



VIII. Potential Project Funding Sources

Funding Source	Details
State	Projects must be submitted through the Six Year Plan process (see below)
Transportation Enhancements	Eligible projects include: pedestrian and bicycle facilities, landscaping, scenic beautification, control and removal of outdoor advertising, preserving abandoned railway corridors, and scenic easements
Safety Program (HES)	Only for locations deemed “high accident” within the District
Rural and Municipal Aid	Monies are generally used for roadway maintenance. Rural aid projects are chosen by the County Fiscal Court, KYTC District, and the public. Municipal aid projects are chosen by both the County and Cities involved.
Public Partnerships	Deals and agreements can often be made between developers and government entities to fund needed projects
City and County Budget	Directly funding projects from City and County budgets
Grants	While not specifically listed, the federal government does offer grants for specific types of improvement projects (like the TCSP grant that funded this study). Such grants need to be sought out and pursued on a case by case basis.

A. KYTC’s Planning Process – The Six Year Plan

First, input is taken from a variety of sources including: highway districts, the Division of Planning, the Division of Multimodal Programs, the Cabinet’s Goals and Strategic Plan, the Office of Transportation Delivery, the Division of Aeronautics, the Area Development Districts, Metropolitan Planning Organizations, local officials, the Intermodal Advisory Panel, the Economic Development Cabinet, the Tourism Cabinet, the Division of Air Quality, management systems, and the public. This input is in the form of suggested highway and transportation improvements, as well as needs and issues. All of the input goes through analysis and a review process. Alongside of this, the KYTC identifies available federal and state funds. After this process, a series of projects go into the Statewide Transportation Plan. Following additional review and input, a select number of these projects are chosen for the Long Range Highway Plan. Then, with ranking and need, projects go from the Long Range Plan, into the Six Year Plan. The Six Year Plan is comprised of projects that represent a balanced expenditure of money for the entire state. Finally, from the Six Year Plan, projects are moved into the State Transportation Improvement Plan. The Transportation Improvement Plan is basically years one through three of the Six Year Plan. At this stage there is final public review and comment.

Projects from Versailles can make it on to the Transportation Plan and the Six Year Plan in the following way. First a project identification form must be submitted to the Bluegrass ADD. Then the ADD, local officials, and the KYTC Central Office prioritizes the submission, along with all other submissions. Those

projects chosen as highest priority are then placed onto the Transportation Plan and the Six Year Plan.

B. Transportation Enhancements and Renaissance Kentucky Grants

These are federal funds and are administered by states. Often they are referred to as TEA 21 funds. Project eligibility is determined by the KYTC Division of Multimodal Programs. Such projects can include pedestrian/bikeways like those recommended in Southern Versailles. Final projects are selected by the Governor's committee. Applications for these grants are due in late January (necessary forms can be downloaded from the KYTC website).

C. Highway Safety Program

These funds are only for projects in high accident locations within the district. The projects to receive these funds for the Versailles area are selected by the KYTC District 7 Office in Lexington. Since the segments of highway studied within Versailles are not among those having the highest accident rates for the State, it is not likely that these funds will be attainable for the projects detailed in this report.

D. Rural Municipal Aid Program

These are primarily used for existing street and network maintenance. Projects are selected by County and City officials and the public. There are three categories in this program. They are as follows:

- Rural Secondary Program
 - These are projects developed by the County, KYTC District 7, and the public
- County Road Aid Program
 - These funds are mostly for maintenance, and are directly controlled by the Fiscal Courts
- Municipal Aid Program
 - Funds are used for the maintenance of urban roadways, and are directly controlled by cities and county.

E. Public-Private Partnerships

There are often opportunities for the City and County to team up with developers during new development or redevelopment. Also, some existing landowners and businesses may be willing to donate land and/or resources for projects if said projects will bring them benefits.

F. City and County Budgets

City and County budgets can be used to directly fund projects. Generally, they are required at least in part to assist in funding. Many federal and state funding mechanisms require some local funding.



G. Grants

Numerous grant opportunities exist each year. As such, close contact should be maintained with the KYTC District office to keep tabs of current and future available funding sources and mechanisms.

H. Summary of Potential Funding Sources for Proposed Projects

This table is a summary of what funding sources should be considered for each proposed project. It should be noted that most projects would require funding from more than one source. As such, all potential sources of funds are listed for each project.

Project	Facility Ownership	Potential Funding Source(s)
Eastern Gateway		
Redesign of US 60 and Lexington Road Intersection	State	ST, CC, GR
New Connection and Access Road – Laval Hts. And Crossfield Dr.	Local	PP, CC, GR
Lexington Street Redesign	State	ST, PP, CC, GR
Wilson Ave – Conversion to Auto Access Road	Local	PP, CC, GR
New Connection – Bryanwood and McDavid Drive	Local	CC, GR
Lexington Street Utility Lines Relocation	State	ST, CC, GR
Tincher Dr. extension to Wilson Ave.	Local	PP, CC, GR
Woodford Street/Dale Avenue Extension to Tincher Dr.	Local	PP, CC, GR
Western Gateway		
Intersection Realignment and Traffic Calming – Tyrone Pike and Clifton Road	State	ST, TE, CC, GR
Multi-Use Path – County Park to Downtown	Local	Funded by TE/CC
Grade Reduction – Tyrone Pike and Clifton Road	State	ST, CC, GR
Sidewalk Additions – Tyrone Pike	State	ST, TE, CC, GR
US 62/KY 33 Connector Corridor		
Landscaping and Natural Buffers along the new connector	State	ST, TE, CC, GR
Pedestrian Link – Main Street from Gormley Drive to US62/KY33 Connector Intersection	State	ST, TE, CC, GR
Pedestrian Link – Connecting Oxford Drive to US62/KY33 Connector's Pedestrian Path	Local	TE, CC, GR
Additional visual/sound buffering structure between the existing residences that abut the new connector	State	ST, TE, CC, GR



Huntertown Road Corridor		
Pedestrian Link – Connecting Main Street to Huntertown Road via School Properties	Local	TE, CC, GR
Addition of a multi use recreational path along the entire length of Huntertown Road extending along Simmons St. to Woodford County Middle School	Local	TE, CC, GR
Safety Improvements at US 60 intersection	State	ST, CC, GR
Addition of street lighting at the following locations: Venetian Way intersection Before and after the Bluegrass Parkway overpass Woodburn Hall Drive and Hunters Ridge Road intersection At both Gaybourne intersections	Local	CC, GR
Safety improvements at 2 curves adjacent to the Bluegrass Parkway Overpass	Local	CC, GR
Addition of turn lanes at Huntertown Road intersections (consider each as an individual project) St. Leo Church Sea Hero Run Venetian Way Sycamore Parkway Gaybourne Way (South)	Local	CC, GR
Addition of speed limit signs along various segments of Huntertown Road	Local	CC, GR
Paddock Place extended to Huntertown Road	Local	PP, GR
ST – State Funding TE – Transportation Enhancement Funding PP – Public Private Partnership Candidates CC – City and County Budget GR – Grants		