Paducah-McCracken Metropolitan Planning Organization (PMcMPO)

Transportation Improvement Program FY 2027-2030

The 30-day public comment review period will be open from November 1 to November 30, 2026. Upon request, this document can be made available in other languages (documento está disponible en español) or alternate format text (AFT) such as Braille, audio, large print, and electronic text.

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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, Illinois Department of Transportation, City of Paducah, Kentucky, City of Brookport, Illinois, McCracken County, Kentucky, and Livingston County, Kentucky. This financial/cooperative assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding/cooperating agencies. Accuracy of the information presented herein is the responsibility of the Paducah-McCracken Metropolitan Planning Organization.

PROGRAM OF PROJECTS (POP) PUBLIC NOTICE

The preparation of this plan has been funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, [Section 505(a)] and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) will satisfy the POP requirements of the Federal Transit Administration (FTA) Section (§) 5307 and Section (§) 5339 Programs.

NON-DISCRIMINATION POLICY STATEMENT

The Paducah-McCracken Metropolitan Planning Organization(PMcMPO), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes and regulations, is committed to ensuring that no person shall, on the grounds of race, color, national origin, gender, age, disability, income, or limited English proficiency, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program or activity conducted by PMcMPO, regardless of whether programs and activities are federally funded or not.

RESOLUTION OF ADOPTION

PMcMPO
Metropolitan Planning Organization

RESOLUTION #2026-05

A RESOLUTION APPROVING PMcMPO 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, Paducah-McCracken Metropolitan Planning Organization (PMcMPO) is the designated MPO for the Paducah Urbanized Area; and

WHEREAS, PMcMPO is responsible for developing and publishing 2027-2030 TIP, a 4-year plan of fiscally constrained transportation system improvements in the Paducah Urbanized Area; and

WHEREAS, a TIP has been prepared in the national and regional interest of promoting, developing, and maintaining a safe and efficient multimodal transportation system that will meet goals, objectives, and needs of the region's citizens, businesses, and industries through the year 2050; and

WHEREAS, the PMcMPO Technical Advisory Committee reviewed the TIP on **DECEMBER XX, 2026**, and has recommended it to the MPO Executive Board for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE EXECUTIVE BOARD OF THE PADUCAH-McCRACKEN METROPOLITAN PLANNING ORGANIZATION:

SECTION 1. The Executive Board finds that MPO staff has followed accepted practice in the development of the PMcMPO 2027-2030 TIP and has completed the required public comment period from October XX to November XX, 2026 in accordance with PMcMPO's Community Participation Plan; and

SECTION 2. By this resolution, the PMcMPO 2027-2030 TIP is officially adopted and effective immediately; and

SECTION 3. The MPO Coordinator is hereby authorized to publish the PMcMPO 2027-2030 Transportation Improvement Program on behalf of the Executive Board and transmit the document to the Kentucky Transportation Cabinet, the Illinois Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and any other interested parties.

PASSED AND APPROVED THIS XX DAY OF DECEMBER, 2026.

_____
Craig Clymer, MPO Chair

ATTEST: _____
Jim LeFevre, MPO Coordinator

METROPOLITAN PLANNING PROCESS SELF-CERTIFICATION

PMcMPO
Metropolitan Planning Organization

Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet and the Paducah-McCracken 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 U.S.C., 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 of 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 and USDOT-funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity 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.

_____ _____

Craig Clymer
McCracken County Judge Executive
Chair, Executive Board

Date

_____ _____

Jason Looper, P.E.
Chief District Engineer
Kentucky Transportation Cabinet District 1

Date

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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 (MPO) 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 Paducah-McCracken MPO (PMcMPO) is comprised of the City of Paducah (Kentucky), the City of Brookport (Illinois) and Livingston and McCracken Counties (Kentucky). The Purchase Area Development District (PADD) is the designated staff agency for the MPO.

The PMcMPO is made up of an Executive Board and a Technical Advisory Committee (TAC). The Executive Board sets policies for the MPO and has the final decision-making responsibilities for transportation planning and programming issues. The MPO's 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 Executive Board, which will provide final approval for the TIP. The membership of the Executive Board and Technical Advisory Committees can be found in Appendix B**.**

AIR QUALITY

The planning area for the PMcMPO 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.

TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The PMcMPO conducts the urban transportation planning process for the area within the MPO planning boundary (shown in Appendix C). Components in this process are the PMcMPO 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, vision 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 PMcMPO area for the next four (4) 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 highways, streets 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 local governments in the MPO planning area, transit and transportation agencies and the Kentucky Transportation Cabinet. 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 are scheduled in the TIP in accordance with the project's actual progress and the availability of funding.

TIP Approval Process

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

Community Participation Plan

The TIP is prepared in accordance with the Community Participation Plan (CPP) of the PMcMPO. It requires the MPO to 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 https://www.purchaseadd.org/download/pmcmpo-2024-2028-community-participation-plan/?tmstv=1792243035 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.

Public Participation

The FY 2027-2030 PMcMPO TIP was developed in accordance with the MPO's CPP. To ensure public review in accordance with the CPP, the MPO released the draft TIP on October 30, 2026 and sent a press release to local media. The required 30-day public comment period began on November 1, 2026, and ran through November 30, 2026.

The draft document was available on the PADD's website as well at the PADD office, the McCracken County Public Library, Paducah City Hall's reception desk, the office of

the McCracken County Judge Executive, the office of the Livingston County Judge Executive, the Paducah Area Transit System office, Brookport (IL) City Hall, and KYTC's District 1 office.

Comments were also accepted by phone and email. **XX** comments were received from the public. They are included in full in Appendix E.

TIP Amendments and Administrative Modifications

The procedures for formally revising the TIP vary depending on the nature of the proposed change. There are two types of revisions to an approved TIP:

- Amendment (Requires public comment period and federal approval)
- Administrative Modification (Information Only)

TIP Amendments

Amendments to the TIP are required when there are significant changes that:

- Add or delete a project or project phase that requires a federal action and is not eligible for an Administrative Modification;
- Changes the design concept or scope for a project;
- Changes cost estimates that affect financial constraint; and/or

The PMcMPO participation procedures for TIP amendments are as follows:

- TIP Amendments shall include a description sufficient to clearly identify the project and include the estimated cost, the location, project sponsor, and sources of funds.
- All TIP Amendments must be consistent with long-range plans (such as the MTP) or include corresponding language to amend the MTP.
- TIP Amendments will be posted on the PADD/MPO website.
- The public will be notified of a 15-day public review and comment period, effective from the date of the notice. Notifications shall include where to send written/digital comments, in addition to language regarding compliance with FTA Program of Projects (POP) requirements.
- Upon notification of the Amendment to the appropriate MPO committees, the MPO shall distribute the Amendment to agencies/stakeholders as directed by KYTC and IDOT. The notification shall describe the action taken and assurance that the Amendment process and appropriate public involvement procedures have been followed.

TIP Administrative Modifications

The following actions are eligible for Administrative Modifications to the TIP:

- Correcting obvious minor data entry errors;
- Splitting or combining projects without modifying the original project design and scope;
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent;
- Shifting a project from one federal funding category to another;
- Shifting a regionally significant state-funded project already identified in the TIP to a federal funding source;
- Shifting a project from federal funding to state funding;
- Shifting the schedule of a project or phase within the years covered by the TIP (with no impact on fiscal constraint);

- Shifting any identified project phase programmed for the previous year into a new TIP (rollover provision);
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint;
- Adding a preconstruction phase for a project shown in the TIP with a construction phase; and/or
- The addition of a project of a type included in the list of Grouped Projects (see Appendix D). TIP Amendments shall include a description sufficient to clearly identify the project and include the estimated cost, the location, project sponsor, and sources of funds.

Public review is not required for administrative changes to the TIP. Administrative Modifications will be included as agenda items for the TAC and Executive Board meetings. All TIP administrative modifications will be posted on the PADD/MPO website and distributed to agencies/stakeholders as directed by KYTC and IDOT.

Administrative Modifications for Grouped Projects

There are various highway improvement projects considered noncontroversial and produce negligible impacts other than positive benefits for safety, traffic operations, and system preservation. These types of projects typically address maintenance activities, correct existing safety problems and/or deficiencies, or they may be the result of a successful grant application by local governments or entities. These projects are usually identified by category, rather than specific location, in the MTP and TIP. Allowing Grouped Projects to be processed as administrative modifications streamlines the transportation planning process and allows projects to be authorized without unnecessary delay.

The Grouped Projects that may be added to the MTP or TIP as administrative modifications are identified in Appendix D. This list of Grouped Projects informs planning process stakeholders and the general public of the types of potential projects that may be added to the MTP/TIP in the future via streamlined procedures. MTP/TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable). These modifications are posted to the MPO website, and the public may offer comments in writing to the MPO at any time or at the TAC or Executive Board meetings. Any project listed in the Grouped Projects appendix could be subject to public involvement because of controversy, negative effects, or other public concerns.

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

multiyear document which is updated every four years. However, both the MTP and the TIP may be amended and/or modified at any time.

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

Prior to projects being selected for the TIP, each project is evaluated and ranked through the MPO's Metropolitan Transportation Plan prioritization process. This prioritization process is based on the MPO's goals and objectives. The goals and objectives of the MPO are:

1. Promote Transportation Safety
2. Preserve Existing Transportation System
3. Connect People and Places (Local and State-to-State)
4. Decrease Congest/Improve Reliability
5. Enhance System Resiliency
6. Improve Quality of Life/Health Outcomes

Additionally, federally required planning factors require the planning process to consider projects and strategies that:

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.

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.

Strategic Highway Investment Formula for Tomorrow (SHIFT)

In 2017, KYTC developed a data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, economic growth, congestion, benefit/cost, asset management, resiliency, and non-motorized mobility to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO uses 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 District 1 through their own planning process. This process takes place every two years to prioritize projects in preparation for the development of the KYTC Highway Plan. The SHIFT process begins in odd-numbered years, so KYTC can prepare a plan to deliver to legislators for the biennium beginning in even-numbered years. Through these prioritization and ranking processes, projects are advanced into the KYTC's Highway Plan and ultimately in the MPO TIP.

FISCAL CONSTRAINT

The Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit and other transportation-related improvements. Federal law requires the TIP to be financially constrained. This document includes 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, the MPO does not have direct control over any source of project funding. Final decisions regarding the programming of funds (project selection, revenue source, schedule etc.) are made by the KYTC, IDOT, and the respective state (Kentucky and Illinois) legislatures. Projects scheduled in each state's highway plan have an associated commitment of the funding identified in the plan. Any funding identified in these documents represent "reasonably expected" funding to carry out those projects based on their inclusion in the plans. To address the full range of transportation needs, on a statewide level and within the PMcMPO planning area, KYTC and IDOT make use of a variety of available revenue sources or funding types.

The specific projects shown in the Project Listing tables on Pages X and XX have been identified by KYTC and IDOT, along with the associated programmed or planned revenue source and schedule, in each state's high 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 because of various project-related delays. These changes will be initiated by KYTC and IDOT and will be reflected in this document by TIP Administrative Modifications and/or Amendments.

The *FINANCIAL SUMMARY FOR 2027-2030 PMcMPO TIP* table on Page 23 provides a summary of costs and revenues over the next four (4) years (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Project Types and 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

GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of the TIP 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. For the reasons noted above, PMcMPO has 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 PMcMPO are shown in Appendix D on Page 32. By listing these project types in the TIP, planning process stakeholders and the 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, PMcMPO, KYTC, and IDOT program those funds on a yearly basis to ensure that spending on group projects does not exceed the amount of dollars available.

When projects are identified, KYTC and IDOT will forward detailed project information 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 and IDOT on a statewide level and is demonstrated on an annual basis for each states' Statewide Transportation Improvement Program.

There may be instances where the MPO receives sub-allocated funds and the MPO has the authority to award funds to specific projects in the MPO planning area. As the MPO receives sub-allocated funding and projects are identified that fit into Table 1 – Grouped Projects, the projects will be added via Administrative Modification. The use of sub-allocated funds will be monitored at the MPO level to ensure that a fiscally constrained TIP is maintained.

PERFORMANCE BASED PLANNING & PROGRAMMING

The previous and current federal transportation bills—the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) —establish requirements for Transportation Performance Management (TPM). TPM is a strategic approach that uses system information to guide investment and policy decisions to achieve national performance goals. Progress toward these goals is monitored through performance measures, which provide decision-makers with critical data to evaluate the impacts of investment decisions across transportation modes.

Since the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012, the United States Department of Transportation (USDOT) has developed performance measures and target-setting requirements through the federal rulemaking process. MAP-21 introduced a streamlined, performance-based, multimodal program designed to increase accountability and transparency in federal transportation programs by improving investment decision-making through performance-based planning and programming.

MAP-21 also requires metropolitan and statewide transportation planning processes to incorporate performance goals, measures, and targets when identifying transportation needs and selecting projects. The FAST Act and the Infrastructure Investment and Jobs Act (IIJA) continued these requirements, specifying that States and Metropolitan Planning Organizations (MPOs) must:

- Use a set of federally established performance measures; and
- Set targets and monitor progress for each performance measure.

Performance Measures & Targets

All established performance measures and targets should align with the seven national goals outlined in MAP-21:

National Goals	
Safety	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	Maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	Achieve a significant reduction in congestion on the National Highway System.
System Reliability	Improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	Improve the national freight network, strengthen rural communities' access to trade markets, and support regional economic development.
Environmental Sustainability	Enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduce Project Delivery Delays	Reduce project costs, promote jobs, and expedite the movement of people and goods by eliminating delays in the project delivery process, including regulatory reviews and approvals.

Federal law requires state departments of transportation to set targets for the performance measures; MPOs must also set targets for the measures that apply to their planning areas. All PMcMPO performance targets can be found in the MTP.

PMcMPO is committed to serving its region and transportation network. To this end, PMcMPO adopts the performance measures and targets for both KYTC and IDOT to be used in each respective state and will amend the MTP and TIP as these performance measures are updated. These performance measures track and assess performance across four (4) criteria: safety, pavement and bridge condition, freight reliability and transit asset management. These criteria are known as PM1, PM2, PM3 and TAM, respectively, outlined below.

Safety Performance Targets (PM1)

Federal Law has outlined five performance measures for safety in metropolitan planning areas. These are:

1. Number of fatalities;

2. Number of serious injuries;
3. Rate of fatalities per 100 million vehicle miles traveled;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of non-motorized fatalities and serious injuries

KYTC and IDOT annually establish and report the statewide safety targets. As part of safety performance management, MPOs are required to either, a. adopt the state's targets, b. develop their own targets or c. decide to use a combination of both, within 180 days after the state has established and reported their targets. The PMcMPO chooses to adopt KYTC/IDOT safety targets (annually) within 180 days after the states have established and reported their targets.

The PMcMPO supports and programs projects that contribute to achieving KYTC/IDOT safety targets, which are updated annually. Safety is a key criterion in project selection, with technical scoring including crash rates. Projects included in the FY 2027–2030 TIP are intended to support progress toward established safety targets.

PMcMPO Safety Targets	KYTC		IDOT	
Performance Measure	2026	2027	2026	2027
Number of Fatalities	726	723.6	1,077.5	1,189.9
Number of Serious Injuries	2,353	2,587	7,215.5	7,638.5
Fatality Rate/100M VMT	1.500	1.475	1.061	1.158
Serious Injury Rate/100M VMT	5.610	5.270	7.595	7.610
Number of Nonmotorized Fatalities and Serious Injuries	321.0	289.0	1,289.3	1,423.5

Infrastructure Performance Targets (PM2)

Under the FAST Act, states must set targets for pavement and bridge conditions on both Interstate and Non-Interstate NHS roadways. The state's PM2 measures are:

1. Percentage of Interstate System pavements in Good condition
2. Percentage of Interstate System pavements in Poor condition
3. Percentage of Non-Interstate NHS pavements in Good condition
4. Percentage of Non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges classified in Good condition
6. Percentage of NHS bridges classified in Poor condition

The PMcMPO coordinates with KYTC/IDOT to plan and prioritize projects that support the achievement of these targets. Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. The PMcMPO supports the planning and programming of projects that contribute to the achievement of these targets.

PMcMPO PM2 Targets	KYTC		IDOT	
Pavement Performance Measure	**2 Year**	**4 Year**	**2 Year**	**4 Year**
% Good Condition Interstates	55.0%	60.0%	60.5%	60.0%
% Poor Condition Interstates	4.0%	3.0%	0.5%	0.5%
% Good Condition Non-Interstate NHS	35.0%	40.0%	31.0%	30.5%
% Poor Condition Non-Interstate NHS	6.0%	5.0%	10.1%	10.5%
NHS Bridge Performance Measure				
% Good Condition by Deck Area	31.0%	27.0%	20.0%	20.0%
% Poor Condition by Deck Area	3.7%	3.6%	11.5%	11.8%

Roadway System Performance Measures (PM3)

PM3 measures evaluate system reliability and freight movement on the NHS. These measures include:

1. Percentage of person-miles traveled on the Interstate system that are reliable (TTR-IH)
2. Percentage of person-miles traveled on the Non-Interstate NHS that are reliable (TTR Non-IH)
3. Truck Travel Time Reliability Index (TTTR)

The PMcMPO supports the planning and programming of projects that improve system reliability and freight movement. Projects selected for inclusion in the TIP are intended to support the achievement of roadway system performance measures. The PMcMPO supports the planning and programming of projects that contribute to the achievement of these targets.

PMcMPO PM3 Targets	KYTC		IDOT	
Performance Measure	2026	2027	2026	2027
Percentage of person-miles traveled on the Interstate system that are reliable	95.0%	93.0%	78.0%	78.0%
Percentage of person-miles traveled on the Non-Interstate NHS that are reliable	91.0%	91.0%	90.0%	90.0%
Truck Travel Time Reliability Index (TTTR)	1.30	1.35	1.4	1.4

Environmental Sustainability

This measure for this goal is Total Emissions Reduction which is not applicable to PMcMPO as the MPO planning is in attainment with all federal air quality regulations. However, the effect of completed projects is reasonably expected to reduce emissions in the MPO planning area.

Reduced Project Delivery Delays

The PMcMPO supports the following strategies to reduce delay of project delivery:

- Improve public involvement and support
- Improve resource agency involvement and collaboration
- Demonstrate real commitment to the project
- Improve internal communication and coordination
- Streamline decision making
- Integrate across all phases of project delivery

Transit Performance Measures

The Federal Transit Administration (FTA) requires transit agencies to establish targets for asset condition and transit safety. The PMcMPO coordinates with local transit providers to:

- Monitor and track transit asset performance under the Transit Asset Management framework
- Support local transit agencies in meeting PTASP safety performance targets, including the reduction of reportable incidents, injuries, and fatalities

Through these coordinated efforts, the PMcMPO ensures that transportation planning and project selection within the metropolitan area align with federal and state performance targets, supporting safer, more reliable and sustainable transit infrastructure.

Transit Asset Management (TAM)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act, and subsequently the Fixing America's Surface Transportation (FAST) Act, required the Federal Transit Administration (FTA) to establish a rule for a strategic and systematic process to operate, maintain, and improve public transportation capital assets throughout their entire lifecycle.

Under the Transit Asset Management (TAM) Final Rule, the FTA established performance measures to assess the condition of transit assets and ensure they are maintained in a State of Good Repair (SGR). These measures apply to four categories of capital assets, as follows:

1. Rolling Stock – Percentage of revenue vehicles (by type) that have met or exceeded their useful life benchmark (ULB).
2. Equipment – Percentage of non-revenue service vehicles (by type) that have met or exceeded their useful life benchmark.
3. Facilities – Percentage of facilities rated below condition level 3 on the Transit Economic Requirements Model (TERM) scale.

4. Infrastructure – Percentage of track segments (for rail systems) with performance restrictions.

PMcMPO coordinates with its public transportation provider, PATS, to support the implementation of KYTC's TAM performance measures and targets. PATS uses the statewide TAM performance measures and targets established and updated by KYTC. The PMcMPO supports the planning and programming of projects that contribute to the accomplishments of these transit performance measurement targets. The transit projects adopted in the TIP are intended to support achieving the targets established for the transit state of good repair.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation, established by the Federal Transit Administration (FTA) under the authority of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, requires public transportation providers to develop and implement a comprehensive safety plan. FTA's National Public Transportation Safety Plan (April 2024) identifies 14 safety performance measures for all transit providers subject to the PTASP regulation. The table below lists each safety performance measure:

Safety Performance Measure		Description
1	Measure 1a – Major Events	This includes all safety and security major events as defined by the National Transit Database (NTD).
2	Measure 1b – Major Event Rate	This includes all safety and security major events as defined by the NTD, divided by Vehicle Revenue Miles (VRM).
3	Measure 1.1 – Collision Rate	This includes all collisions reported to the NTD, divided by VRM.
4	Measure 1.1.1 – Pedestrian Collision Rate	This includes all collisions "with a person," as defined by the NTD, divided by VRM.
5	Measure 1.1.2 – Vehicular Collision Rate	This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.
6	Measure 2a – Fatalities	This includes all fatalities as defined by the NTD.
7	Measure 2b – Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
8	Measure 2.1 – Transit Worker Fatality Rate	This includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/ Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
9	Measure 3a – Injuries	This includes all injuries as defined by the NTD.
10	Measure 3b – Injury Rate	This includes all injuries as defined by the NTD divided by VRM.
11	Measure 3.1 – Transit Worker Injury Rate	This includes all transit worker injuries as defined by the NTD, including the categories "Transit Employee/ Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
12	Measure 4a – Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD.
13	Measure 4b – Rate of Assaults on Transit Workers	This includes all assaults on transit workers as defined by the NTD divided by VRM.
14	Measure 5 – System Reliability	This includes Major Mechanical System failures as defined by the NTD.

Federal law requires transit agencies to make their safety performance targets available to States and Metropolitan Planning Organizations (MPOs) to support the planning process. MPOs are responsible for incorporating PTASP performance measures and targets into regional transportation planning and programming activities.

The PTASP is developed by PATS in accordance with the requirements of 49 C.F.R. Part 673 applicable to small public transportation providers. The PMcMPO coordinates with PATS to support the development and implementation of PTASP requirements. The MPO incorporates transit safety performance into its planning and programming processes and supports projects that enhance system safety and reliability. Through continued coordination with KYTC, IDOT, and PATS, PMcMPO monitors transit safety performance and ensures that transportation planning and project selection align with federal and state performance requirements, supporting a safer, more reliable, and efficient multimodal transportation system.

COMPLETED TIP PROJECTS

The TIP is required to contain a list of projects from the previous TIP that have been completed. As this is the PMcMPO's initial TIP, there are no previous TIP projects. TIP projects completed in the future will be added to this list.

FINANCIAL SUMMARY FOR 2027-2030 PMcMPO TIP

See following table that demonstrates fiscal constraint for KYTC PMcMPO funding:

KYTC Projected Revenue	$116,963,924
Less Operations and Maintenance	$41,399,927
Less KYTC TIP Projects	$43,026,657
Less Grouped Projects	$32,537,340
Balance	$0

KYTC PMcMPO Projected Revenue

The estimated gross revenue for highway construction and maintenance for 2026-2030 is contained in the PMcMPO 2050 MTP (Table 9). The 5-year period (2026-2030) estimated amount of available revenue is $146,204,905. Taking 80% of that amount to calculate a 4-year period (2027-2030) of available revenue is $116,963,924.

PROJECT LISTINGS

Local Projects

The PMcMPO does not control the selection or funding of projects programmed and completed by local governments. Projects where local governments provide local funds to match federal funds for transportation projects will be added to the TIP.

Operations and Maintenance

The PMcMPO MTP (Table 9) used systems level analysis to estimate maintenance costs which include KYTC/IDOT salaries, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and

repairing traffic signals. Performing these activities requires employees, vehicles and other machinery, and materials such as salt, asphalt, and fuel. The 5-year period (2026-2030) estimated amount of available revenue for estimated maintenance expenses is $51,749,909. Taking 80% of that amount to calculate a 4-year period (2027-2030) of available revenue for maintenance activities is $41,399,927.

Transit Projects

The Paducah Area Transit System is responsible for the programming and expenditure of these funds. The City of Paducah provides $215,000 on an annual basis.

Project Description	Formula Program	2027	2028	2029	2030
Operating[1]	5307	2,001,574.00	2,101,652.70	2,206,735.34	2,317,072.10
Capital[2]	5307		308,419.65	323,840.63	340,032.66
Bus and Bus Facility Program[2]	5310	174,560.77	183,288.80	192,453.33	202,075.95
Bus and Bus Facility Program[2]	5339	102,288.95	107,403.34	112,773.58	118,412.19
Total Federal		2,278,423.72	2,700,764.49	2,835,802.88	2,977,592.90

[1]20% match provided by PATS

[2]20% match provided by KYTC/OTD

Annual Listing of Obligated Projects

In the interest of transparency, federal law requires MPOs to produce annual listings of projects in their regions for which federal funds have been obligated. MPOs must post these listings on their websites or otherwise make them publicly accessible via means such as printed reports, newsletters, and publication in local newspapers within 90 calendar days of the September 30 end of a federal fiscal year. This requirement is designed to give the public an accurate understanding of how federal transportation funds are being spent.

PMcMPO relies on KYTC and IDOT to provide them with listings of transportation improvements, including mass transit and bicycle-pedestrian projects, for which federal funds were obligated during the most recent federal fiscal year. For each project, the annual listing must identify:

- The amount of federal funds requested in the TIP;
- The type of work done;
- The beginning and end points of the project;
- The project length, in miles;
- The federal funding that was obligated during the previous year; and
- The federal funding remaining and available.

The most current list is available online at https://www.purchaseadd.org/local-government/paducah-mccracken-mpo/.

KENTUCKY TIP Projects

KY COUNTY	ID NUMBER	ROUTE	LENGTH	BMP	EMP	DESCRIPTION	PHASE	FUND	YEAR	SIX YEAR PLAN AMOUNT	FEDERAL FUNDS AMOUNT	STATE FUNDS AMOUNT
McCracken	1-10162	KY-3520	0.028	4.448	4.476	Bridge Project (073B00030NI) KY-3520 at P&L Railway	C	BRZ	2027	3,040,571	2,432,457	608,114
							D	BRZ	2027	456,086	364,869	91,217
									BRZ Total	**3,496,657**	**2,797,326**	**699,331**
McCracken	1-10198	US-45	0.875	12.925	13.800	Address deficiencies of Brookport Bridge on US-4S over Ohio River (073B00001NI)	D	BRX	2029	150,000	120,000	30,000
							C	BRX	2029	1,000,000	800,000	200,000
									BRX Total	**1,150,000**	**920,000**	**230,000**
McCracken	1-10261	1-24	0.990	0.000	0.990	Planning and Phase I Engineering for the future expansion or replacement of the 1-24 Ohio River Bridge. (Shared Cost w/ Illinois) (073B00100N)	C	BRO	2027	1,375,000	1,100,000	275,000
							C	BRO	2028	1,375,000	1,100,000	275,000
							C	BRO	2029	1,375,000	1,100,000	275,000
							C	BRO	2030	1,375,000	1,100,000	275,000
									BRO Total	**5,500,000**	**4,400,000**	**1,100,000**
McCracken	1-1115.1	US-60	1.350	18.650	20.000	Relocation and minor widening of US-60 from Clarks River the US-62 junction.	R	NH	2030	3,500,000	2,800,000	700,000
							U	NH	2030	3,000,000	2,400,000	600,000
McCracken	1-80305	1-24	11.823	4.328	16.151	Address safety, congestion, and future capacity issues from US-60 to US-68 in Paducah. See March 2002 Paducah-McCracken Transportation Study.	D	NH	2029	2,080,000	1,664,000	416,000
							R	NH	2030	550,000	440,000	110,000
									NH Total	**9,130,000**	**7,304,000**	**1,826,000**
McCracken	1-142	US-62	1.044	11.837	12.881	Address issues with service, congestion and safety from US 45 to 1-24 in Paducah. See March, 2002 Paducah-McCracken County Transportation Study.	R	STP1	2027	5,500,000	4,400,000	1,100,000
							U	STP1	2029	2,800,000	2,240,000	560,000
McCracken	1-153.2	KY-1286	0.006	6.692	6.698	Extend KY 1286 from KY 998 (MP 6.916) to US 60. (Priority Section 2)	C	STP1	2026	7,500,000	6,000,000	1,500,000
McCracken	1-153.3	KY-1286	0.896	5.000	5.896	Improve KY 1286 from US 62(MP 5.000) to Perkins Creek Bridge (MP 5.896, B00167N). (Priority Section 3)	R	STP1	2027	2,750,000	2,200,000	550,000
							U	STP1	2028	2,160,000	1,728,000	432,000
			1.020	5.678	6.698	Improve KY 1286 from Perkins Creek Bridge (MP 5.896, B00167N) to KY 998 (MP 6.916). (Priority Section 4)	U	STP1	2027	2,160,000	1,728,000	432,000
									STP1 Total	**22,870,000**	**18,296,000**	**4,574,000**
McCracken	1-20017	1-24	1.148	16.172	17.320	Address condition of I-24 from milepoint 16.172 to milepoing 17.320	D	STP3	2027	80,000	64,000	16,000
							C	STP3	2027	800,000	640,000	160,000
									STP3 Total	**880,000**	**704,000**	**176,000**
									Total Project Funding	**43,026,657**	**34,421,326**	**8,605,331**

ILLINOIS TIP Projects

IL COUNTY	ID NUMBER	ROUTE	LENGTH	BMP	EMP	DESCRIPTION	PHASE	FUND	YEAR	ESTIMATED COST	FEDERAL FUNDS AMOUNT	STATE FUNDS AMOUNT
Massac	0-01774-9001	I-24	Rest Area	NA	NA	Improvements include demolition, reconstruction to add up to four family-assist restrooms, and increasing truck parking stalls from 19 up to 64 stalls while adding ADA compliant stalls.	C	STP	2027	11,316,250	9,053,000	2,263,250
									STP Total	11,316,250	9,053,000	2,263,250
Massac	P-99-013-25	I-24	US 45 in IL to KY 305 in KY	US45 in IL	KY 305 in KY	Phase I engineering for new structure over the Ohio River at Metropolis, Illinois.	D	NHFP	2027	9,552,000	7,641,600	1,910,400
									NHFP Total	9,552,000	7,641,600	1,910,400
							Total Project Funding			**32,184,500**	**25,747,600**	**6,436,900**

State Funded Regionally Significant Projects

Any state funded project considered regionally significant must be included in the TIP.

County	ID Number	Route	BMP	EMP	Length	Program	Description	Fund	Phase	Year	SYP Amount	NHS
McCracken	1-4903	US45	0.9	12.9	13.8	DESIGN ENGINEERING(O)	Upgrade navigational lighting for the US 45 (Irvin S Cobb) Bridge. 073B00001N	SPP	C	2030	$900,000	N
McCracken	1-4903	US45	0.9	12.9	13.8	DESIGN ENGINEERING(O)	Upgrade navigational lighting for the US 45 (Irvin S Cobb) Bridge. 073B00001N	SPP	D	2029	$70,000	N
McCracken	1-80315	KY998	1.718	0	1.718	DESIGN ENGINEERING(O)	IMPROVE MOBILITY, SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ON KY 998 (OLIVET CHURCH ROAD) FROM KY 1286 (FRIENDSHIP ROAD) TO US 62. (2024CCN)	SPP	R	2030	$2,750,000	N
McCracken	1-80315	KY998	1.718	0	1.718	DESIGN ENGINEERING(O)	IMPROVE MOBILITY, SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ON KY 998 (OLIVET CHURCH ROAD) FROM KY 1286 (FRIENDSHIP ROAD) TO US 62. (2024CCN)	SPP	D	2029	$1,500,000	N
McCracken	1-80317	KY731	0.125	0.415	0.54	RECONSTRUCTION	BASED ON THE 2019 PADUCAH SUA, ID "Q". RECONFIGURE THE INTERSECTION OF KY 731 AND LABELLE AVE. A ROUNDABOUT SHOULD BE CONSIDERED. THIS IS BASED ON 33 CRASHES IN 3 YEARS AND COMPLAINTS FROM LOCALS ABOUT POOR DRAINAGE RUN OFF GOING INTO **THE** STREET. (2024CCN)	SPP	U	2029	$3,500,000	N
McCracken	1-80317	KY731	0.125	0.415	0.54	RECONSTRUCTION	BASED ON **THE** 2019 PADUCAH SUA, ID "Q". RECONFIGURE **THE** INTERSECTION OF KY 731 AND LABELLE AVE. A ROUNDABOUT SHOULD BE CONSIDERED. THIS IS BASED ON 33 CRASHES IN 3 YEARS AND COMPLAINTS FROM LOCALS ABOUT POOR DRAINAGE RUN OFF GOING INTO THE STREET. (2024CCN)	SPP	C	2030	$5,500,000	N
McCracken	1-80317	KY731	0.125	0.415	0.54	RECONSTRUCTION	BASED ON THE 2019 PADUCAH SUA, ID "Q". RECONFIGURE THE INTERSECTION OF KY 731 AND LABELLE AVE. A ROUNDABOUT SHOULD BE CONSIDERED. THIS IS BASED ON 33 CRASHES IN 3 YEARS AND COMPLAINTS FROM LOCALS ABOUT POOR DRAINAGE RUN OFF GOING INTO THE STREET. (2024CCN)	SPP	R	2029	$2,000,000	N
McCracken	1-80405	KY998	0.596	1.718	2.314	SAFETY(P)	Widen on KY 998 (Olivet Church Road) from KY 1286 (Friendship Road) to US 60 to improve level of service and safety. See 2013 Planning Study (2026CCN)	SPP	U	2030	$600,000	N
McCracken	1-80405	KY998	0.596	1.718	2.314	SAFETY(P)	Widen on KY 998 (Olivet Church Road) from KY 1286 (Friendship Road) to US 60 to improve level of service and safety. See 2013 Planning Study (2026CCN)	SPP	D	2029	$300,000	N
McCracken	1-80405	KY998	0.596	1.718	2.314	SAFETY(P)	Widen on KY 998 (Olivet Church Road) from KY 1286 (Friendship Road) to US 60 to improve level of service and safety. See 2013 Planning Study (2026CCN)	SPP	R	2030	$1,600,000	N
										Total D	$1,870,000	
										Total R	$6,350,000	
										Total U	$4,100,000	
										Total C	$6,400,000	
										Total	**$18,720,000**	

Appendix A
Metropolitan Transportation Plan (MTP) Reference

This table shows reference information for all federally funded transportation projects in the 2027-2030 TIP. This information is included to demonstrate the required consistency with the MTP for each project in the TIP and show performance targets being addressed by the project. The 2050 MTP can be viewed on the PMcMPO website at: https://www.purchaseadd.org/local-government/paducah-mccracken-mpo/

ID NUMBER	ROUTE	DESCRIPTION	MTP Reference	Performance Targets Addressed
1-10162	KY-3520	Bridge Project KY-3520 at P&L Railway	Page 87	PM1, PM2
1-10198	US-45	Address deficiencies of Brookport Bridge on US-45 over Ohio River	Page 87	PM1, PM2
1-10261	1-24	Planning and Phase I Engineering for the future expansion or replacement of the 1-24 Ohio River Bridge. (IDOT ID No. P-99-013-25)	Page 87	PM1, PM2, PM3
1-1115.10	US-60	Relocation and minor widening of US-60 from Clarks River the US-62 junction.	Page 89	PM1, PM2, PM3
1-80305	1-24	Address safety, congestion, and future capacity issues from US-60 to US-68 in Paducah.	Page 89	PM1, PM2, PM3
1-142	US-62	Address issues with service, congestion and safety from US 45 to 1-24 in Paducah.	Page 86	PM1, PM2, PM3
1-153.2	KY-1286	Extend KY 1286 from KY 998 (MP 6.916) to US 60. (Priority Section 2)	Page 87	PM1
1-153.30	KY-1286	Improve KY 1286 from US 62(MP 5.000) to Perkins Creek Bridge. (Priority Section 3)	Page 86	PM1
1-20017	1-24	Address condition of I-24 from milepoint 16.172 to milepoint 17.320	Grouped Project	PM1, PM2
0-01774-9001	I-24	Improvements include demolition, reconstruction to add up to four family-assist restrooms, and increasing truck parking stalls from 19 up to 64 stalls while adding ADA compliant stalls.	Grouped Project	PM1, PM3

APPENDIX B
Membership of the Executive Board and Technical Advisory Committee

Executive Board Members
Chief District Engineer, KYTC District 1
Program Development Engineer, IDOT District 9
Mayor, City of Paducah, Kentucky
City Manager, City of Paducah, Kentucky
Mayor, City of Brookport, Illinois
County Judge Executive, McCracken County, Kentucky
Deputy Judge Executive, McCracken County, Kentucky
County Judge Executive, Livingston County, Kentucky
Director, Paducah Area Transit System

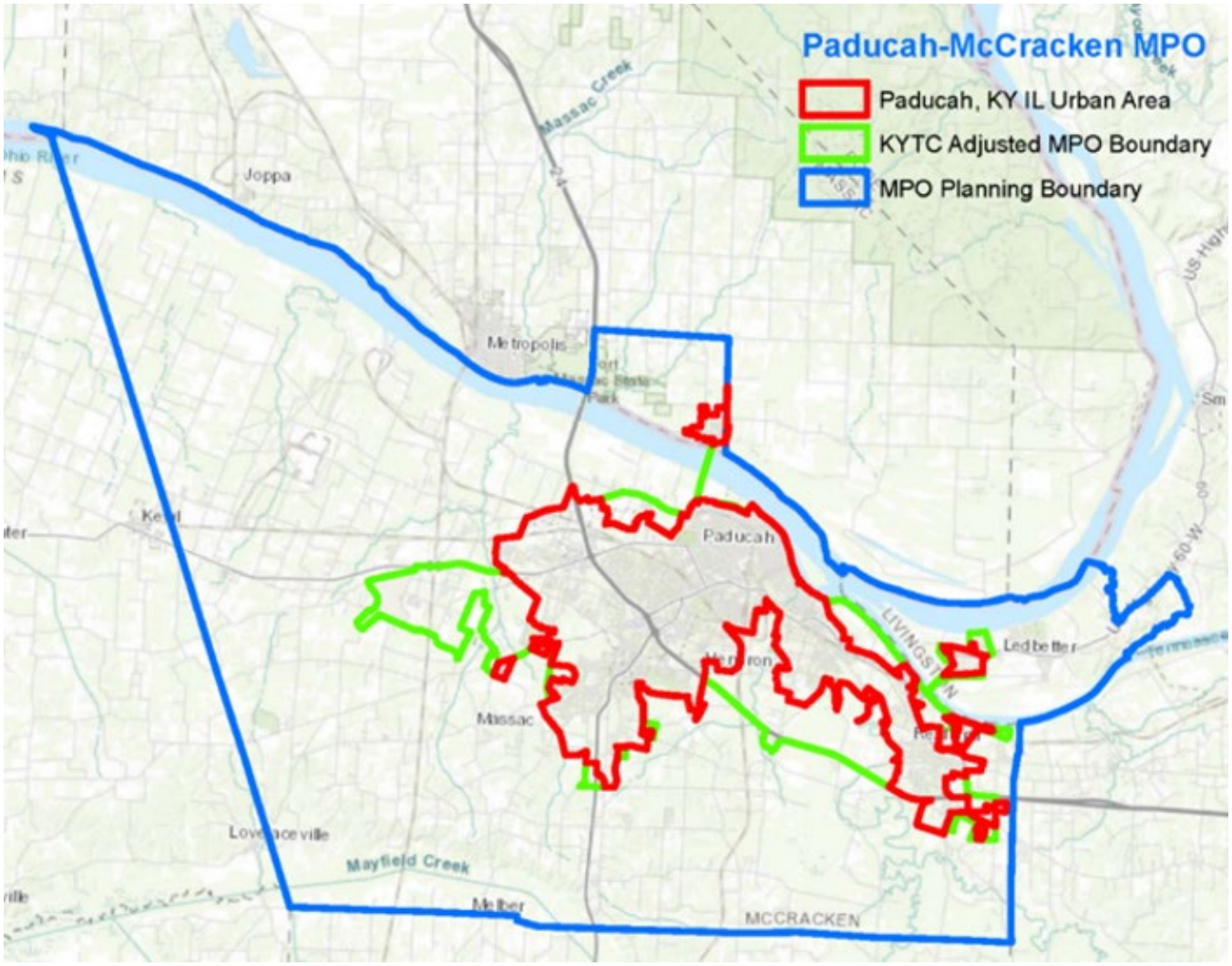
Advisory Executive Board Members (Nonvoting)
Kentucky Transportation Cabinet
Illinois Department of Transportation
Federal Highway Administration, Kentucky Division
Federal Highway Administration, Illinois Division
Federal Transit Administration, Region 4
Federal Transit Administration, Region 5
City of Paducah, Kentucky
City of Brookport, Illinois
County of McCracken, Kentucky
County of Livingston, Kentucky
Paducah Area Transit System
Paducah-McCracken Riverport Authority
Barkley Regional Airport

Technical Advisory Committee Members
Project Development Branch Manager, KYTC District 1
Programming Engineer, IDOT District 9
City Engineer, Paducah
Planning and Community Development Manager, McCracken County
Assistant City Manager, Paducah
City Council Member, City of Brookport, IL
County Engineer, McCracken County
Representative, Paducah Transit System
Executive Director, Barkley Regional Airport
Executive Director, Paducah-McCracken Riverport Authority
Representative, Livingston County Fiscal Court

Advisory Technical Advisory Committee Members (Nonvoting)

Paducah Chamber of Commerce
Paducah Economic Development Corporation
Paducah Police Department
McCracken County Sheriff's Department
McCracken County Planning & Zoning
Kentucky State Police, Post 1
Paducah Power
Paducah Water
Jackson Purchase Electric Cooperative
Paducah-McCracken Joint Sewer Agency
KYTC District 1
IDOT District 9
IDOT, Bureau of Planning
KYTC Central Office Division of Planning
KYTC, Office of Transportation Delivery
EPA, Region 4
FHWA, Kentucky Division
FHWA, Illinois Division
FTA, Region 4
FTA, Region 5
Purchase Area Development District
Pennyrile Area Development District

APPENDIX C
PMcMPO Planning Boundary



Appendix D
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) Improvements
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 Alternative 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

APPENDIX E
Comments

To be published following the 30-day public comment period.

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