

AMENDED CERTIFICATION

**CERTIFICATION UNDER SECTION 1201 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:**

Pursuant to Title XII, section 1201 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (February 17, 2009)) ("ARRA"), I, Steven L. Beshear, Governor of the Commonwealth of Kentucky, hereby certify to the Secretary of Transportation that the Commonwealth of Kentucky will maintain its effort with regard to State funding for the types of projects in DOT "covered programs" funded under ARRA. The enclosed list of DOT "covered programs" identifies the amount of funds Kentucky plans to expend from State sources from February 17, 2009 to September 30, 2010, for the types of projects under the DOT "covered programs" funded under ARRA.

I understand that if the Commonwealth of Kentucky is unable to maintain the level of funding identified in this list of the types of projects under the DOT "covered programs" funded under ARRA, the Commonwealth of Kentucky will thereafter be prohibited by the Secretary of Transportation from receiving additional limitation on obligations for Federal-aid highway and highway safety construction programs that occur after August 1 for fiscal year 2011.



Governor, Commonwealth of Kentucky

Signed this 24th day of July, 2009.

Attachment

Amended Certification
Attachment to Certification of Funds under Section 1201 of ARRA

LIST OF DOT "COVERED PROGRAMS" FUNDED UNDER ARRA:

"Supplemental Discretionary Grants for a National Surface Transportation System"

– Office of the Secretary of Transportation –
State Sources: \$0

"Supplemental Funding for Facilities and Equipment" – Federal Aviation Administration –

State Sources: \$0
The Commonwealth does not receive this funding. This funding is dedicated to FAA facilities and equipment.

"Grants-in-Aid for Airports" – Federal Aviation Administration –

State Sources: \$0
The Commonwealth does not receive any funding for Grants-in-Aid for airports. All money for airport improvements goes directly to the airport sponsor/owner. All funding for Grants-in-Aid is discretionary in nature and its allocation will be decided by the Federal Aviation Administration.

"Highway Infrastructure Investment" – Federal Highway Administration –

State Sources: \$451,160,000

"Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service" – Federal Railroad Administration –

State Sources: \$0

"Capital Grants to the National Railroad Passenger Corporation" – Federal Railroad Administration –

State Sources: \$0

"Transit Capital Assistance" – Federal Transit Administration –

State Sources: \$1,890,000

"Fixed Guideway Infrastructure Investment" – Federal Transit Administration –

State Sources: \$0

"Capital Investment Grants" – Federal Transit Administration –

State Sources: \$0

"Supplemental Grants for Assistance to Small Shipyards" – Maritime Administration –

State Sources: \$0