targets for five safety performance measures. These targets are expressed as rolling averages of the previous five years.

TABLE 7

SAFETY PERFORMANCE MEASURES

2018 TARGET

| | |
|---|-------|
| Number of Fatalities | 730 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) | 1.5 |
| Number of Serious Injuries | 2,800 |
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled | 5.760 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 293 |

All these targets represent a reduction in the baseline averages in calendar years 2017 and 2018 as compared to CY 2015 and 2016. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

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 8

ASSET MANAGEMENT PERFORMANCE MEASURES

TARGET

| Pavement Performance | Two-Year (2020) | Four-Year (2024) |
|--|------------------------|-------------------------|
| Percentage Good Interstate | 50% | 50% |
| Percentage Poor Interstate | 3% | 3% |
| Percentage Good Non-Interstate NHS | 35% | 35% |
| Percentage Poor Non-Interstate NHS | 6% | 6% |
| NHS Bridge Performance | | |
| Percentage Good Condition by Deck Area | 35% | 35% |
| Percentage Poor Condition by Deck Area | 3.7% | 3.2% |

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 the National Highway Systems. A second measure tracks the reliability of travel times. 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.

TABLE 9

SYSTEM PERFORMANCE MEASURES

TARGET

| Performance Measure | Two-Year (2020) | Four-Year (2024) |
|---|-----------------|------------------|
| Percentage of Person-Miles traveled on Interstates that are Reliable | 93% | 93% |
| Percentage of Person-Miles traveled on non-Interstate NHS that are Reliable | | 82.5% |
| Truck Travel Time Reliability (TTTR) Index | 1.19 | 1.190 |

ANTICIPATED PERFORMANCE MEASURE EFFECTS

Eleven projects designated in the Owensboro-Daviess County MPO's 2019-2024 TIP address these performance measures. They are enumerated in **Table 10** on **Page 37**.

There are four safety-related projects — ones that contribute toward the goal of reducing deaths and serious injuries resulting from accidents on the nation's roads. These projects are:

- Upgrading the William Natcher Parkway,
- Widening KY 331 and Rinaldo Road
- Widening KY 54, and
- Rebuilding the intersection at KY 2831 and KY 54/KY 81 (Frederica Street and Parrish Avenue).

These projects carry an estimated combined cost of \$131,747,040 over the six-year span of the TIP.

The TIP contains two projects that address the Bridge Performance aspect of the Asset Management measure. These projects, carrying a combined estimated cost of \$12,625,000 would address deficiencies with the Glover Cary and William Natcher bridges over the Ohio River. Both are joint projects with the State of Indiana. These projects would bolster efforts to increase the percentage of bridge decking rated as being in "good" condition.

Five projects, with a combined total estimated cost of \$14,915,000, address the Pavement Performance aspect of the Asset Management measure. These projects address the goal of increasing the percentage of roadway rated as being in "good" condition.

These projects are:

- Addressing the pavement condition of KY 81 from Mile Point (MP) 11.891 to Mile Point (MP) 13.32 (West Parrish Avenue east from its intersection with US 60 to just past its intersection with Bosley Road);
- Addressing the pavement condition KY 2155 from MP 0.0 to MP 1.991 (Breckenridge Street north from its intersection with US 60 to 18th Street;
- Addressing the pavement condition of the William Natcher Parkway from MP 61.553 (the Daviess-Ohio County line) to MP 66.08;
- Addressing the pavement condition of the William Natcher Parkway from MP 66.08 to its intersection with US 60 and;
- Addressing the pavement condition on US 60 from MP 23.77 to MP 27.54

TABLE 10**PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF PERFORMANCE TARGETS**

| Route | KYTC ID | Description | Cost | Performance Measure |
|---------|------------------------|--|--------------|-----------------------------|
| WN9007 | 2-2092.1 | I-65 Spur Corridor: Modernization of existing Natcher Parkway from the Ohio-Butler County line (MP 37.143) to the US 60 interchange (MP 72.264) in Owensboro | \$31,194,040 | Safety |
| KY 54 | 2-8300.00 2-8300.01 | Widen KY 54 between Owensboro and Whitesville from MP 2.470 to MP 8.003. | \$85,910,000 | Safety |
| KY 331 | 2-8952 | Widen KY 331 lane and shoulders from intersection with Second Street to Rinaldo Road (MP 0.436 to MP 2.618). Also widen Rinaldo Road from its intersection with KY 331 east 0.438 miles into the Riverport property. | \$14,400,000 | Safety |
| KY 2381 | 2-9004.1 | Offset left turn lanes along KY 2831, install supplemental signal heads and rebuild the traffic signal at the intersection of KY 2831, KY 54 and KY 81 | \$243,000 | Safety |
| KY 2262 | 2-10020 | Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana) | \$2,450,000 | Asset Management — Bridges |
| US 231 | 2-10021 | Address deficiencies with William H. Natcher bridge over Ohio River (Joint project with Indiana) | \$10,175,000 | Asset Management — Bridges |
| KY 81 | 2-20017 | Address pavement condition of PCC pavement from MP 11.891 to MP 13.320 | \$2,750,000 | Asset Management — Pavement |
| KY 2155 | 2-20019 | Address pavement condition of PCC pavement from MP 0.000 to MP 1.991 | \$550,000 | Asset Management — Pavement |
| WN 9007 | 2-20020 | Address pavement condition of William Natcher Parkway (both directions) from MP 61.553 to MP 66.08 | \$4,238,000 | Asset Management — Pavement |
| WN 9007 | 2-20021 | Address pavement condition of William Natcher Parkway (both directions) from MP 66.08 to MP 72.26 | \$5,768,000 | Asset Management — Pavement |
| US 60 | 2-20047 | Address pavement conditions on US 60 from MP 23.77 to MP 27.54 | \$1,609,000 | Asset Management — Pavement |

TRANSIT ASSET MANAGEMENT

The Owensboro Transit System has 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, safety and cost effectively.

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 nonrevenue vehicles and equipment that have met or exceeded their Useful Life Benchmark. 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 11

OTS TRANSIT ASSET MANAGEMENT TARGETS

| Asset Category & Performance Measure | Asset Class | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---------------------------------------|------------|------------|------------|------------|------------|
| REVENUE VEHICLES | | | | | | |
| AGE — Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (UBL). | AB — Articulated Bus | n/a | n/a | n/a | n/a | n/a |
| | AO — Automobile | n/a | n/a | n/a | n/a | n/a |
| | BR — Over-the-Road Bus | n/a | n/a | n/a | n/a | n/a |
| | BU — Bus | 36% | 36% | 36% | 36% | 36% |
| | CU — Cutaway Bus | n/a | n/a | n/a | n/a | n/a |
| | DB — Double-Decker Bus | n/a | n/a | n/a | n/a | n/a |
| | FB — Ferryboat | n/a | n/a | n/a | n/a | n/a |
| | MB — Minibus | n/a | n/a | n/a | n/a | n/a |
| | MV — Minivan | n/a | n/a | n/a | n/a | n/a |
| | RT — Rubber-tire Vintage Trolley | n/a | n/a | n/a | n/a | n/a |
| | SB — School Bus | n/a | n/a | n/a | n/a | n/a |
| | SV — Sport Utility Vehicle | n/a | n/a | n/a | n/a | n/a |
| | TB — Trolley Bus | 36% | 36% | 36% | 36% | 36% |
| | VN — Van | n/a | n/a | n/a | n/a | n/a |
| EQUIPMENT | | | | | | |
| AGE — Percentage of vehicles that have met or exceeded their Useful Life Benchmark (UBL). | Nonrevenue/ Service Automobile | 0% | 0% | 0% | 0% | 0% |
| | Steel-wheeled Vehicle | n/a | n/a | n/a | n/a | n/a |
| | Trucks/Other Rubber-tired Vehicles | n/a | n/a | n/a | n/a | n/a |
| FACILITIES | | | | | | |
| CONDITION — Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale. | Administration | 0% | 0% | 0% | 0% | 0% |
| | Maintenance | 0% | 0% | 0% | 0% | 0% |
| | Parking Structure | n/a | n/a | n/a | n/a | n/a |
| | Passenger Facilities | n/a | n/a | n/a | n/a | n/a |

PUBLIC COMMENT

First off, I watched for legal or public notices in the Messenger-Inquirer regarding meeting notice dates and never saw anything listed at all. After speaking with you today, you said the meetings for input were held at the City Commission meeting and at the Daviess Fiscal Court meeting. It seems to me that meetings for public input should be held at places that could be considered “neutral ground” like the GRADD office or at locations throughout the county in the areas where people live. It should be somewhat more convenient and better publicized. Perhaps even a meeting in the afternoon and another opportunity in the evening when people are not likely to be working. When the meetings are held at the commission and fiscal court meeting/location people might feel intimidated making comments about a plan that the leaders of those groups helped to develop.

The time for public comment should be before the plans are “decided” by local leaders and elected officials. While I fully understand that local leaders are trying to look at the community as a whole and I support that mostly, there are other areas of the community that need improvements in safety that are not in the more heavily developed areas but that are heavily used for various reasons.

There are no improvement projects listed in the plan (2040 Metropolitan Transportation Plan) currently for the period of 2019-2024. In the period of 2026-2030 there is one project (D0056.1.00) and is priority 23 of 24 listed to that point. The project is to “Improve traffic flow and safety on KY 56 from near KY 81 to KY 279. I think this one first came up during the administration of Senator David Boswell. While it addresses some problem areas along KY 56, some of the worst shoulder drop offs are beyond that point towards the Daviess/McLean county line. There are drop-offs that are in excess of one foot from the immediate edge of the pavement.

How can you justify using transportation money that was used to replace the bridge at the west entrance of Panther Creek Park that is inside of a park gate that is locked at times. If the county wanted to replace that bridge it should have been from county funds and not state funds that could benefit many more of the general population. At the very least the gate should remain unlocked for quicker access by emergency response personnel and apparatus.

More specifically and using numbers from your report. Considering accident numbers in the category of road departures/struck objects.

| | | |
|------|-------|----|
| 2015 | KY 56 | 18 |
| | KY 54 | 9 |

| | | | |
|------|-------|----|-----------------------------|
| 2016 | KY 56 | 23 | *1 fatality at 6636 KY 56 |
| | KY 54 | 10 | *2 fatalities at 5611 KY 54 |

| | | |
|------|-------|----|
| 2017 | KY 56 | 13 |
| | KY 54 | 11 |

Despite the much higher traffic counts on the KY 54 area, there are still more “departure/struck objects” on KY 56. I submit that most of this is due to the condition of the highway and the condition of the pavement shoulders of the road and the abrupt drop offs to adjoining ground levels. A close examination will reveal many that are in excess of one foot and nearly straight up and down edges without even any gravel to transition from one level to the other.

I personally have experienced two near misses while traveling KY 56 in the area just east of Hayden Bridge Road. One was a heavy duty utility truck responding to post-storm power outages was traveling east, I was traveling west, just as we met the large truck had the right front wheel of the truck drop off the shoulder and as it over corrected, rolled over onto it's side as I watched in my mirror. The other event, I was a passenger in my son's car as he was driving on his learners permit and the vehicle in front of us was a truck with an attached trailer hauling a skid steer loader, the trailer wheel dropped off the shoulder and struck a driveway culvert and the trailer became airborne, thankfully the equipment was well restrained.

I have even seen three of the KY Highway Dept. snow plows in the eastbound ditches over the last two winters. Water is routinely out partially covering the roads in the area between KY 1554 and KY 456. The road is being heavily utilized by commercial tractor trailer vehicles as a cut through to the Pennyryle Parkway, agricultural equipment, and heavy use by agricultural transportation vehicles.

I have a copy of a letter that Sheriff Keith Cain sent to the Kentucky Department of Highways, Madisonville office, dated March 17, 2010. It was to Kevin McClearn to report and share my concerns and the findings of a deputy that checked the legitimacy of the concerns. With a repaving several years ago an edge line was added in conjunction with rumble strips along the edge and this has been a big help, therefore I agree that some effort has been made. However, the additional layer of pavement added to the issue of pavement edge drop offs.

I would also point out a section of the existing MTP, this beginning on page 52 of the current document, that I would like to emphasize:

B. 2040 Transportation Plan

The 2040 Owensboro-Daviess County Metropolitan Transportation Plan is comprised of the following elements:

- Safety
- Highway Improvement
- Grouped Projects
- Public Transportation
- Pedestrian and Bicycle Facilities
- Aviation
- Riverport
- Freight
- Transportation Enhancement Project

Safety

The Owensboro-Daviess County MPO is fully supportive of and committed to the mission, vision, goals and strategies outlined in the Kentucky Transportation Cabinet's Strategic Highway Safety Plan (SHSP). The SHSP states its mission, vision, and goals as follows:

Mission: To reduce Kentucky's highway fatalities and injuries.

Vision: Through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries, in the nation.

Statewide Goal: To reduce the number of highway fatalities toward zero.

The Kentucky Transportation Cabinet has identified ten (10) emphasis areas in the SHSP. These include:

- Impaired Driving
- Roadway Departure
- Distracted Driving
- Aggressive Driving
- Young Drivers
- Occupant Protection
- Incident Management
- Commercial Vehicle Safety
- Intersections
- Motorcycles

The Owensboro-Daviess County MPO fully supports these emphasis areas and makes safety a top priority in the transportation planning process. While the statewide goal is to reduce the number of fatalities toward zero, it is a constant goal of the MPO to work to reduce fatalities and injuries on roadways throughout the region.

Roadway Departure is one of the ten areas of emphasis, and that is one of the main concerns on KY 56 and this document clearly states addressing those as a priority.

In conclusion, I again thank you for listening to my concerns. I would be happy to provide a copy of the letter from Sheriff Cain to the KY Department of Highways that I have. I am willing to do a ride along to show my concerns first hand and hope that you will try to address some of my concerns in the upcoming plan.

Eddie Atherton, Daviess County resident

I would like to address my concerns for congestion of traffic on Hwy 56 exiting the round-about. With one major office building, two large churches and three subdivisions and a school within two miles, this is a very dangerous road. It has poor visibility at night and desperately needs to be Four lanes. Please address this issue before there has to be multiple accidents to get your attention.

Thank You

Judy Wood, Daviess County resident

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); projects that are included in the State Highway Plan with over-programmed state funding sources and/or projects or phases included in the State Highway Plan, but outside the 2019-2024 scope of this TIP. 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 is provided in this document for informational purposes.

TABLE 12
STATE FUNDED PROJECTS

| ROUTE | KYTC ID | MTP REFERENCE | DESCRIPTION | FUND TYPE* | PHASE♦ | YEAR | COST |
|---------|---------|---------------|--|------------|--------|------|--------------|
| KY 298 | 2-229 | Table I | Reconstruct intersection at Fairview Drive (KY 3143) and KY 298 | SPP | R | 2019 | \$630,000 |
| | | | | | U | | \$1,040,000 |
| | | | | | C | | \$2,170,000 |
| KY 1456 | 2-8801 | Table I | Address substandard roadway geometrics and safety concerns on KY 1456 from KY 54 to Hayden Road (MP 2.778 to MP 4.714) | SPP | R | 2016 | \$1,580,000 |
| | | | | | U | | \$1,560,000 |
| | | | | SB2 | C | 2018 | \$11,700,000 |

TABLE 13
FEDERALLY FUNDED PROJECT PHASES OUTSIDE THE SCOPE OF THE FY 2018-2024 TIP

| ROUTE | KYTC ID | MTP REFERENCE | DESCRIPTION | FUND TYPE | PHASE | YEAR | COST |
|---------|---------|---------------|---------------------------------------|-----------|-------|------|-------------|
| KY 3143 | 2-8154 | | Improve KY 3143 from KY 3355 to KY 54 | STP | C | 2025 | \$7,300,000 |

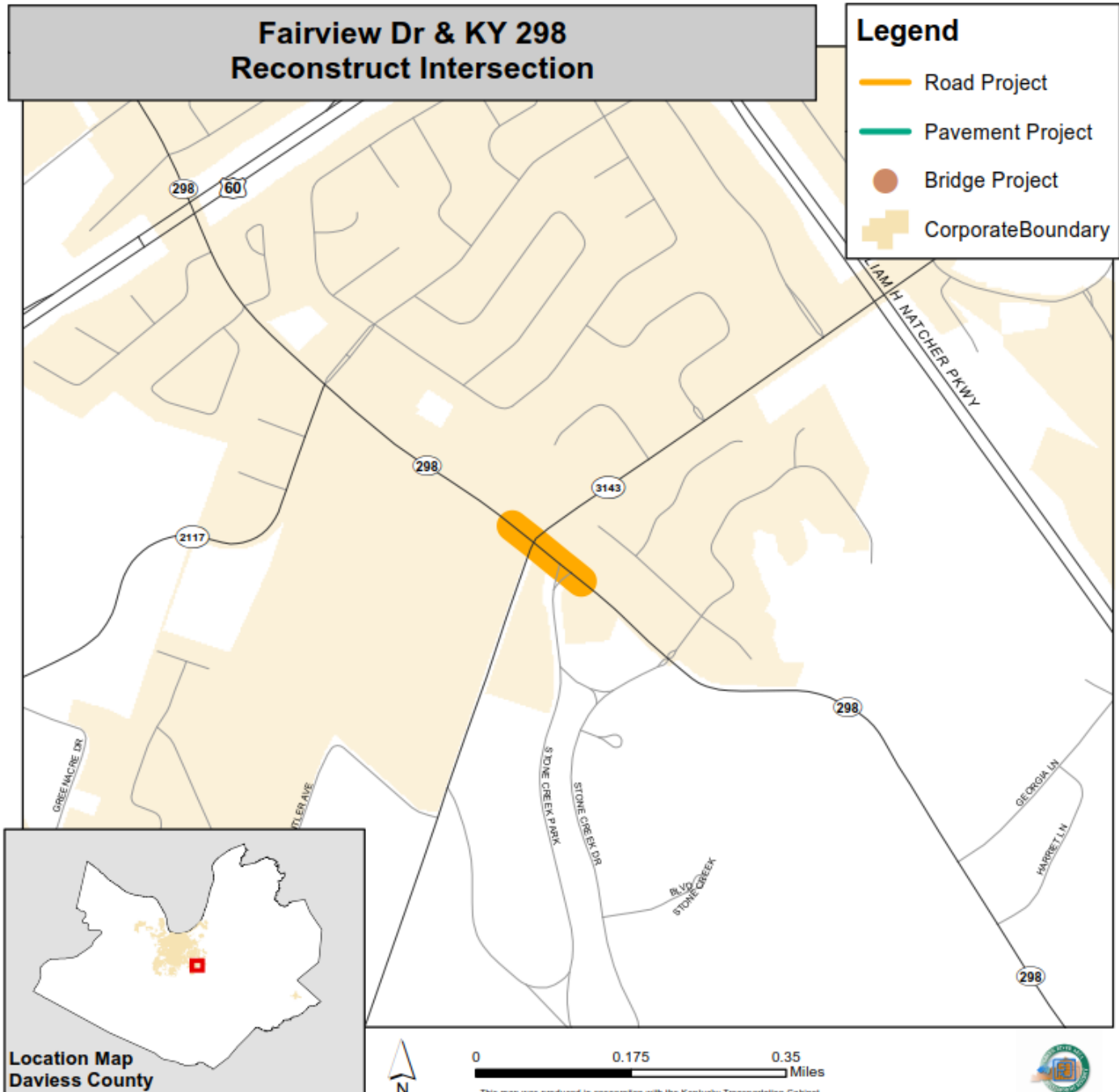
*** Fund Types:**

SB2 — State Bonds 2010
 SP — State Project, Funds Not Available
 SPP — State Project, High Priority
 STP — Surface Transportation Block Grant Program

♦ Projects may be divided into four phases:

D — Design;
 R — Right-of-Way acquisition;
 U — Utility realignment; and
 C — Construction

| STATE FUNDED PROJECTS | | | | | | | | | |
|---|--------|--|-------------|---------|---------|---------|---------|---------|---------------|
| OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2019-2024) | | | | | | | | | |
| KYTC ID | Route | Project Description | | | | | | | |
| 2-229 | KY 298 | Reconstruct intersection at Fairview Dr (KY 3143) and KY 298 | | | | | | | |
| Fund Type | Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Funding |
| SPP | R | | \$630,000 | | | | | | \$630,000 |
| SPP | U | | \$1,040,000 | | | | | | \$1,040,000 |
| SPP | C | | \$2,170,000 | | | | | | \$2,170,000 |



KY 1456 Improvements

Legend

- Road Project
- Pavement Project
- Bridge Project
- Corporate Boundary

Location Map Daviess County

0 0.5 1 Miles

This map was produced in cooperation with the Kentucky Transportation Cabinet

APPENDIX A: COMMITTEE MEMBERSHIP**TABLE 14****OWENSBORO-DAVIESS COUNTY MPO POLICY COMMITTEE MEMBERSHIP**

| | |
|--|--|
| Daviess County Judge/Executive | Al Mattingly |
| Mayor of Owensboro | Thomas H. Watson |
| Secretary of the Kentucky Transportation Cabinet | Greg Thomas (Deneatra Henderson, designee) |
| Federal Highway Administration Kentucky Division Administrator (nonvoting) | Thomas L. Nelson Jr. (Bernadette Dupont, designee) |
| Federal Transit Administration Regional Administrator (nonvoting) | Yvette Taylor |

TABLE 15**OWENSBORO-DAVIESS COUNTY MPO TAC MEMBERSHIP**

| | |
|--|--|
| Owensboro City Manager | Nate Pagan |
| Daviess County Fiscal Court representative | Charlie Castlen, County Commissioner |
| Owensboro City Engineer | Kevin Collignon, City Engineer |
| Daviess County Engineer | Mark Brasher, County Engineer |
| Owensboro Police Department | Mike Page, OPD sergeant |
| Daviess County Sheriff's Office | Scott Wedding, DCSO lieutenant |
| Owensboro Metropolitan Planning Commission | Brian Howard, Director |
| Owensboro Riverport Authority | Brian Wright, Director |
| Owensboro Transit System | Pamela Canary, Manager |
| Regional Water Resource Agency | Dean Behnke, Director of Engineering |
| Kenergy Corporation | John Newland, Vice President |
| Owensboro Municipal Utilities | Tim Lyons, Director of Delivery |
| KYTC Division of Planning | Barry House, Transportation Engineer |
| KYTC Office of Transportation Delivery | Eric Perez, Executive Director |
| KYTC District 2 Office | Nick Hall, Planning Section Supervisor |
| Greater Owensboro Chamber of Commerce | Candance Brake, President/CEO |
| Greater Owensboro Economic Development Corporation | Brittany Johnson, President/CEO |
| Owensboro-Daviess County Regional Airport | Robert Barnett, Manager |
| Green River Area Development District | Jiten Shah, Executive Director |
| FHWA Kentucky Division (nonvoting) | Bernadette Dupont, Transportation Specialist |

**RESOLUTION
OF THE
OWENSBORO-DAVIESS COUNTY
METROPOLITAN PLANNING ORGANIZATION
approving the
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Owensboro-Daviess County Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning in the Owensboro-Daviess County metropolitan planning area; 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

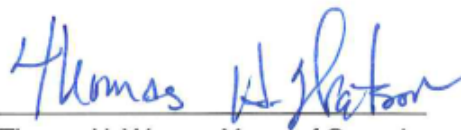
WHEREAS, Section 134, Title 23 U.S.C. further requires that the urban transportation planning process shall include the development of a Transportation Improvement Program (TIP) which shall identify projects that are scheduled in the Kentucky Transportation Cabinet Six-Year Highway Plan and all regionally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

WHEREAS, the Transportation Improvement Program developed by the Owensboro-Daviess County Metropolitan Planning Organization (MPO) and reviewed by the Kentucky Transportation Cabinet and appropriate federal agencies; and

WHEREAS, the transportation planning process is being carried out 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 FY 2019-2024 Transportation Improvement Program to the Policy Committee.

NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the Owensboro-Daviess County MPO at a public meeting of January 29, 2019, approves the FY 2019-2024 Transportation Improvement Program for the Owensboro-Daviess County area and submits the Transportation Improvement Program to the Kentucky Transportation Cabinet.



Thomas H. Watson, Mayor of Owensboro
MPO Policy Committee Chairman

Attest:



METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Owensboro-Daviess County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

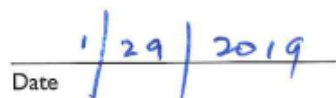
Owensboro-Daviess County MPO



Signature




Title



Date

Kentucky Transportation Cabinet



Signature



Title



Date



Matthew G. Bevin
Governor

**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

February 7, 2019

Mr. Tom Lovett
Owensboro Metropolitan Planning Organization
300 GRADD Way
Owensboro KY 42301

Dear Mr. Lovett:

The Kentucky Transportation Cabinet (KYTC) has reviewed the Owensboro-Daviess County Metropolitan Planning Organization's FY 2019-2024 Transportation Improvement Program (TIP) for compliance with the metropolitan planning requirements included in the Fixing America's Surface Transportation (FAST) Act.

It is my pleasure to approve the Owensboro-Daviess County 2019-2024 TIP as Governor Matt Bevin's Designee. The KYTC will incorporate the new TIP by reference in Kentucky's Statewide Transportation Improvement Program (STIP).

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

Sincerely,

Greg Thomas
Secretary

GT/BCIH/BSK

c: Amanda Spencer
John Ballantyne



An Equal Opportunity Employer M/F/D



Kentucky Division

February 04, 2019

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223 6735
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:
HDA-KY

Mr. Jiten Shah
Executive Director
Owensboro-Daviess County Metropolitan Planning Organization
c/o Green River Area Development District
300 GRADD Way
Owensboro, KY 42301-0290

Dear Mr. Shah:

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

2019-2024 Transportation Improvement Program (TIP) for the
Owensboro-Daviess County Metropolitan Planning Organization (MPO)
(MPO approval date of January 29, 2019)

23 CFR § 450.330 requires a joint FHWA and FTA planning finding that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State, and the public transportation operator(s) in accordance with 23 USC 134 and 49 USC 5303. The joint finding includes a review of the self-certification submitted by the State and MPO under 23 CFR § 450.336, review of the metropolitan transportation plan, adequacy of the public involvement process, and the Governor's approval of the TIP.

If you have questions or concerns, I can be reached at 502-223-6720.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Nelson", written over a horizontal line.

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

cc: Aviance Webb, FTA-R4