

Section 6 - Funding

2009-2035 Ashland Metropolitan Transportation Plan (MTP)

The Ashland Metropolitan Transportation Plan must be financially constrained and is as shown below. This means that the expected funding levels must meet or exceed project costs. To determine historical annual funding levels for the Plan year, a summary of the 2009-2013 TIP and out-years of the Plan was estimated. These estimates included all foreseen funding needs with the categories of TIP projects, grouped projects, operations and maintenance and projects that are currently unfunded. These calculations are estimated as follows:

Fiscal Constraint Estimates

TIP Projects

2009-2013 TIP Projects		\$48,199,200
Grouped Projects	2.71 m/year	\$13,562,500
Operations and Maintenance	2.8 million/year (O&M from KYTC records)	\$14,000,000
TOTAL (TIP Projects)		\$75,761,700

Projects included for later years in the Plan (2014-2035)

UPL Projects		\$123,000,000
2014-2035 for grouped projects		\$56,962,500
2014-2035 Operations and Maintenance		\$58,800,000
TOTAL (Later Year Projects)		\$238,762,500

To Calculate revenue needed for fiscal constraints

Projects 2009-2013 (total from TIP (6YP))	\$75,761,700
Projected need for out-years of Plan	\$238,762,500
TOTAL (Revenue needed)	\$314,524,200

Projects 2009-2013 (total from TIP (6YP))	\$75,761,700
With a conservative estimate for out-years (2014-2035) of \$11,500,000 per year	\$241,500,000
TOTAL (Estimated Revenue required)	\$317,261,700

Based on the above figures the Ashland Area MPO and the Plan met the fiscal constraint requirements.

Tables 9-14 list the projects from the Ashland Area Metropolitan Transportation Plan and the estimated cost of these projects.

Note: Miscellaneous transportation enhancement, scenic byways, ferry boat funding and Kentucky Appropriated Earmark projects were not considered since these projects are constrained by their own funding methods.

CONCLUSION

The 2009-2035 Ashland Metropolitan Transportation Plan provides a basis upon which to implement transportation improvements (highway and transit) in a rational and orderly fashion. By knowing the location and the nature of transportation system deficiencies before they occur, government agencies will be able to effectively allocate limited funds available for improvements. The Plan also permits a rational order to further conduct corridor, site, and design studies. This Plan is not the final word for transportation improvements and that the proposals of the Plan may need to be amended as conditions change and resource availability fluctuates. It is for these reasons that the transportation planning process is a continuous, comprehensive, and coordinated process.