



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, February 27, 2025

**KIPDA Burke Room
11520 Commonwealth Drive
Louisville, KY 40299**

Please review the following notes:

- TPC members and the public may attend and participate in the meeting in person or online via Zoom.
- **All TPC voting members participating online must activate their web cameras during the meeting per Kentucky Open Meetings and Open Records Statutes.**
- There will be a public comment period at the beginning of the TPC meeting. The public may also submit comments in advance of the meeting by emailing KIPDA.trans@kipda.org.

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *January 2025 TPC Meeting Minutes* – Review and approval (see enclosed). **Action Requested**
3. *Public Comment Period* – The TPC Chair will facilitate a review of comments submitted prior to the TPC meeting and entertain comments offered as part of Agenda Item #4.
4. *Public Involvement Report* – Staff will report on activities undertaken to engage the public, comments received, and future public involvement opportunities (see enclosed).
5. *TTCC Officers Committee Nomination* – Staff will discuss the nominations and seek ratification of the 2025 TTCC Officers. **Action Requested**
6. *Draft FY 26 Unified Planning Work Program* – Staff will discuss the development of the draft FY 2025 UPWP, including funding and planning activities which will be carried out by the MPO. **Action Requested**
7. *Call for Projects* – Staff will release the recommendations from the TTCC working group for the recently completed Call for Projects. **Action Requested**
8. *Amendment 8 to the FY 2023-2026 Transportation Improvement Program & Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update* – Staff will present the latest amendment for approval to the TIP & MTP. **Action Requested**
9. *Performance Management Plan Annual Update* – Staff will review proposed modifications to the KIPDA PMP Safety Targets. **Action Requested**

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10. Call for Studies – KIPDA staff will present the proposed schedule and requirements for the next Call for Studies.
11. *Administrative Modifications 21 and 22 to the FY 2023-FY 2026 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* – Staff will present information on Administrative Modifications to the MTP and TIP.
12. *KYTC SHIFT* – Staff will discuss the latest on the SHIFT Process for 2026.
13. *TPC Membership Discussion* – Staff will discuss the landscape of the TPC and membership.
14. *MPO Director's Report*
15. *Other Business*
16. *Adjourn*

**MEETING MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
12:30 p.m., January 23, 2025
In-Person and Via Video Conference**

Call to Order

Vice Chair Keith Griffie called the meeting to order at 12:33 p.m. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of TPC Minutes

Keith Griffie, Bullitt County, made a motion to approve the minutes for the November TPC meeting. Isidro Delgado, Kentucky Transportation Cabinet (KYTC), seconded the motion. Motion carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Involvement Report

Greg Burress, KIPDA staff, reported on activities undertaken to engage the public. No action was required.

TPC Officers Nominations

Jack Coffman of the Clark County Board of Commissioners will be serving in the role as the TPC Chair. The nominating committee recommended Nicole George of Louisville Metro Government as Vice Chair. Hearing no other nominations, Vice Chair Keith Griffie closed the nominations. **Aida Copic, TARC, made a motion to elect Nicole George as Vice Chair. Joe Ender, Oldham County, seconded the motion. Motion carried with a unanimous vote.**

Indiana Quarterly Meeting

Brady Hill, KIPDA staff, discussed the highlights and funding requests from the most recent Indiana quarterly meeting. **Aida Copic, TARC, made a motion to approve the funding requests. Brian Dixon, Clark County, seconded the motion. Motion carried with a unanimous vote.**

Call for Projects

Brady Hill, KIPDA staff, unveiled the latest updates for the ongoing KIPDA Call for Projects. No action was required.

Amendment 8 to the FY 2023-2026 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

Chris Nicolas, KIPDA staff, discussed the timeline for Amendment 8 to the TIP and MTP. No action was required.

Safe Streets and Roads for All (SS4A)

Spencer Williams, KIPDA staff, highlighted recent news on KIPDA's SS4A grant. No action was required.

Reconnecting Communities Pilot Program Grant

Felicia Harper, KIPDA staff, showcased the recent news of KIPDA and KYTC receiving a Reconnecting Communities Pilot Program grant. There was discussion. No action was required.

Administrative Modification 19 and 20 to FY 2023-2026 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

Chris Nicolas, KIPDA staff, presented information on Administrative Modifications 19 and 20 to the TIP and MTP. No action was required.

External Grant Opportunities

Elijah Beliles, KIPDA staff, highlighted external grant opportunities which LPAs may take advantage of. There was discussion. No action was required.

MPO Director's Report

Andy Rush, KIPDA staff, provided the following:

- Acknowledged committee members who joined the meeting after roll call.
- Gave an update on KIPDA's FRA grant.
- Announced that he will be serving as Chair of the Kentucky MPO Council, and Greg Burress will be serving as President of the Kentucky Association of Government Communicators.
- Recognized and thanked outgoing TPC Chair J. Byron Chapman and TPC Vice Chair Keith Griffiee for their service to the committee.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:43 p.m.

Andy Rush
Recording Secretary

Members Present:

Keith Griffiee (Vice Chair)
Abdiel Deida
Matt Meunier
Claire Johnson
Brian Dixon
Nick Creevy
Kathy Eaton-McKalip
Tony McClellan
Isidro Delgado
*Tom Hall
Nicole George
Joe Ender
Aida Copic
Kevin Baity

Representing:

Bullitt County
City of Charlestown
City of Jeffersontown
City of New Albany
Clark County
Floyd County
Indiana Department of Transportation
Indiana Department of Transportation – Seymour
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
Louisville Metro Government
Oldham County
TARC
Town of Clarksville

Members Absent:

City of Jeffersonville
City of Shively
City of St. Matthews
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Federal Transit Administration – Region 4
Jefferson County League of Cities
Louisville Metro Air Pollution Control District
*Louisville Metro Planning & Design Services
Louisville Regional Airport Authority
*U.S. Department of Housing and Urban Development

Agenda Item #2

Other Attendees

Valerie Mohr
Kevin McKeel
Sean Killeen
Sherry Mulkins
Julie Feltner
Claire Oyler
Larry Chaney
Brian Eaton
Meagan Pittman
Elijah Beliles
Greg Burress
Dustin Duncan
Eronmonsele Esekhaigbe
Jarrett Haley
Felicia Harper
Zach Herzog
Brady Hill
Chris Nicolas
Andy Rush
Ethan Schrage
Spencer Williams
Jennifer Wilson
Saundra Gibson
Brendan Komp
Robert Monsma

AECOM
Burgess & Niple
City of Woodland Hills
Clark Dietz
Indiana Department of Transportation – Seymour
Kentucky Division of Air Quality
Kentucky Transportation Cabinet – District 5
Kentucky Transportation Cabinet – District 5
Kentucky Transportation Cabinet – Office of Transportation Delivery
KIPDA
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Shively City Council
Strand Associates
TARC

* Denotes Advisory Members



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Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: February 20, 2025

SUBJECT: Public Involvement Report

The attached report outlines outreach efforts from January 2025. Included in the report are social media and website analytics. January was full of activity for outreach at KIPDA last month. A public comment opportunity for Amendment 8 to the MTP and TIP saw boosted numbers for Facebook and a successful email campaign leading to a strong number of comments. KIPDA provided a news release for the successful election of federal funds for Reconnecting Communities Grant. KIPDA made several appearances in the local media discussing the partnership opportunity for KYTC including WHAS-TV, WLKY-TV, and WDRB-TV.

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TRANSPORTATION OUTREACH REPORT



SOCIAL MEDIA

January 2025



10 Posts
19,952 Impressions
134 Engagements



9 Posts
2,321 Impressions



9 Posts
531 Impressions
38 Engagements

22.8K

Total Impressions

172

Total Engagements

TRANSPORTATION WEBSITE VISITS

January 2025

Main Page - 181

TIP Page - 148

MTP Page - 71

EVENTS & OTHER OUTREACH

- Kentucky Association of Government Communicators

PUBLIC COMMENT OPPORTUNITIES

Amendment 8

- Public comment period ran from January 28- Feb 11
- Collected 166 comments

Social Media (Paid)



19,729 Impressions
977 Engagements

Social Media (Organic)



11.1K Impressions

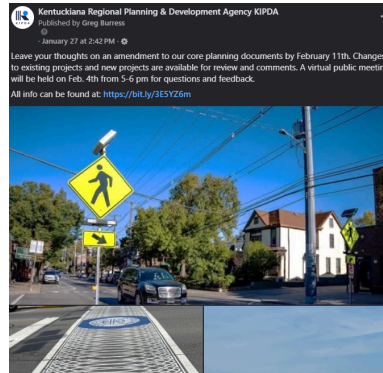
E-mail



1,617 Recipients
409 Opens
617 Link clicks

1,618 Recipients
498 Opens
340 Link clicks

SOCIAL MEDIA COMMENTS



All planning and no development! Jefferson County has not changed since my aunt moved to Charlotte, North Carolina in the early 1970s. She pointed out last time she visited her sister (my mother). Meanwhile, Charlotte is six times as many people in its metro area as when she moved there. Nashville was about half of Louisville in 1980 and is now close to four times that size and twice the size of Louisville. Likewise with Austin, Indianapolis, Orlando, Columbus, Oklahoma City, Kansas City, Portland, Sacramento, and others. Vegas is almost nine times its 1970 size. All of those cities have at least doubled their regional economies and population since the 1970 census. Louisville, Memphis, and Buffalo are the only losers in the mid-size metro category. Politicians and commissions here listen to all the wrong people with the wrong ideas about development. In Nashville—like Dubai and Field of Dreams—they say Build it and they will come.” Their economy is based on construction, and in response to the development of new population centers, everything else follows. The city has the healthiest local economy in the eastern United States. Half of Louisville’s middle class now lives in the suburbs of Nashville. Meanwhile, half of Nashville’s welfare class lives in Jefferson County, Kentucky.



We can fix this. For far too long we have been waiting for our establishment to start making common sense decisions to revive Louisville's once great & famous culture. Instead, we have seen our failed leadership following in the footsteps of crime ridden despotic cities like Chicago until our violent crime rates exceed these hellholes per capita. Our next mayoral and council elections in 2026 will be completely Non-partisan. I intend to be Louisville's first Non-partisan Mayor. I am a Sicilian-American that specializes in fixing people's problems across a large spectrum various issues. This city is no different than any other goat-rodeo that I have resolved. We will fix this and reset our trajectory.

The D Team is coming & we are bringing great things. Stay tuned. [#Dattilo2026](#) [#SOSLouisville](#)

[#MakeLouisvilleWeirdAgain](#)



so you wish Louisville to triple in size? Why on earth would anyone want that?



Not even a little! The quality of life is much better in the aforementioned metros. They are growing because of the superior quality of life. The declining cities are the ones with high poverty, deteriorating infrastructure, decreasing budgets due to decreasing employment, brain drain, etc. Louisville is quickly becoming a ghetto city and the metro is also going in a bad way.



**Thread continues on next page*

SOCIAL MEDIA COMMENTS

I lived in Orlando. If you like cookie-cutter developments, insufferable traffic, oppressive heat, and a serious lack of charm, it's for you! I also know current Louisville residents who had no greater quality of life when they lived in Charlotte or Oklahoma City.

How's the whole metro area "going in a bad way?" Bullitt County isn't. Oldham County certainly isn't. Jeffersonville and New Albany have come so far. Heck, right here in the city, Germantown and NuLu are better than ever.

You are missing the point. I lived in Orlando too (1990) and I agree that the place is void of architecture, culture, and even void of being in Florida! But, that does not change the fact that they have grown their city and metro region economically and in population. They are a player at the table. Louisville has not been in the game since the mid-1960s. This city, county, and region has been in steady decline since then.

Look at the biggest projects currently underway. The VA Hospital, emergency room addition at UofL, and a low-income apartment building on Shelby Street. The VA hospital took twenty-three years from approval to completion; the emergency room expansion is to accommodate three times the number of gunshot victims as before 2017; the low-income apartments would never be considered in the vicinity of the downtowns of thriving cities.

Meanwhile, Nashville has proposals for 68 new skyscrapers with six under construction and nearing completion. To make room for the mass construction of Dubai-style skyscrapers, the state and city have a new masterplan that will quadruple the size of downtown to include the neighborhoods south, west, and across the river. Soon, the Cumberland River will pass THROUGH downtown Nashville like the Chicago River passes through downtown Chicago.

Those cities have smart leadership from both the corporate, city, and state governments. Louisville has retrograde government and zero corporate leadership. They listen to the dumbest kids in the classroom here.

I have a plan for most of the spectrum of issues. The forced rehabilitation program that I will develop is called "Socialized Career Opportunity Outreach Program" SCOOP for short. For the rehabilitating it will be a closed system that will provide a series of PTSD and rejuvenative therapy along side full dental, vision & health with a side order of no escape. Addicts get released too soon into their addict environment for relaps. After the client is released for physical duty they get transferred to the enclosed vocational facilities. I call it Trade Town. There they will be trained in any common skills from painting & drywall to HVAC & welding. While in training they will be earning a living as a civil servants that will be allocated to repair the homes of the retired, poor & veterans first. Then the Civil buildings. Upon the 3rd or 4th year, they will be eligible for release or there is the option to remain in the facility as trainers or regular civil servants if they cannot or don't want to live outside. Same option will be available for juvenile offenders. How do you feel about that one?



1

Why do you want to be Nashville or Orlando so badly? It's ok to be a second-tier major city and not some boom city. And our metro area has grown significantly in that timeframe; There has been no population decline. You're also missing a ton of developments and proposed developments that are likely to happen: UPS Worldport's ongoing expansion, Churchill Downs's ongoing expansion, basically all of NuLu, Waterfront Park's westward expansion, KICC's expansion, KFEC's expansion, One Park, 640 West, etc. Yeah, developments take way too long here. And no, we haven't kept up with Indy or Nashville, but having lived in three other major cities, I'm perfectly happy here.



2

run a spell check on what you post. "Opportunity".




1

thank you. I will. Any questions? What are your top 3 concerns?


**Thread continues
on next page*

SOCIAL MEDIA COMMENTS

So much hyperbole in that rant. Louisville has been a medium-size, second-tier major city for decades now, and that's ok. Charlotte and Nashville are two of America's recent boom cities. Good for them, although rampant growth does come with problems.
Yeah, Louisville has lagged behind some of its peers. It has some issues - increased violent crime, mediocre corporate presence, and WAY too much fighting about development, but it's not nearly as bad as you portray it.  1


Nashville better? Only for musicians.

Without weighted votes based on population, every decision KIPDA makes is biased toward small and rural interests.

No such place as Kentuckiana. There is no regional there. Kentucky and Indiana are in two separate regions of the US. Both states are different in culture and heritage. Government and school systems are totally different. Indiana is a Northern state and Kentucky is Southern. This Kentuckiana jargon has become ridiculous.  3

Don't focus on the semantics. Louisville and southern Indiana are closely tied in many ways, and that's that.

two separate regions. There is absolutely no Connection. Indiana people are different

the river is the regional divide between the northern and southern states. There is no Kentuckiana on the official US regions. Southern Indiana follows the same educational, political and government as Indianapolis. Has absolutely nothing to do with Louisville Kentucky. Southern Indiana are more German. I don't see any similarities. The media of Louisville is required by the FCC to include southern Indiana on their news. Its not there choice.  1

Without weighted votes based on population, every decision KIPDA makes is biased toward small and rural interests.  1

Not my problem your problem I live in Eastern of Louisville (Graymoor-Devonable)

you, sir, indeed live in Louisville, although in a suburban 4th class city. If you never leave the boundaries of that very small area then no, it's not your problem. However, the streets, sewers, LG+E and other services are provided by Louisville Metro.

SOCIAL MEDIA COMMENTS



Louisville was the 9th largest City in the USA during the 70's. Business and UofL tried making downtown better and the Dems taxed them to death.

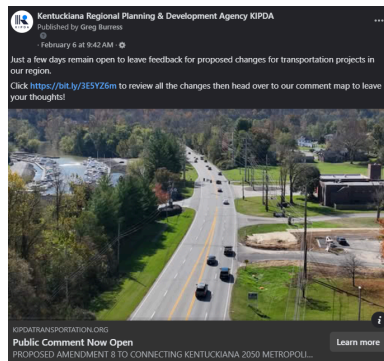
I thought "panhandling" was against the law? When did that change?

Jefferson County Residents must first VOTE to dissolve METRO LOUISVILLE. Regain control of your TAX MONEY. The medians alone on Dixie Highway... Are slowly destroying every business from Broadway to Greenwood Road. Quit paying for every PET MAYORAL PROJECT in the Downtown Sector.

Turn off the bridge tolls.



SOCIAL MEDIA COMMENTS



I recommend that adult bikers pay a separate road tax. As I remember there was a Louisville city councilman that was very proud that he never drove a car. No more bike lanes until the taxes are collected.



why should adult bikers pay a separate road tax, when roads & streets are for all users?

The gas tax pays for the roads. Make the non gas/ diesel vehicles pay too.

Property taxes on vehicles pay for roads as well. Still, roads & streets are for all users, including pedestrians & those in wheelchairs. Do you expect them to pay a separate tax as well? Not trying to be cute, I'm trying to follow your logic.

They always post items like this with only a very short time to respond, along with having to sort through the red tape just to find out what they're talking about.

They are so accommodating to the community and taxpayers.



Our comment period for amendments run 15 days. A packet with the changes are highlighted in red at the link above. We are also happy to answer any questions. You can email us at kipda.trans@kipda.org

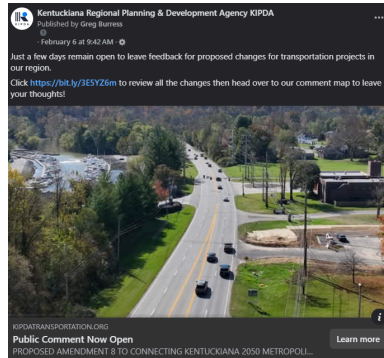
15 day notice is too short for projects that cost so much.

Should be 30 days.

When I was a child, I remember my grandfather saying that it was 45 days.

Times have changed.

SOCIAL MEDIA COMMENTS



In our area they need to remove tolls



Keep GOP ideas and greedy fingers out of it !



Funny how I never see this stuff pop up till the deadline is almost near.



our comment period for amendments require a 15 day period. This is why we're reminding folks to help spread awareness. You can leave comments through next Tuesday the 11th.

USAID ??? 😂😂😂

Yes, let's spend more money when the government is already under water.





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Agenda Item #5

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: February 20, 2025

SUBJECT: 2025 Transportation Technical Coordinating Committee Officers

At the January 10th meeting of the Transportation Technical Coordinating Committee (TTCC), the 2024 officers were nominated and elected:

2025 TTCC Chairperson: Aida Copic, Transit Authority of River City (TARC)
2025 TTCC Vice Chairperson: Jim Silliman, Oldham County

Action is requested for the TPC to approve the 2025 TTCC Officers.





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Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: February 20, 2025

SUBJECT: Draft FY 2026 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) identifies the transportation planning activities in the metropolitan area for the year. It is required to include an in-depth description of the activities, the cost to perform these activities, as well as the sources of funding to be utilized to perform the activities.

The UPWP must be submitted each year by the end of April, with draft copies submitted for review by the end of February. Staff will submit the Draft FY 2026 UPWP to the State and Federal planning partners as required by the end of the month and will await comments.

Action is requested.





Area Agency on Aging and Independent Living
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Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee

FROM: Brady Hill

DATE: February 20, 2025

SUBJECT: TTCC Recommendations for 2024 Call for Projects

KIPDA staff will present the final 2024 Call for Projects MPO-dedicated funding recommendations from the TTCC working group for both Indiana and Kentucky. Staff will also provide an update regarding an increase in the total amount of STBG-MPO funds available for programming in Kentucky.

The TTCC recommended approval of these Call for Projects funding recommendations on February 12, 2025.

See the tables below for the summary of the Call for Projects TTCC working group recommendations.





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Indiana Funding Recommendation Summary:

Final Indiana Call for Projects TTCC Working Group Recommendations				
Sponsor Agency	Project Name	New or Existing MPO-Dedicated Project	Total KIPDA Funding Requested	Funding Source
Clark County	CR-311 and Sellersburg Improvements	New	\$2,100,000	CMAQ
Clarksville	Progress Way	Existing	\$1,718,074	STBG
Floyd County	Bridge 51 (Blackiston Mill Rd) Replacement Project	Existing	\$969,060	STBG
Clark County	Memphis Blue Lick Upgrades	New	\$100,000	STBG
New Albany	Slate Run Road Improvements Phase 2	New	\$6,376,000	CRP and TA
Floyd County	Baylor Wissman Hilltop	New	\$1,508,881	HSIP
Floyd County	Highway 150 Break - Highlander Point	New	\$3,397,220	STBG
Floyd County	Bridge 38 (Baylor-Wissman) Replacement	New	\$2,520,800	STBG
Louisville Metro APCD	KAIRE (Kentuckiana Air Education)	Existing	\$200,000	CMAQ
KIPDA	Every Commute Counts Regional Rideshare Program	Existing	\$127,000	STBG
TARC	Downtown Transit Center Planning Study	New	\$100,000	STBG-MPO
Total			\$19,117,035	

Projects that received partial funding are highlighted in this shade of green



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Kentucky CRP-MPO Additional Funding Recommendation Summary:

Carbon Reduction Program (CRP) Recommendations				
Sponsor Agency	KIPDA ID	State ID	Project Name	TTCC Working Group Additional Funding Recommendation (Federal Amount Only)
Louisville Metro	3308	5-478.80	Dixie Highway Streetscape - Phase 8 Maple to Garland	\$48,000
Louisville Metro	2980	5-584.00	Ohio River Valley NE Bike/Ped Improvements Phase II	\$2,200,000
Louisville Metro	2979	5-3036.00	Ohio River Valley NE Bike/Ped Improvement Phase I	\$2,760,000
Louisville Metro	1109	5-505.00	Ohio River Levee Trail Phase III (design funding)	\$220,000
Louisville Metro	2087	5-523.00	Dodge Gap Jefferson Memorial Forest - Louisville Loop	\$98,354
Total				\$5,326,354



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Kentucky TA-MPO Additional Funding Recommendation Summary:

Transportation Alternatives (TA) Recommendations				
Sponsor Agency	KIPDA ID	State ID	Project Name	TTCC Working Group Additional Funding Recommendation (Federal Amount Only)
Louisville Metro	2539	5-3034.00	McNeely Lake Park Segment - Louisville Loop Shared Use Path	\$3,282,689
Louisville Metro	2896	5-3011.00	Crums Lane Sidewalk Phase I	\$264,000
Louisville Metro	2092	5-524.00	Medora Jefferson Memorial Forest - Louisville Loop Shared Use Path	\$724,000
Total				\$4,270,689



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Kentucky STBG-MPO Additional Funding Recommendation Summary:

Surface Transportation Block Grant (STBG) Recommendations				
Sponsor Agency	KIPDA ID	State ID	Project Name	TTCC Working Group Additional Funding Recommendation (Federal Amount Only)
Louisville Metro	1809	5-470.00	One-Way Street Conversion to Two-Way Phase I	\$9,324,000
Oldham County	2175	5-410.01	Old LaGrange Road Improvements	\$958,383
Jeffersontown	3111		Billtown-Eastview Connector Extension	\$1,410,000
KYTC	188	5-353.00	English Station Road	\$4,960,000
KYTC	1879	5-481.00	KY 864	\$8,138,000
Louisville Metro	3233	5-479.10	North Hubbards Lane	\$1,320,000
Louisville Metro	223	5-404.01	Cooper Chapel Road Phase 3	\$2,752,000
KIPDA	162	5-384.00	KIPDA Regional Rideshare Program - Kentucky	\$2,094,336
KYTC	213	5-531.00	KY 1932	\$636,000
KYTC	1271	5-441.01	US 42	\$1,968,000
Louisville Metro	2271	5-3030.40	Northeast Louisville Loop MET Section 4	\$883,520
Bullitt County	New		US 31E to KY 2706	\$200,000



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TARC	New		Downtown Louisville Transit Center	\$1,400,000
Louisville Metro	337		Bicycle & Pedestrian Education, Encouragement, Enforcement, & Education	\$480,000
Louisville Metro	369		Kentuckiana Air Education	\$400,000
Total				\$36,924,239

Summary of Other Proposed Funding Adjustments:

Other Project Changes Recommended				
Sponsor Agency	KIPDA ID	State ID	Project Name	Change
Oldham County	3141	5-596.00	KY 22/Clore Lane Intersection Improvements	Construction phase shift from FY27 to FY28
Mt. Washington	2479	5-3216.00	Historic Multi Use Trail Segment C	Swap existing TA funds with STBG funds
Jeffersontown	3113		Galene Drive/Sprowl Road Collector Extension	Shift back project phases to later fiscal years

For a more detailed overview of the recommended funding adjustments, please click the link below or scan the QR code.

<https://kipdatransportation.org/fy24cfp/>





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Agenda Item #8

MEMORANDUM

TO: Transportation Policy Committee (TTCC)

FROM: Chris Nicolas

DATE: February 20, 2025

SUBJECT: Amendment 8 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* and the *FY 2023-2026 Transportation Improvement Program (TIP)*

KIPDA staff are ready to present Amendment 8 to the committee for consideration.

Sponsors were given until December 6, 2024, to submit project changes. The Interagency Consultant Group (IAC) and KIPDA staff reviewed the 69 project updates on January 13, 2025. A public comment period was open for 15 days from January 27, 2025, to February 12, 2025, and included a virtual open house on February 4, 2025, from 5-6 pm.

The amendment was presented to and recommended for approval by the Transportation Technical Coordinating Committee (TTCC) and Greg Burress sent the public comments to the Transportation Policy Committee (TPC) members on February 12, 2025.



Amendment 8 is a full amendment requiring federal approval of air-quality conformity activities.

TPC action is requested to approve Amendment 8.

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Agenda Item #9

MEMORANDUM

TO: Transportation Policy Committee (TPC)

FROM: Spencer Williams

DATE: February 20, 2024

SUBJECT: KIPDA Performance Management Plan (PMP) Safety Targets Update

FHWA requires that the MPOs that have chosen to set safety performance measure targets specific to their region, or choose to adopt the state's targets, do so on an annual basis. The set of five safety performance measures are collectively referred to as PM I. More specifically, the five measures that FHWA prescribes are:

- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Serious Injury Rate
- Number of Non-Motorized Fatalities and Serious Injuries

MPOs must submit updated baselines and targets to their respective State DOTs for each of these five measures by February 27th or choose to adopt the state's targets by then. These baselines and targets are required to be presented as five-year rolling averages. A baseline for each measure has been established for the five-year period from 2019-2023. Proposed targets for each of the five measures reflecting 2021-2025, the methodology for establishing these targets, as well as a summary of 2024 crash data in the KIPDA Region will be discussed at the meeting.

Action is requested.

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Metropolitan Planning Organization



Agenda Item #9a

KIPDA Performance Management Plan (PMP) Safety Targets Update

2025 PMI Statewide Safety Targets

Summary

	2021-2025 Targets set in Feb. 2025
Fatalities(F)	KY – 757.0 IN – 812.4
Fatality Rate*	KY – 1.560 IN – 1.009
Serious Injuries(SI)	KY – 2644.0 IN – 3031.9
Serious Injury Rate*	KY – 5.520 IN – 3.402
Non-Motorized F/SI	KY – 297.0 IN – 363.4

*per 100 Million VMT





Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Agenda Item #10

MEMORANDUM

TO: Transportation Policy Committee
FROM: Brady Hill
DATE: February 20, 2025
SUBJECT: Call for Studies

KIPDA staff will present the proposed schedule and requirements for the next Call for Studies. This Call for Studies will utilize extra PL dollars identified by the MPO director in the pending FY 2026 UPWP. The specific amount of available PL funding has yet to be determined.

11520 Commonwealth Drive
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Phone: 502.266.6084
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Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Agenda Item #11

MEMORANDUM

TO: Transportation Policy Committee (TPC)

FROM: Chris Nicolas

DATE: February 20, 2025

SUBJECT: Administrative Modifications 21 and 22 to the *FY 2023-2026 Transportation Improvement Program (TIP)* and *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)*

KIPDA staff will discuss the key updates included in Administrative Modifications 21 and 22 to the *FY 2023-2026 Transportation Improvement Program (TIP)* and *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)*. Administrative Modification 21 was processed on February 10, 2025, and Administrative Modification 22 will be processed following the TPC Meeting.

Qualifying criteria for administrative modifications include the following actions:

- Correcting minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project's intention.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint and updating the estimated total project cost in the MTP when applicable.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

These modifications are presented for your information only. The changes do not affect the fiscal constraint of the TIP or progress of other projects in the program.

No Action is Requested

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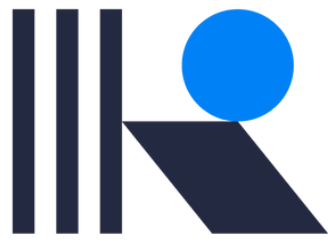
Administrative Modification 21

February 10, 2025

Fiscal Year 2023 - 2026 Transportation
Improvement Program (TIP)



MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	1558	State ID:	1700788
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$7,000,000 \$7,922,514		Total Cost Programmed in TIP to date:	\$6,613,708 \$6,811,643	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Justification:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 23-26 TIP Funding:	FY 2024 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$202,688 (Federal) + \$50,672 (Other) = \$253,360 FY 2024 Right of Way (ROW) phase with STBG-MPO Funds: \$997,312 (Federal) + \$249,328 (Other) = \$1,246,640 (Total) FY 2025 Right of Way (ROW) phase with STBG-MPO Funds: \$158,348 (Federal) + \$39,587 (Other) = \$197,935 (Total) FY 2026 Construction (CN) phase with STBG-MPO Funds: \$3,608,183 (Federal) + \$1,000,000 (Other) = \$4,608,183 (Total)				



K I P D A

Kentuckiana Regional Planning
& Development Agency

Administrative Modification 22

DRAFT

February 20, 2025

Fiscal Year 2023 - 2026 Transportation

Improvement Program (TIP)

and

Connecting Kentuckiana 2050
Metropolitan Transportation Plan
(MTP)



MTP Action:	N/A				
TIP Action:	Add new child project with continued funding to KIPDA ID 370 - Pending TPC Approval				
Project Sponsor:	Louisville Air Pollution Control District (APCD)	KIPDA ID:	New	State ID:	
County:	Clark, Floyd	Parent ID:	370	Group ID:	N/A
Project Name:	Kentuckiana Air Education 2030	Funding Source:	Congestion Mitigation Air Quality - MPO (CMAQ-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$250,000		Total Cost Programmed in TIP to date:	\$250,000	
Description:	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.				
Justification:	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.				
FY 23-26 TIP Funding:	*FY 2030 Operations phase with CMAQ-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding and phase years - Pending TPC Approval				
Project Sponsor:	New Albany	KIPDA ID:	3136	State ID:	2301550
County:	Floyd County	Parent ID:	N/A	Group ID:	N/A
Project Name:	Intersection of East Spring Street and Beharrell Avenue	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public Date:	2029
Total Estimated Project Cost:	\$3,230,000 \$3,595,557		Total Cost Programmed in TIP to date:	\$2,871,112 \$3,595,557	
Description:	Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway)). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers. The cost estimate for these intersection improvements is \$3,230,000.				
Justification:	The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.				
FY 23-26 TIP Funding:	FY 2025 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total) FY 2025 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total) *FY 2027 ROW phase with HSIP-MPO Funds: \$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total) *FY 2028 ROW phase with HSIP-MPO Funds: \$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total) *FY 2029 CN phase with HSIP-MPO Funds: \$1,932,000 (Federal) + \$214,667 (Other) = \$2,146,667 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and phase years - Pending TPC Approval				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	1558	State ID:	1700788
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$7,000,000 \$7,922,514		Total Cost Programmed in TIP to date:	\$6,811,643 \$7,922,514	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Justification:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 23-26 TIP Funding:	<div>FY 2024 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$202,688 (Federal) + \$50,672 (Other) = \$253,360</div> <div>FY 2024 Right of Way (ROW) phase with STBG-MPO Funds: \$997,312 (Federal) + \$249,328 (Other) = \$1,246,640 (Total)</div> <div>FY 2025 Right of Way ROW phase with STBG-MPO Funds: \$158,348 (Federal) + \$39,587 (Other) = \$197,935 (Total)</div> <div>FY 2026 Construction Engineering (CE) phase with STBG-MPO Funds: \$480,000 (Federal) + \$120,000 (Other) = \$600,000 (Total)</div> <div>FY 2026 Construction (CN) phase with STBG-MPO Funds: \$3,608,183 (Federal) + \$1,000,000 (Other) = \$4,608,183 (Total)</div> <div>FY 2026 Construction (CN) phase with STBG-MPO Funds: \$4,095,243 (Federal) + \$1,023,811 (Other) = \$5,119,054 (Total)</div>				

MTP Action:	Update Total Estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Clarksville	KIPDA ID:	3018	State ID:	2300582
County:	Clark County	Parent ID:	N/A	Group ID:	N/A
Project Name:	Progress Way Roadway Improvements	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public Date:	2028
Total Estimated Project Cost:	\$6,375,000 \$6,295,000		Total Cost Programmed in TIP to date:	\$6,375,000 \$6,295,000	
Description:	The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements.				
Justification:	The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.				
FY 23-26 TIP Funding:	<p>FY 2025 Right of Way (ROW) phase with STBG-MPO Funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with Group III Funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-MPO Funds: \$700,000 (Federal) + 175,000 (Other) = \$875,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-MPO Funds: \$1,817,926 (Federal) + \$3,182,074 (Other) = \$5,000,000 (Total)</p> <p>*FY 2027 Construction Engineering (CE) phase with STBG-MPO Funds: \$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-MPO Funds \$3,200,000 (Federal) + \$800,000 (Other) = \$4,000,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new child project to KIPDA ID 56 - Pending TPC Approval				
Project Sponsor:	KIPDA	KIPDA ID:	New	State ID:	
County:	Clark, Floyd	Parent ID:	56	Group ID:	N/A
Project Name:	KIPDA Regional Rideshare Program - Indiana FY 2030	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$158,750		Total Cost Programmed in TIP to date:	\$158,750	
Description:	The KIPDA Regional Rideshare program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.				
Justification:	To reduce congestion, improve air quality, and promote sustainability.				
FY 23-26 TIP Funding:	*FY 2030 Operations phase with STBG-MPO funds: \$127,000 (Federal) + \$31,750 (Other) = \$158,750 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new Transportation Study Group Project - Pending TPC Approval				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	New	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2686 & 2685
Project Name:	Downtown Transit Center Planning Study	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$625,000		Total Cost Programmed in TIP to date:	\$625,000	
Description:	Study of a potential Louisville Downtown Transit Center. The study intends to Establish operational specifications for a downtown transit center, identify potential locations, design line-level routing through downtown, facilitate stakeholder engagement and community input around the project, provide high level cost assumptions for land acquisition, design, and construction				
Justification:	Transit centers provide critical, centralized infrastructure to transit users at high activity locations. These can include purchasing passes, transferring between routes, providing convenient locations for operators to relieve other operators, and other opportunities to enhance the transit experience. Transit centers consolidate services to a single location, increasing regional access to jobs and social services and improve operations. Transit centers can integrate other community amenities such as commercial space, public wi-fi, and restrooms for operators.				
FY 23-26 TIP Funding:	FY 2025 Planning (P) phase with STBG-MPO (IN) funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total) FY 2025 Planning (P) phase with STBG-MPO (KY) funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	2087	State ID:	5-523.00
County:	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2028 2029
Total Estimated Project Cost:	\$10,719,959 \$14,945,959		Total Cost Programmed in TIP to date:	\$1,699,959 \$1,822,902	
Description:	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.				
Justification:	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.				
FY 23-26 TIP Funding:	<p>FY 2025 Design (D) phase with CRP-MPO funds: \$98,354 (Federal) + \$24,589 (Other) = \$122,943 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with CRP-MPO funds: \$111,000 (Federal) + \$27,750 (Other) = \$138,750 (Total)</p> <p>*FY 2027 Utilities (U) phase with CRP-MPO funds: \$25,000 (Federal) + \$6,250 (Other) = \$31,250 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	1109	State ID:	5-505.00
County:	Jefferson	Parent ID:	2771	Group ID:	N/A
Project Name:	Ohio River Levee Trail Phase III	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$9,583,895 \$10,020,645		Total Cost Programmed in TIP to date:	\$9,583,895 \$10,020,645	
Description:	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.				
Justification:	Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.				
FY 23-26 TIP Funding:	FY 2025 Design (D) phase with CRP-MPO funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total) FY 2025 Construction (C) phase with CRP-MPO funds: \$6,463,000 (Federal) + \$1,454,000 \$1,615,750 (Other) = \$7,917,000 \$8,078,750 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and phase shift - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	2979	State ID:	5-3036.00
County:	Jefferson	Parent ID:	1423	Group ID:	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$8,235,702 \$9,170,000		Total Cost Programmed in TIP to date:	\$1,250,000 \$4,700,000	
Description:	Design and construct an accessible shared-use path system, including amenities, that connects the Lewis & Clark Bridge to US 42 in Prospect. This corridor is approximately 2.5 miles of the 100+ mile Louisville Loop.				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 23-26 TIP Funding:	<p>*FY 2027 Construction (C) Phase with CRP-MPO Funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</p> <p>*FY 2029 Construction (C) Phase with CRP-MPO Funds: \$3,760,000 (Federal) + \$940,000 (Other) = \$4,700,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	3308	State ID:	5-478.81
County:	Jefferson	Parent ID:	3181	Group ID:	N/A
Project Name:	Dixie Highway Streetscape - Maple to Garland	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2026 2027
Total Estimated Project Cost:	\$2,178,750 \$2,238,750		Total Cost Programmed in TIP to date:	\$2,178,750 \$2,238,750	
Description:	Construction of streetscape improvements along Dixie Highway from just north of Maple Street to Garland Avenue, including bicycle and pedestrian facilities, and street lighting.				
Justification:	Streetscape improvements should transform the vehicular and pedestrian spaces into an attractive urban space that can serve cars, bikes, and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
FY 23-26 TIP Funding:	FY 2025 Right of Way (ROW) Phase with CRP-MPO Funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total) FY 2026 Construction (C) Phase with CRP-MPO Funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	2092	State ID:	5-524.00
County:	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Medora Jefferson Memorial Forest (IMF) - Louisville Loop Shared Use Path	Funding Source:	Transportation Alternatives - MPO (TA-MPO)	Open to Public Date:	2026 2029
Total Estimated Project Cost:	\$5,740,672 \$6,645,672		Total Cost Programmed in TIP to date:	\$5,740,672 \$6,645,672	
Description:	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.				
Justification:	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.				
FY 23-26 TIP Funding:	FY 2026 Construction (C) Phase with TA-MPO funds: \$3,581,000 (Federal) + \$895,250 (Other) = \$4,476,250 (Total) FY 2026 Construction (C) Phase with TA-MPO funds: \$4,305,000 (Federal) + \$1,076,250 (Other) = \$5,381,250 (Total)				

MTP Action:	Update Total estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	2896	State ID:	5-3011.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Crums Lane Sidewalk Phase 1	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$1,613,723 \$1,943,723		Total Cost Programmed in TIP to date:	\$1,613,723 \$1,943,723	
Description:	Construct a continuous 5-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Hartlage Court to Dixie Highway. Construct and/or rehabilitate a continuous 5-foot sidewalk on the south side of Crums Lane from North Lane to the existing sidewalk at the edge of 2112 Crums Lane. This project will add and/or rehabilitate approximately 1.1 miles of sidewalk.				
Justification:	There are limited pedestrian connections on Crums Lane and they are often not ADA-compliant and in poor condition. This minor arterial connects a principal arterial (Dixie Highway) to a primarily residential corridor. New sidewalks will provide safe and accessible pedestrian connections to the commercial corridor and transit route along Crums Lane and Dixie Highway. A second phase to extend the sidewalk to Cane Run Road will be proposed in the near future.				
FY 23-26 TIP Funding:	<p>FY 2025 Right of Way (ROW) phase with TA-MPO funds: \$88,978 (Federal) + \$22,245 (Other) = \$111,223 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with TA-MPO funds: \$352,978 (Federal) + \$88,245 (Other) = \$441,223 (Total)</p> <p>FY 2026 Construction (C) phase with TA-MPO funds: \$596,120 (Federal) + \$149,090 (Other) = \$745,210 (Total)</p>				

MTP Action:	None				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	KIPDA	KIPDA ID:	162	State ID:	5-384.00
County:	Bullitt, Jefferson, Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KIPDA Regional Rideshare Program - Kentucky	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	Ongoing
Total Estimated Project Cost:	\$50,406,992		Total Cost Programmed in TIP to date:	\$27,948,655	
Description:	The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.				
Justification:	To reduce congestion, improve air quality, and promote sustainability.				
FY 23-26 TIP Funding:	<p>FY 2023 Operations phase with STBG-MPO funds: \$1,181,346 (Federal) + \$295,337 (Other) = \$1,476,683 (Total)</p> <p>FY 2024 Operations phase with STBG-MPO funds: \$1,204,973 (Federal) + \$301,244 (Other) = \$1,506,217 (Total)</p> <p>FY 2025 Operations phase with STBG-MPO funds: \$997,000 (Federal) + \$244,250 (Other) = \$1,221,250 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$996,540 (Federal) + \$249,135 (Other) = \$1,245,675 (Total)</p> <p>*FY 2027 Operations phase with STBG-MPO funds: \$1,016,470 (Federal) + \$254,118 (Other) = \$1,270,588 (Total)</p> <p>*FY 2028 Operations phase with STBG-MPO funds: \$1,036,800 (Federal) + \$259,200 (Other) = \$1,296,000 (Total)</p> <p>*FY 2029 Operations phase with STBG-MPO funds: \$1,057,536 (Federal) + \$264,384 (Other) = 1,321,920 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Kentucky Transportation Cabunet (KYTC)	KIPDA ID:	213	State ID:	5-531.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1932	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$5,323,250 \$5,959,250		Total Cost Programmed in TIP to date:	\$5,323,250 \$5,959,250	
Description:	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP).				
Justification:	<p>CHAF Purpose: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mobility.</p> <p>CHAF Need: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and incomplete (west side) sidewalks that do not meet Americans with Disabilities Act of 1990 (ADA) compliance.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Construction (C) phase with STBG-MPO funds: \$1,940,000 (Federal) + \$485,000 (Other) = \$2,425,000 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$2,576,000 (Federal) + \$644,000 (Other) = \$3,220,000 (Total)</p>				

MTP Action:	Update Total estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Kentucky Transportation Cabunet (KYTC)	KIPDA ID:	1271	State ID:	5-441.01
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 42	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$11,755,000 \$14,215,000		Total Cost Programmed in TIP to date:	\$11,755,000 \$14,215,000	
Description:	<p>Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County Line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection (2004BOPC).</p> <p>CHAF ID: IP20080245.</p>				
Justification:	<p>The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive.</p> <p>Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end crashes between Hunters Ridge and Ridgemoor Drive each year. The existing profile along this stretch of US 42 contains vertical geometric deficiencies for the posted speed of 45 MPH and has a critical crash rate factor greater than 1.0 (which indicates, statistically, a higher rate than roads of similar functional classifications).</p>				
FY 23-26 TIP Funding:	<p>FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$180,000 (Federal) + \$36,000 (Other) = \$216,000 (Total)</p> <p>FY 2025 Design (D) phase with STBG-MPO funds: \$448,000 (Federal) + \$112,000 (Other) = \$560,000 (Total)</p> <p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$1,520,000 (Federal) + \$380,000 (Other) = \$1,900,000 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$5,020,000 (Federal) + \$1,255,000 (Other) = \$6,275,000 (Total)</p>				

MTP Action:	Update Total estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	337	State ID:	5-965.15
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	Ongoing
Total Estimated Project Cost:	\$3,148,194 \$3,628,194		Total Cost Programmed in TIP to date:	\$3,148,194 \$3,628,194	
Description:	Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities				
Justification:	Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.				
FY 23-26 TIP Funding:	<p>FY 2023 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2024 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2025 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2027 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2028 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2029 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost - Pending TPC Approval				
TIP Action:	Add new TIP funding years - Pending TPC Approval				
Project Sponsor:	Louisville Air Pollution Control District (APCD)	KIPDA ID:	369	State ID:	
County:	Bullitt, Jefferson, Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kentuckiana Air Education	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	Ongoing
Total Estimated Project Cost:	\$6,992,000 \$7,742,000		Total Cost Programmed in TIP to date:	\$6,992,000 \$7,742,000	
Description:	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.				
Justification:	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.				
FY 23-26 TIP Funding:	FY 2023 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) FY 2024 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) FY 2025 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) FY 2026 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) *FY 2027 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) *FY 2028 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) *FY 2029 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	3233	State ID:	5-479.10
County:	Jefferson	Parent ID:	384	Group ID:	N/A
Project Name:	North Hubbards Lane	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$5,611,987 \$7,371,987		Total Cost Programmed in TIP to date:	\$5,611,987 \$7,371,987	
Description:	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) including bicycle and pedestrian facilities from US 60 (Shelbyville Road) to KY 1447 (Westport Road).				
Justification:	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
FY 23-26 TIP Funding:	FY 2023 Design (D) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total) FY 2024 Utilities (U) phase with STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total) FY 2025 Construction (CN) phase with STBG-MPO funds: \$3,740,000 (Federal) + \$825,000 (Other) = \$4,565,000 (Total) FY 2025 Construction (C) phase with STBG-MPO funds: \$5,809,589 (Federal) + \$1,452,398 (Other) = \$7,261,987 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Louisville Metro	KIPDA ID:	2271	State ID:	5-3030.40
County:	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 4	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$1,956,500		Total Cost Programmed in TIP to date:	\$712,500 \$1,816,900	
Description:	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.				
Justification:	To improve pedestrian and bicycling access.				
FY 23-26 TIP Funding:	FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total) FY 2027 Utilities (U) phase with STBG-MPO funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$1,103,520 (Federal) + \$275,880 (Other) = \$1,379,400 (Total)				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Oldham County	KIPDA ID:	3141	State ID:	5-596.00
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 22/Clore Lane Intersection Improvements	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$4,475,557		Total Cost Programmed in TIP to date:	\$4,475,557	
Description:	This project will align Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets as well as add dedicated left-turn lanes on KY 22. Trees and vegetation will be cleared for increased visibility.				
Justification:	The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson/Oldham County line near Haunz Lane to KY 329. This project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement.				
FY 23-26 TIP Funding:	<div>FY 2024 Design (D) phase with STBG-MPO funds: \$188,889 (Federal) + \$47,223 (Other) = \$236,112 (Total)</div> <div>FY 2025 Design (D) phase with STBG-MPO funds: \$147,111 (Federal) + \$36,777 (Other) = \$183,888 (Total)</div> <div>FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$733,333 (Federal) + \$183,334 (Other) = \$916,667 (Total)</div> <div>FY 2026 Utilities (U) phase with STBG-MPO funds: \$622,222 (Federal) + \$155,556 (Other) = \$777,778 (Total)</div> <div>*FY 2027 Construction (C) phase with STBG-MPO funds: \$1,888,889 (Federal) + \$472,223 (Other) = \$2,361,112 (Total)</div> <div>*FY 2028 Construction (C) phase with STBG-MPO funds: \$1,888,889 (Federal) + \$472,223 (Other) = \$2,361,112 (Total)</div>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Jeffersontown	KIPDA ID:	3113	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Galene Drive/Sprowl Road Collector Extension	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2028 2030
Total Estimated Project Cost:	\$8,080,000		Total Cost Programmed in TIP to date:	\$8,080,000	
Description:	Improve capacity, connectivity, and multi-modal safety along Galene Drive (CS-1010H) from Maple Road (MP 1.134) to Bluebird Lane. The project includes realigning Galene Drive/Sprowl Road, and extending this connection east, widening the collector roadway curb and gutters, and adding sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.				
Justification:	The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene/Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby Street and Bluebird Lane which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Avenue. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.				

<p>KIPDA ID 3113 cont. FY 23-26 TIP Funding:</p>	<p>FY 2025 Planning (P) phase with STBG-MPO funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2026 Planning (P) phase with STBG-MPO funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2025 Design (D) phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2027 Design (D) phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)</p> <p>*FY 2028 Right of Way (ROW) phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)</p> <p>FY 2026 Utilities (U) phase with the STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>FY 2027 Construction (C) phase with the STBG-MPO funds: \$4,440,000 (Federal) + \$1,110,000 (Other) = \$5,550,000 (Total)</p> <p>*FY 2029 Utilities (U) phase with the STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2029 Construction (C) phase with the STBG-MPO funds: \$4,440,000 (Federal) + \$1,110,000 (Other) = \$5,550,000 (Total)</p>
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years	

MTP Action:	None				
TIP Action:	Update Construction funding source from TA-MPO to STBG-MPO - Pending TPC Approval				
Project Sponsor:	Mount Washington	KIPDA ID:	2479	State ID:	5-3216.00
County:	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	Historic Multi-Use Trail Segment C	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,763,002		Total Cost Programmed in TIP to date:	\$4,763,002	
Description:	Construct multi-use path and pedestrian walkway along segment C of the Historic Memorial Multi-Use Trail including a Rest Plaza at Landis Lane and US 31EX. In addition, improve safety along the segment by reducing drainage hazards and installing a roundabout at Landis Lane.				
Justification:	To improve bicycle and pedestrian transportation within Mount Washington including safety elements. These facilities will be accompanied by a new signal on the north end of the project at Landis Lane in order to safely get pedestrian traffic from the east sidewalk to the west multi-use path and the connecting rest plaza and other trails.				
FY 23-26 TIP Funding:	<div>FY 2023 Design (D) phase with STBG-MPO funds: \$79,172 (Federal) + \$19,793 (Other) = \$98,965 (Total)</div> <div>FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$497,630 (Federal) + \$124,408 (Other) = \$622,038 (Total)</div> <div>FY 2025 Construction (C) phase with STBG-MPO funds: \$1,460,012 (Federal) + \$365,003 (Other) = \$1,825,015 (Total)</div> <div>FY 2025 Construction (C) phase with TA-MPO funds: \$870,787 (Federal) + \$217,697 (Other) = \$1,088,484 (Total)</div> <div>FY 2025 Construction (C) phase with STBG-MPO funds: \$2,330,799 (Federal) + \$582,700 (Other) = \$2,913,499 (Total)</div> <div>FY 2025 Construction (C) phase with STGB-ST funds: \$118,000 (Federal) + \$29,500 (Other) = \$147,5000 (Total)</div>				

MTP Action:	N/A				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	Oldham County	KIPDA ID:	2175	State ID:	5-410.01
County:	Oldham	Parent ID:	327	Group ID:	N/A
Project Name:	Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$2,600,000 \$3,797,979		Total Cost Programmed in TIP to date:	\$2,600,000 \$3,797,979	
Description:	Construct a bicycle and pedestrian trail section along Old LaGrange Road from North Camden Lane to the KY 329 Bypass and on to the intersection with KY 146 in Crestwood.				
Justification:	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.				
FY 23-26 TIP Funding:	FY 2024 Right of Way phase (ROW) with STBG-MPO funds: \$239,676 (Federal) + \$59,919 (Other) = \$299,595 (Total) FY 2024 Right of Way phase (ROW) with STBG-ST funds: \$340,324 (Federal) + \$85,081 (Other) = \$425,405 (Total) FY 2025 Utilities (U) phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$1,458,383 (Federal) + \$364,596 (Other) = \$1,822,979 (Total)				

MTP Action:	Update Total Estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	KYTC	KIPDA ID:	1879	State ID:	5-481.00
County:	Jefferson	Parent ID:		Group ID:	
Project Name:	KY 864	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$20,550,500 \$28,688,500		Total Cost Programmed in TIP to date:	\$20,427,500 \$28,565,500	
Description:	KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.				
Justification:	<p>Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway. The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Construction (C) phase with STBG-MPO funds:- \$9,150,000 (Federal) + \$2,287,500 (Other) = \$11,437,500 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$17,288,000 (Federal) + \$4,322,000 (Other) = \$21,610,000 (Total)</p>				

MTP Action:	Update Total Estimated Project Cost - Pending TPC Approval				
TIP Action:	Update TIP funding - Pending TPC Approval				
Project Sponsor:	KYTC	KIPDA ID:	188	State ID:	5-353.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	English Station Road	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$13,476,300 \$18,436,300		Total Cost Programmed in TIP to date:	\$13,476,300 \$18,436,300	
Description:	<p>Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.</p>				
Justification:	<p>The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Construction (C) phase with STBG-MPO funds: \$6,408,000 (Federal) + \$1,602,000 (Other) = \$8,010,000 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$11,368,000 (Federal) + \$2,842,000 (Other) = \$14,210,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2970	State ID:	2100770
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$1,237,971 \$1,312,852		Total Cost Programmed in TIP to date:	\$1,201,911 \$1,312,852	
Description:	Small structure pipelining on I-64 over unnamed ditch, 3.67 miles west of SR 64.				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset.				
FY 23-26 TIP Funding:	<p>*FY 2022 PE phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total)</p> <p>*FY 2022 PE phase with NHPP funds: \$134,910 (Federal) + \$14,990 (Other) = \$149,900 (Total)</p> <p>FY 2023 PE phase with NHPP funds: \$14,550 (Federal) + \$1,610 (Other) = \$16,160 (Total)</p> <p>FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$955,720 (Federal) + \$106,191 (Other) = \$1,061,911 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$1,023,113 (Federal) + \$113,679 (Other) = \$1,136,792 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3192	State ID:	2200833
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Hot-Mix Asphalt (HMA) Overlay	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$65,516,941 \$45,192,754		Total Cost Programmed in TIP to date:	\$67,300,331 \$45,192,754	
Description:	Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64.				
Justification:	This project will improve the conditions of the pavement and extend its service life.				
FY 23-26 TIP Funding:	<p>FY 2024 PE phase with NHPP funds: \$5,264,055 (Federal) + \$584,895 (Other) \$5,848,950 (Total)</p> <p>FY 2024 PE phase with NHPP funds: \$6,051,555 (Federal) + \$672,395 (Other) \$6,723,950 (Total)</p> <p>FY 2024 RR phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total)</p> <p>*FY 2030 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$55,243,243 (Federal) + \$6,138,138 (Other) \$61,381,381 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$34,567,924 (Federal) + \$3,840,880 (Other) \$38,408,804 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3156	State ID:	2200698
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160 Bridge Deck Overlay	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2028 2029
Total Estimated Project Cost:	\$1,550,017 \$2,435,491		Total Cost Programmed in TIP to date:	\$1,534,680 \$2,435,491	
Description:	Bridge deck overlay on SR 160 over I-65, 0.54 mile west of US 31.				
Justification:	This project will improve the condition of the bridge and extend its service life.				
FY 23-26 TIP Funding:	<p>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$212,270 (Federal) + \$53,067 (Other) = \$265,337 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with STBG-ST funds: \$1,019,744 (Federal) + \$254,936 (Other) = \$1,274,680 (Total)</p> <p>*FY 2029 Construction (CN) phase with STBG-ST funds: \$1,728,123 (Federal) + \$432,031 (Other) = \$2,160,154 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2970	State ID:	2100770
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$1,237,971 \$1,312,852		Total Cost Programmed in TIP to date:	\$1,201,911 \$1,276,792	
Description:	Small structure pipelining on I-64 over unnamed ditch, 3.67 miles west of SR 64.				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset.				
FY 23-26 TIP Funding:	FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) FY 2027 Construction (CN) phase with NHPP funds: \$955,720 (Federal) + \$106,191 (Other) = \$1,061,911 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$1,023,113 (Federal) + \$113,679 (Other) = \$1,136,792 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Phase shift and correct funding match				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3155	State ID:	1900373
County:	Clark	Parent ID:	N/A	Group ID:	2678
Project Name:	SR 60 Intersection Improvement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$959,956		Total Cost Programmed in TIP to date:	\$757,256	
Description:	Intersection improvement with added turn lanes at the intersection of SR 60 and Twinbrook Drive/Old SR 60 in Sellersburg.				
Justification:	This project will improve the safety of the intersection by adding eastbound and westbound left turn lanes on SR 60.				
FY 23-26 TIP Funding:	<p>FY25 Preliminary Engineering (PE) phase with NHPP funds: \$116,800 (Federal) + \$29,200 (Other) = \$146,000 (Total)</p> <p>FY25 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</p> <p>*FY27 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</p> <p>*FY27 Construction (CN) phase with NHPP funds: \$543,380 \$483,005 (Federal) + \$60,376 \$120,751 (Other) = \$603,756 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new 2676 Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500081
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	Pavement patching on I 265 from I 65 to 0.69 miles W of SR 62	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$3,373,475		Total Cost Programmed in TIP to date:	\$3,373,475	
Description:	The small culvert replacement portion of project with original DES # 2301123. Funding was decreased from DES #2301123 and separated to DES # 2500081				
Justification:	To improve the pavement conditions of I-265				
FY 23-26 TIP Funding:	*FY28 Construction (CN) phase with NHPP funds: \$3,036,128 (Federal) + \$337,347 (Other) = \$3,373,475 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	N/A				
TIP Action:	Add new 2676 Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500079
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Pavement Replacement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$240,424		Total Cost Programmed in TIP to date:	\$240,424	
Description:	Pavement Restoration project on I 265 from 0.36 miles West of I-65 to I-65, this DES # includes the small culvert repair/replacement portion				
Justification:	The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies.				
FY 23-26 TIP Funding:	*FY28 Construction (CN) phase with NHPP funds: \$216,382 (Federal) + \$24,042 (Other) = \$240,424 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3306	State ID:	2301123
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-265	Funding Source:	National Highway System (NHS)	Open to Public Date:	2028
Total Estimated Project Cost:	\$44,397,851 \$41,024,376		Total Cost Programmed in TIP to date:	\$44,397,851 \$41,024,376	
Description:	Pavement patching on I-265 From I 65 to 0.69 miles W of SR 62 (ORB O&M Limit). This will be constructed in FY 2028.				
Justification:	This section of SR 265 is an urban interstate with 4 lanes approximately 12' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. An emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$8,130,690 (Federal) + \$903,410 (Other) = \$9,034,100 (Total)</p> <p>FY 2026 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$31,719,376 (Federal) + \$3,524,375 (Other) = \$35,243,751 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$28,683,248 (Federal) + \$3,187,028 (Other) = \$31,870,276 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	INDOT	KIPDA ID:	3266	State ID:	2301127
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Pavement Replacement	Funding Source:	National Highway System (NHS)	Open to Public Date:	2028
Total Estimated Project Cost:	\$5,749,343 \$5,078,972		Total Cost Programmed in TIP to date:	\$520,000 \$5,078,972	
Description:	Pavement Replacement on I-265 from 0.36 miles W of I-65 to I-65. This project will be constructed in FY 28.				
Justification:	This section of I-265 is an urban interstate with 4 lanes approximately 12 ' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs on the adjacent section to the East (PK 50103) are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. Some patching has already been necessary on the Eastbound ramp to I-65, and an emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total) FY 2026 Right of Way (ROW) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total) *FY 2027 Utilities (U) phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with NHS funds: \$454,075 (Federal) + \$504,897 (Other) = \$5,048,972 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new Safety Group Project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9058, 5-9059
County:	Bullitt	Parent ID:	N/A	Group ID:	2679
Project Name:	High Friction Resurfacing - Bullitt County	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2025
Total Estimated Project Cost:	\$208,125		Total Cost Programmed in TIP to date:	\$208,125	
Description:	Installation of High Friction Surface Treatment on various routes				
Justification:	To increase level of safety to vehicles travelling these segments				
FY 23-26 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: \$187,313 (Federal) + \$20,812 (Other) = \$208,125 (Total)				
MTP Action:	N/A				
TIP Action:	Add new Safety Group Project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9061, 5-9062, 5-9063, 5-9064, 5-9065, 5-9066, 5-9067, 5-9068, 5-9069, 5-9070, 5-9071, 5-9072
County:	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	High Friction Resurfacing - Jefferson County	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2025
Total Estimated Project Cost:	\$1,880,438		Total Cost Programmed in TIP to date:	\$1,880,438	
Description:	Installation of High Friction Surface Treatment on various routes				
Justification:	To increase level of safety to vehicles travelling these segments				
FY 23-26 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: \$1,692,394 (Federal) + \$188,044 (Other) = \$1,880,438 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	1922	State ID:	5-804.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-264/US 42	Funding Source:	National Highway System (NHS)	Open to Public Date:	2028
Total Estimated Project Cost:	\$68,205,000 \$108,112,700		Total Cost Programmed in TIP to date:	\$68,205,000 \$108,112,700	
Description:	Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (12CCR)(14CCR). Project length is 1.7 miles. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.				
Justification:	The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264. The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays.				
FY 23-26 TIP Funding:	FY 2024 Construction (C) phase with NHS funds: \$8,000,000 (Federal) + \$2,000,000 (Other) = \$10,000,000 (Total) FY 2025 Construction (C) phase with NHS funds: \$24,000,000 (Federal) + \$6,000,000 (Other) = \$30,000,000 (Total) FY 2026 Construction (C) phase with NHS funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total) FY 2025 Construction (C) phase with NHS funds: \$79,926,160 (Federal) + \$19,981,540 (Other) = \$99,907,700 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2634	State ID:	5-20017.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	I-264	Funding Source:	National Highway System Funds for Pavement Management (NHPM)	Open to Public Date:	2024 2028
Total Estimated Project Cost:	\$1,714,790 \$2,036,650		Total Cost Programmed in TIP to date:	\$1,714,790 \$2,036,650	
Description:	Address pavement condition of I-264 both direction(s) from MP 20.7 to MP 22.927.				
Justification:	Maintain the existing transportation network in a state of good repair.				
FY 23-26 TIP Funding:	<p>FY 2023 Design (D) phase with NHPM funds: \$124,712 (Federal) + \$31,178 (Other) = \$155,890 (Total)</p> <p>FY 2023 Construction (C) phase with NHPM funds: \$1,247,120 (Federal) + \$311,780 (Other) = \$1,558,900 (Total)</p> <p>FY 2025 Construction (C) phase with NHPM funds: \$1,832,985 (Federal) + \$203,665 (Other) = \$2,036,650 (Total)</p>				

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2733	State ID:	5-80324.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Reimagine 9th Street	Funding Source:	Various	Open to Public Date:	2027
Total Estimated Project Cost:	\$28,548,000		Total Cost Programmed in TIP to date:	\$28,548,000	
Description:	<p>This project will transform 9th Street/Roy Wilkins Avenue just west of the downtown Louisville from the Main Street to Broadway from a six-lane thoroughfare with extremely wide right-of-way into a "Complete Street." Improvements to be considered during the Design process include: Reduce the number and width of lanes, convert one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Boulevard and Chestnut Street/River Park Drive, eliminate negative offset left-turn lanes, adequately dimensioned turn bays, traffic signal upgrades, expanded fiber throughout the corridor, protected/permissive left turns at signals, sidewalk expanded up to 20-feet wide, curb extensions, pedestrian refuge islands, pedestrian scale lighting, crosswalk visibility enhancements, tabled intersections, protected bike lanes, improved signage, bus shelters, kiosks with real-time bus information, dedicated bus lanes, bus bulbs, increased tree canopy, bioswales, and improved storm drainage.</p>				
Justification:	<p>Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.</p>				

<p>KIPDA ID 2733</p> <p>Continued</p> <p>FY 23-26 TIP</p> <p>Funding:</p>	<p>FY 2023 Planning (P) phase with Local funds: \$0 (Federal) + \$75,000 (Other) = \$75,000 (Total)</p> <p>FY 2023 Design (D) phase with State funds: \$0 (Federal) + \$500,000 (Other) = \$500,000 (Total)</p> <p>FY 2023 Design (D) phase with Local funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p> <p>FY 2024 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2024 Design (D) phase with Local funds: \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</p> <p>FY 2024 Right of Way (ROW) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)</p> <p>FY 2024 Utilities (U) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2025 Design (D) phase with Local funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p>
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<p>KIPDA ID 2733 Continued FY 23-26 TIP Funding:</p>	<p>FY 2025 Right of Way (ROW) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)</p> <p>FY 2025 Utilities (U) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Construction (C) phase with RAISE funds: \$1,558,400 (Federal) + \$204,000 (Other) = \$1,762,400 (Total)</p> <p>FY 2025 Construction (C) phase with Community Project Funding: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</p> <p>FY 2026 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Construction (C) phase with RAISE funds: \$6,233,600 (Federal) + \$0 (Other) = \$6,233,600 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$3,896,000 (Federal) + \$974,000 (Other) = \$4,870,000 (Total)</p> <p>*FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$2,990,000 (Other) = \$2,990,000 (Total)</p> <p>*FY 2027 Planning phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>*FY 2027 Construction phase with RAISE funds: \$6,233,600 (Federal) + \$816,000 (Other) = \$7,049,600 (Total)</p> <p>*FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$220,000 (Other) = \$220,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$390,000 (Other) = \$390,000 (Total)</p> <p>*FY 2028 Planning (P) phase with Local funds: \$0 (Federal) + \$25,000 (Other) = \$25,000 (Total)</p> <p>*FY 2028 Construction (C) phase with RAISE funds: \$1,558,400 (Federal) + \$204,000 (Other) = \$1,762,400 (Total)</p>
<p>*Funds programmed in fiscal years outside of the current 2023-2026 TIP years</p>	

MTP Action:	N/A				
TIP Action:	Add new Safety Group Project				
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	5-80250
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	Old Bardstown Rd and Hillock Realigned Intersection	Funding Source:	State Construction Funds (SPP)	Open to Public Date:	2025
Total Estimated Project Cost:	\$510,000		Total Cost Programmed in TIP to date:	\$510,000	
Description:	Installation of High Friction Surface Treatment on various routes				
Justification:	To increase level of safety to vehicles travelling these segments				
FY 23-26 TIP Funding:	FY 2024 Design (D) phase with SPP funds: \$0 (Federal) + \$70,000 (Other) = \$70,000 (Total) FY 2024 Utilities (U) phase with SPP funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total) FY 2024 Construction (C) phase with SPP funds: \$0 (Federal) + \$400,000 (Other) = \$400,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and add additional State ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	224	State ID:	5-378.10 5-80251
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 SB Brook St Ramp Realignment	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2029
Total Estimated Project Cost:	\$16,955,000		Total Cost Programmed in TIP to date:	\$2,955,000 \$5,885,000	
Description:	Extend and reconstruct I-65 southbound ramp (Jefferson) to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.				
Justification:	Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.				
FY 23-26 TIP Funding:	FY 2023 Design (D) phase with STBG-MPO funds: \$265,000 (Federal) + \$60,000 (Other) = \$325,000 (Total) FY 2024 Design (D) phase with NHS funds: \$416,000 (Federal) + \$104,000 (Other) = \$520,000 (Total) FY 2025 Right of Way (ROW) phase with NHS funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total) FY 2026 Utilities (U) phase with STBG-MPO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total) FY 2025 Utilities (U) phase with NHS funds: \$736,000 (Federal) + \$184,000 (Other) = \$920,000 (Total) FY 2026 Construction (C) phase with NHS funds: \$1,168,000 (Federal) + \$292,000 (Other) = \$1,460,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro Government	KIPDA ID:	2153	State ID:	5-80108.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rangeland Road	Funding Source:	State	Open to Public Date:	2040
Total Estimated Project Cost:	\$10,000,000 \$14,600,000		Total Cost Programmed in TIP to date:	\$8,750,000 \$14,600,000	
Description:	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.				
Justification:	Reduce congestion and improve safety on Rangeland Road for 1.23 miles.				
FY 23-26 TIP Funding:	<p>FY 2025 Right of Way (ROW) phase with State funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$1,250,000 (Other) = \$1,250,000 (Total)</p> <p>FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,100,000 (Other) = \$1,100,000 (Total)</p> <p>FY 2026 Construction (C) phase with State funds: \$0 (Federal) + \$5,960,000 (Other) = \$5,960,000 (Total)</p> <p>FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$3,500,000 (Other) = \$3,500,000 (Total)</p>				
MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	3rd Party Contractual Services	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2027
Total Estimated Project Cost:	\$5,000		Total Cost Programmed in TIP to date:	\$5,000	
Description:	This project will provide inspection services during the manufacture of buses for TARC.				
Justification:	The Federal Transit Administration requires inspection on the manufacturing line of heavy-duty transit buses in most cases. Inspection provides assurance that expensive repairs will not be necessary due to mistakes in production.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: \$4,000 (Federal) + \$1,000 (Other) = \$5,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	Management Information System Hardware	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2026
Total Estimated Project Cost:	\$40,000		Total Cost Programmed in TIP to date:	\$40,000	
Description:	Replacement of IT components that have exceeded their useful lives				
Justification:	Replacement of components (servers, switches, etc.) necessary to administer, operate and maintain transit vehicles.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total)				
MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	Acquire Miscellaneous (Office) Equipment	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2026
Total Estimated Project Cost:	\$43,535		Total Cost Programmed in TIP to date:	\$43,535	
Description:	This project replaces administrative equipment that has exceeded its useful life				
Justification:	This project will replace office equipment (copiers, furniture) that can no longer be repaired or have become costly to repair.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: 34,828\$ (Federal) + \$8,707 (Other) = \$43,535 (Total)				