



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



TRANSPORTATION POLICY COMMITTEE

12:30 pm, Thursday, May 28, 2026

KIPDA Burke Room, 11520 Commonwealth Drive, Louisville, Kentucky 40299

Please review the following notes:

- TPC members and the public may attend and participate in the meeting at KIPDA 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. *March 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 #3.
4. *Public Involvement Report* – Staff will report on activities undertaken to engage the public, comments received, and future public involvement opportunities (see enclosed).
5. *Unified Planning Work Program (UPWP)* – Staff will request ratification of the KIPDA UPWP. **Action Requested**
6. *Call for Studies Planning Funds* – Staff will announce the applicant for the competed PL Call for Studies. **Action Requested**
7. *Surface Transportation Block Group Cost Increases* – Staff will highlight the latest cost increase requests for both Indiana and Kentucky planning partners. **Action Requested**
8. *Amendment to the FY 2025-FY 2028 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* – Staff will present information on the latest amendment to the MTP and TIP. **Action Requested**
9. *Project Management Guidebook (PMG) Recommendations* – Staff will present the latest recommendations for the development of the update to KIPDA's PMG. **Action Requested**

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10. *Administrative Modifications to the FY 2025-FY 2028 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* – Staff will present information on Administrative Modifications to the MTP and TIP.
11. *Federal Certification Review* – Staff will discuss KIPDA’s Federal Certification Review which took place May 6 and 7.
12. *MPO Director’s Report*
13. *Other Business*
14. *Adjourn*

**MEETING MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
12:30 pm, March 26, 2026
In-Person and Via Video Conference**

Call to Order

Chair Jerry Summers called the meeting to order at 12:32 pm. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of TPC Minutes

Keith Griffee, Bullitt County, made a motion to approve the minutes for the February TPC meeting. Bernie Bowling, City of St. Matthews, 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.

National Electronic Vehicle Infrastructure (NEVI) Program Update

Mikael Pelfrey, Kentucky Transportation Cabinet, showcased the latest information and developments on the NEVI program for the state of Kentucky. There was discussion. No action was required.

Unified Planning Work Program (UPWP)

Andy Rush, KIPDA staff, reviewed the draft UPWP. No action was required.

Call for Studies Planning Funds

Brady Hill, KIPDA staff, presented information and the schedule for KIPDA's FY 2027 PL funds. No action was required.

Coordinated Human Services Transportation Plan (CHSTP) Revisions

Mick Logsdon, KIPDA staff, discussed recent revisions which were made to the CHSTP. No action was required.

Administrative Modifications to the FY 2025-2028 Transportation Improvement Program (TIP) and Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

Chris Nicolas, KIPDA staff, presented information on Administrative Modifications to the FY 2025-2028 Transportation Improvement Program (TIP) and Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP). There was discussion. No action was required.

Federal Certification Review

Andy Rush, KIPDA staff, discussed the latest information on the MPO's upcoming Federal Certification Review. No action was required.

MPO Director's Report

Andy Rush, KIPDA staff, provided the following:

- Recognized committee members who joined after roll call
- Reminded committee members about the Project Management Guidebook working group meeting on April 29th

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:43 am.

Members Present:

Keith Griffee
Claire Johnson
Shaun Spencer
Bernie Bowling
Brian Dixon
Tony McClellan
J. Byron Chapman
Isidro Delgado
*Tom Hall
Nicole George (Vice Chair)
Darrell Watson
Jerry Summers (Chair)
Jim Silliman
Kevin Baity

Representing:

Bullitt County
City of New Albany
City of Shively
City of St. Matthews
Clark County
Indiana Department of Transportation – Seymour
Jefferson County League of Cities
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
Louisville Metro Government
Louisville Regional Airport Authority
Oldham County
Oldham County
Town of Clarksville

Members Absent:

City of Charlestown
City of Jeffersontown
City of Jeffersonville
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Federal Transit Administration – Region 4
Floyd County
Indiana Department of Transportation
*Louisville Metro Planning & Design Services
TARC
*U.S. Department of Housing and Urban Development

Other Attendees

John Callihan	AECOM
Brian Meade	AECOM
Valerie Mohr	AECOM
Diana Mitchen	Burgess & Niple
Rick Tonini	City of St. Matthews
Fran Curry	E-Z Construction
Jennifer Caumissar-Kern	HWC Engineering
Hayley Thomas	Indiana Department of Transportation – Seymour
Mikael Pelfrey	Kentucky Transportation Cabinet
Greg Burress	KIPDA
Eronmonsele Esekhaigbe	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Brady Hill	KIPDA
Darian Koch	KIPDA
Mick Logsdon	KIPDA
Chris Nicolas	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Jennifer Wilson	KIPDA
Haley Thayer	Louisville Metro Air Pollution Control District
Mike King	Louisville Metro Government
Brendan Kemp	Stand Associates
Vince Robison	TRIMARC

* Denotes Advisory Members



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Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: May 21, 2026

SUBJECT: Public Involvement Report

The attached report outlines outreach efforts from March and April. Social media and website analytics are included in the attached report. Increases happened with all three platforms in at least one of the previous two months compared to numbers in February. KIPDA hosted a public comment period for an amendment to the core planning documents. Those numbers are included in the report. KIPDA attended several events in the past two months. Public comments received from those events are attached as well.

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TRANSPORTATION OUTREACH REPORT



KIPDA
Kentuckiana Regional Planning
& Development Agency

SOCIAL MEDIA



March 2026

April 2026

8 Posts
1,290 Views
1,047 Impressions

8 Posts
1568 Views
1,136 Impressions



March 2026

April 2026

9 Posts
1,728 Views
85 Engagements

7 Posts
692 Views
24 Engagements



November 2025

December 2025

8 Posts
412 Impressions

7 Posts
494 Impressions

WEBSITE ACTIVE USERS

November 2025

December 2025

Transportation
Main Page
219

Transportation
Main Page
200

TIP Page
146

TIP Page
165

MTP Page
58

MTP Page
86

EVENTS & OTHER OUTREACH

- Earth Fest at Alberta O. Jones Park
- Tree Fest at Thurman Hutchins Park
- Party for the Planet at the Louisville Zoo

2.6K

Avg. Total Views per
Month

1.5K

Avg. Total
Impressions/Engagments
per Month



PUBLIC OUTREACH OPPORTUNITIES

Amendment to KIPDA’s FY 2025-2028 Transportation Improvement Program and Connecting Kentuckiana 2050 Metropolitan Transportation Plan

- April 28- May 12
- Collected 5 comments

Social Media (Paid)



12,759 Reach
5,756 Impressions
1,232 Website Visits

Social Media (Organic)



970 Views



E-mail Campaigns

1,495 Recipients
612 Opens
174 Link clicks

1,503 Recipients
445 Opens
127 Link clicks

PUBLIC COMMENTS

- Access for blind Citizens
- Add lightrail to this area
- Ensure waiting areas (bus) are well-lit + visable (safety)
- Safety of Cane Run Rd - Need lights and busstops; also Riverport Industrial -needs bus lines



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Agenda Item #5

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: May 21, 2025

SUBJECT: FY 2027 Unified Planning Work Program (UPWP)

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

The UPWP must be submitted each year to KIPDA's State and Federal transportation planning partners by the end of April. The draft version of the FY 2027 version of the document was presented to the TPC in March after being submitted to the planning partners in February. Comments were received from multiple agencies and edits have been made based on those comments.

With no TPC meeting in April, at the March TPC and Board of Directors meetings, it was decided that the Final FY 2027 UPWP should be submitted by KIPDA staff by the April deadline and that each committee would ratify the FY 2027 at their May meetings.

Due to the length of the document, it has not been included in the meeting packet. The UPWP is available for review on KIPDA's website at: <https://www.kipda.org/transportation/>

The Final FY 2027 UPWP will be presented to the committee for ratification.

Action is requested.

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Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee
FROM: Brady Hill
DATE: May 21, 2026
SUBJECT: Cost Increases for Indiana and Kentucky

KIPDA staff will provide cost increase proposals for both Indiana and Kentucky projects.

Indiana:

Based on adjusted sub-allocation estimates from INDOT on March 20, 2026. **\$61,615** additional dollars will be made available for MPO-dedicated projects in the KIPDA region. These funds must be obligated by the end of the federal fiscal year (September 30, 2026).

It is proposed to:

Program \$50,341 to the Clark County CR-311 & Sellersburg Improvements project and \$11,274 to the Floyd County Bridge 51 project (KIPDA ID 1558/DES# 1700788) for additional PE funds.

These cost increases were recommended for approval by the TTCC on May 13th.

Kentucky:

The STBG-MPO cost increase reserve has a total of \$299,019 available for the remainder of FY26. KIPDA reserved one cost increase request from KYTC shown below:

- **Project Sponsor:** KYTC
- **KIPDA ID:** 3042
- **State ID:** 5-80110.00
- **Project Name:** KY 2055

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- **Project Phase:** Design
- **Federal Cost Increase Request:** \$212,000.00
- **Justification to the TTCC and TPC for why this cost increase should be granted from project sponsor:** “Project is currently in the final design phase and has funding programmed for future phases both in STBG-MPO and State funds. Additional request would enable the KYTC to continue moving the project toward completion.”

There is enough funding in the cost increase reserve to fund this request. However, the 2024 enacted highway plan programmed \$150,000 of SPP funds in FY24. KYTC elected to not authorize any of these state dollars. House Bill 502 (FY26-FY28) does not list any funding for this project in the biennium. House Joint Resolution 75 (FY29-FY32) does still have this project with \$40K for right-of-way in FY29, \$40K for utilities programmed in FY30, and construction funds in FY31, but no longer any design funds.

The TTCC recommended approval of this cost increase on May 13th.

Action Requested



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Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee

FROM: Brady Hill

DATE: May 21, 2026

SUBJECT: FY 2027 Call for Studies

KIPDA staff will provide a funding recommendation for the FY 2027 Call for Studies. \$125,000 of PL dollars have been made potentially available for this call. Only 1 application was submitted requesting the full amount of available federal PL dollars. KIPDA staff have evaluated the application, and the TTCC recommended approval to award funds on May 13th.

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Agenda Item #8

MEMORANDUM

TO: Transportation Policy Committee (TTCC)
FROM: Chris Nicolas
DATE: May 20, 2026
SUBJECT: Amendment to the FY 2025-FY 2028 Transportation Improvement Program (TIP) and Connection Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

KIPDA staff are ready to present TIP Amendment 4 (MTP 13) to the committee for consideration. The draft of the amendment, including the project list, air-quality conformity report, the Interagency Consultation Group (IAC) meeting minutes, and Public Comments received can be viewed at:

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

On Wednesday, May 13, 2026, the Transportation Technical Coordinating Committee (TTCC) approved a recommendation for TPC approval of the packet with the omission of KIPDA ID 3054 / DES 2200052 per INDOT request. Project omission details are included in this draft.

Once the TPC has approved the draft, the TIP Amendment 4 (MTP 13) packet will be sent to FHWA for the federal conformity review period, with the STIP updates to follow the federal conformity approval.

Action is Requested

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Agenda Item #9

MEMORANDUM

TO: Transportation Policy Committee

FROM: Brady Hill

DATE: May 21, 2026

SUBJECT: Project Management Guidebook Update

KIPDA staff organized TTCC Working Group meetings on February 27, 2026, and March 23, 2026, and April 29, 2026.

Working Group Attendees included (some attendees could not attend all three meetings):

Flannery O'Neil, APCD
Mike King, Louisville Metro
Mark Noll, Louisville Metro
Deputy Mayor Nicole George,
Louisville Metro
Tom Hall, KYTC D5
Bob Tally, INDOT
Hayley Thomas, INDOT

Andy Crouch, Jeffersonville
Mayor John Black, La Grange
Matt Meunier, Jeffersontown
Jim Siliman, Oldham County
Anna Barge, Oldham County
Geoffrey Hobin, TARC
Chris Ward, TARC
Andy Rush, KIPDA
KIPDA Staff

The current version of the Project Management Guidebook (PMG) was last updated in 2024 and is in need of an update. The goals and policy recommendations of the TTCC working group are shown below. Please note that KIPDA staff will be formally implementing these goals into an updated version of the PMG during the month of May. The revised document will be available for TTCC/TPC review and approval in June.

The TTCC recommended approval of these policy changes on May 13th.

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TTCC Working Group Recommendations

- Goal 1: Improve early project cost and timeline estimates to set projects up for success – better expectations
 - Goal 2: Tailor guidebook rules to be more context sensitive, because not all projects face the same issues or are the same scale
 - Goal 3: Retain federally required fiscal constraint of the TIP, but allow more funding opportunity to reward good stewards of MPO-dedicated funds
 - Goal 4: Process should be firm enough for LPA's to be able to hold their consultant (and possibly utility providers, elected officials, and others) accountable, but still fair with some grace allowed
 - Goal 5: Ensure that KIPDA tracking sheet (KY programming) provides a more reasonable picture of which project phases may actually be obligated in the current fiscal year. This creates more flexibility for immediate funding needs.
- 1) Call for Projects every year in Kentucky. Indiana remains every two years.
 - 2) (Kentucky Only: Goal 1, Goal 2, and Goal 4) Require completion of PE phase before any other phases beyond design are officially programmed with MPO-dedicated funding. (When a new project is awarded funds, PE funds and design funds will be officially programmed, and all other phases will be placed in the future projects reserve.)
 - 3) (Kentucky Only: Goal 1, Goal 2, and Goal 4) Once PE phase is completed and a project alternative selected,
 - a. the LPA can request funds for other project phases beyond design based on updated timeline and project cost estimates via next available call for projects
 - i. All post-PE timeline and cost estimates will be determined in coordination with a third-party consultant hired by KIPDA in consultation with the associated LPA and KIPDA before the call for projects application is submitted.
 - 4) (Both States: Goal 1) LPA's will be required to perform both planning-level timeline and cost estimates in coordination with a third-party consultant hired by KIPDA in consultation with the associated LPA and KIPDA before a call for projects application is submitted for a new project. Once the stage I design (PE) phase is completed, then the LPA must once again perform an updated timeline and cost estimate in coordination with a third-party consultant hired by KIPDA in consultation with the associated LPA and KIPDA.
 - 5) (Kentucky Only: Goal 1 and Goal 2) Initial estimates for remaining phases after preliminary engineering and design will be held within a "Future Projects" reserve.
 - 6) (Kentucky Only: Goal 1 and Goal 3) In Kentucky, this unofficial reserve will have a cap of 25% of the combined STBG sub-allocations programmed (typically over a 5-year period). 50% for the TA and CRP sub-allocated programs over the same period. This back-end cap restricts how many new PE phases can be active at one time to limit KIPDA from inadvertently over-promising funding.



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- 7) (Kentucky Only: Goal 2) 2+1 phase shift policy will be no more. As a replacement, projects would be judged based off the aforementioned, post-PE total project cost estimate and estimated timeline.
 - a. (Kentucky Only: Goal 2 and Goal 4) Projects would be given two years of grace beyond their estimated timeline's original projected letting date (which should already include some level of contingency for potential ROW and U delays)
 - b. (Kentucky Only: Goal 2 and Goal 4) Projects could still compete for cost increases for their project, but cost increases allowed per project would be capped at 25% of the total project cost estimate determined after PE phase completion. If a project is split funded (funded utilizing KIPDA MPO-dedicated funding, the MPO-dedicated funding local match, and another state, federal, or local funding source, then the cost increase cap for such a project would be 25% of the total programmed MPO-dedicated funds and the associated local match requirement for those funds. Any additional overages beyond the project's permitted cap will need to come from other federal, state, or local sources.
 - i. (Kentucky Only: Goal 4) Projects delayed exclusively due to the lack of available KIPDA funding (not due to overshooting their cost increase cap) would be provided an additional grace year(s).
- 8) (Kentucky Only: Goal 3 and Goal 4) Projects that exceed 2-year grace period will have all funding removed from the dedicated funding program and must sit out the next call for projects. Project may then re-compete for funding after 1-year penalty period. Project's original 25% cap will still apply; however, if a project is re-awarded funds, then a monetary inflationary cost increase for each year beyond the year the project was removed from the funding matrix will be permitted according to the Consumer Price Index released by the Bureau of Labor Statistics.
- 9) (Kentucky Only: Goal 3 and Goal 5) Funding for the upcoming fiscal year will be re-evaluated each year right before the Call for Projects. Only project phases with a high likelihood to obligate funds will be programmed in the upcoming fiscal year.
 - a. Existing projects that will be likely ready for authorization in the upcoming fiscal year (based on recent July Biannual Meeting) will receive funding priority unless that project has hit its total project "cost increase cap" or there isn't enough funding in the current fiscal year to satisfy the request.
- 10) (Kentucky Only: Goal 3 and Goal 5) STBG Cost Increase Reserve is lowered to 10% and only available beginning at the March biannual review meeting for project phases projected to obligated funds in the current fiscal year. The cost increase reserve dollars now not in the reserve provides more funding during each biannual meeting re-evaluation and the Call for Projects.
- 11) (Kentucky Only: Goal 1) "The most a single phase can receive is 50% of the adjusted annual allocation of STBG-MPO funds." – current KIPDA PMG
 - a. Clarify interpretation: This applies to the post-PE cost estimate programming stage. Projects can later exceed this 50% threshold if within their 25% cost increase cap.



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12) (Both States: Goal 3, Goal 4, and Goal 5) PE phases still must be obligated in the year programmed. Failure to obligate on schedule will automatically remove PE funds and future phases from the funding program. Project must sit out at least one call for projects cycle before ability to re-compete for funds in a future call for projects.

How do these policies work for all our existing MPO-dedicated projects?

KIPDA would hire 3rd party consultant to obtain updated project cost estimates and projected timelines for every existing MPO-dedicated project. Grace period and cost estimate caps would be based upon these recent estimates (assuming PE has been completed).

Existing projects that require additional funding based on these updated 3rd party estimates will be prioritized in the next Call for Projects process in order to set an even playing field for new cost increase and grace period policies.

Proposed Call for Projects Schedule:

State Applicability	Cyclical Timeline	Projected Call for Projects Process Activity
Both States*	May	KIPDA staff announces upcoming call for projects
Both States*	June-July	KIPDA's 3rd party consultant reviews LPA cost estimates as appropriate before the call for projects application period opens
Kentucky-Only	June-July	KIPDA staff requests applications for cost increases and programming adjustments before July biannual project re-evaluation meeting
Kentucky-Only	Late July	July biannual project re-evaluation meeting (reset upcoming FY programming for only realistic project phases)
Both States*	August 15th - August 31st	Call for projects application period is open
Kentucky-Only	August TTCC and TPC	Reviews and approves cost increases and programming adjustments for existing project phases deemed likely to authorize funding in the upcoming fiscal year per the discussion at the July biannual project re-evaluation meeting
State Applicability	Cyclical Timeline	Projected Call for Projects Process Activity



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State Applicability	Cyclical Timeline	Projected Call for Projects Process Activity
Both States*	September	Call for projects application evaluation period, which includes TTCC working group rankings and internal project sponsor rankings among other tasks
Both States*	September 15th - September 30th	Public comment period
Both States*	October	TTCC working group meetings are held
Both States*	November	TTCC and TPC review and approval for the call for projects
Kentucky-Only	February-March	KIPDA staff requests applications for cost increases and programming adjustments before March biannual project re-evaluation meeting
Kentucky-Only	March	March biannual project re-evaluation meeting (reset current FY programming for only realistic project phases) (10% cost increase reserve becomes available.)
*annual for KY and semi-annual for IN	Repeat	

Action is requested.



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Agenda Item #10

MEMORANDUM

TO: Transportation Policy Committee (TPC)

FROM: Chris Nicolas

DATE: May 20, 2026

SUBJECT: Administrative Modifications to the *FY 2025-2028 Transportation Improvement Program (TIP)* and *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)*

KIPDA Staff will present the Administrative Modifications made to the *FY 2025-FY 2028 Transportation Improvement Program (TIP)* and the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* following the most recent TPC meeting in March.

- Administrative Modification 11 to the TIP (cross-listed as MTP 33), processed on 04/10/26
- Administrative Modification 12 to the TIP (no MTP updates), processed on 05/19/26

The TPC, as well as INDOT and KYTC STIP staff, were notified of the updates on the processing dates. The updates are also included in this packet for reference.

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.

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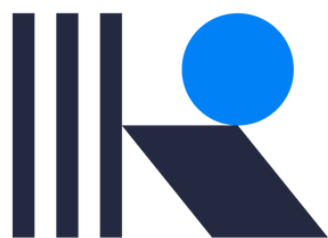
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- Updating project cost estimates (within the original project scope and intent) which do not impact fiscal constraint and updating the estimated total project cost in the MTP when applicable.
- Adding projects that are considered “grouped projects” 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



K I P D A

Kentuckiana Regional Planning
& Development Agency

April 10, 2026

Administrative Modification 11
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Administrative Modification 33
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

Please note - Administrative Modifications 11 and 33 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.



MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and add phases				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$325,988,585 \$328,553,911		Total Cost Programmed in TIP to date:	\$325,988,585 \$328,553,911	
Description:	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Justification:	To improve traffic congestion and accessibility.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with State funds: \$0 (Federal) + \$11,583,350 (Other) = \$11,583,350 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with State funds: \$0 (Federal) + \$10,000 (Other) = \$10,000 (Total)</p> <p>FY 2025 Utilities (U) phase with State funds: \$0 (Federal) + \$106,000 (Other) = \$106,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$2,089,987 (Federal) + \$232,221 (Other) = \$2,322,207 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$2,096,436 (Federal) + \$232,937 (Other) = \$2,329,373 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds: \$99,172 (Federal) + \$11,019 (Other) = \$110,191 (Total)</p>				
KIPDA ID 2899 continued on the next page					

KIPDA ID 2899 cont. FY 25-28 TIP Funding:	FY 2026 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)				
	FY 2026 Construction (CN) phase with INFRA Grant funds: \$103,036,994 (Federal) + \$0 (Other) = \$103,036,994 (Total)				
	FY 2026 Construction (CN) phase with NHPP funds: \$80,733,648 (Federal) + \$8,970,405 (Other) = \$89,704,053 (Total)				
	FY 2026 Construction (CN) phase with NHPP funds: \$173,466,942 (Federal) + \$19,274,105 (Other) = \$192,741,047 (Total)				
	FY 2027 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)				
	FY 2027 Construction (CE) phase with NHPP funds: \$12,652,343 (Federal) + \$1,405,816 (Other) = \$14,058,158 (Total)				
FY 2027 Construction (CN) phase with NHPP funds: \$28,345,655 (Federal) + \$3,149,517 (Other) = \$31,495,172 (Total)					
FY 2028 Construction (CN) phase with NHPP funds: \$31,500,000 (Federal) + \$3,500,000 (Other) = \$35,000,000 (Total)					
MTP Action:	Update Total Project Cost				
TIP Action:	Update TIP Funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2616	State ID:	1700135
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Widening of I-65	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$211,633,731 \$229,063,410		Total Cost Programmed in TIP to date:	\$211,633,731 \$229,063,410	
Description:	Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 29.49).				
Justification:	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.				
KIPDA ID 2616 continued on the next page					

<p>KIPDA ID 2616 FY 25-28 TIP Funding:</p>	<p>*FY 2020 Preliminary Engineering (PE) phase with NHPP funds: \$5,493,990 (Federal) + \$610,443 (Other) = \$6,104,433 (Total)</p> <p>*FY 2020 Preliminary Engineering (PE) phase with NHPP funds: \$0 (Federal) + \$6,822,305 (Other) = \$6,822,305 (Total)</p> <p>FY 2025 Construction (CE) phase with NHPP funds: \$17,518,251 (Federal) + \$1,946,472 (Other) = \$19,464,723 (Total)</p> <p>FY 2025 Construction (CN) phase with NHPP funds: \$51,406,900 (Federal) + \$5,711,878 (Other) = \$57,118,778 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$6,209,140 (Federal) + \$689,904 (Other) = \$6,899,044 (Total)</p> <p>FY 2025 Construction (CE) phase with NHPP funds: \$17,383,251 (Federal) + \$1,931,472 (Other) = \$19,314,723 (Total)</p> <p>FY 2025 Construction (CN) phase with NHPP funds: \$42,406,900 (Federal) + \$4,711,878 (Other) = \$47,118,778 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$126,423 (Federal) + \$14,047 (Other) = \$140,470 (Total)</p> <p>FY 2026 Construction (CE) phase with NHPP funds: \$135,000 (Federal) + \$15,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$54,950,158 (Federal) + \$6,105,573 (Other) = \$61,055,731 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$63,950,158 (Federal) + \$7,105,573 (Other) = \$71,055,731 (Total)</p> <p>FY 2027 Construction (CN) phase with NHPP funds: \$57,406,633 (Federal) + \$6,378,515 (Other) = \$63,785,148 (Total)</p> <p>FY 2027 Construction (CN) phase with NHPP funds: \$67,133,866 (Federal) + \$7,459,318 (Other) = \$74,593,184 (Total)</p>
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MTP Action:	N/A				
TIP Action:	Update TIP Funding and Total Estimated Project Cost				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2859	State ID:	2000323
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Bridge Over State Street EB Ramp C	Funding Source:	National Highway Performance Program (NHPP)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$858,149 \$2,130,000		Total Cost Programmed in TIP to date:	\$858,149 \$2,130,000	
Description:	Bridge deck overlay on I-265 over State Street northbound/southbound, 0.84 miles east of I-64 (Ramp C, EB).				
Justification:	To correct the deficiencies of the bridge deck and maintain and prolong the structure integrity of the bridge.				
FY 25-28 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$655,334 (Federal) + \$72,815 (Other) = \$728,149 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$1,800,000 (Federal) + \$200,000 (Other) = \$2,000,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3148	State ID:	2100019
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Lighting	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$8,193,961 \$11,542,765		Total Cost Programmed in TIP to date:	\$8,193,961 \$11,542,765	
Description:	Lighting improvements from the I-64/I-265 interchange to US 150.				
Justification:	This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.				
FY 25-28 TIP Funding:	FY 2026 Construction (CN) phase with HSIP-ST funds: \$5,273,400 (Federal) + \$0 (Other) = \$5,273,400 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$2,628,505 (Federal) + \$292,056 (Other) = \$2,920,561 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$5,642,429 (Federal) + \$626,937 (Other) = \$6,269,366 (Total)				

MTP Action:	Correct Total Estimated Project Cost				
TIP Action:	Phase shift and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3193	State ID:	2101799
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 & Veterans Parkway	Funding Source:	National Highway Performance Program (NHPP)	Open to Public (OTP) Date:	2030 2035
Total Estimated Project Cost:	\$25,580,487 \$25,580,478		Total Cost Programmed in TIP to date:	\$25,580,478	
Description:	Modify I-65 & Veterans Parkway interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.				
Justification:	The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$2,122,211 (Federal) + \$235,801 (Other) = \$2,358,012 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$2,122,211 (Federal) + \$235,801 (Other) = \$2,358,012 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP funds: \$900,000 (Federal) + \$100,000 (Other) = \$1,000,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$19,692,430 (Federal) + \$2,188,048 (Other) = \$21,880,478 (Total)</p> <p>*FY 2034 Construction (CN) phase with NHPP funds: \$19,692,430 (Federal) + \$2,188,048 (Other) = \$21,880,478 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP Funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3285	State ID:	2200937
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Traffic Signals Modernization in Clark County	Funding Source:	HSIP-State	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$2,556,550 \$1,977,800		Total Cost Programmed in TIP to date:	\$416,250 \$1,977,800	
Description:	Updating traffic signal heads through Clark County on US 31 at Lewis and Clark, US 31 and Eastern, and US 31 Stansifer.				
Justification:	This project will improve various intersections in Clark County.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with HSIP-State funds: \$374,625 (Federal) + \$41,625 (Other) = \$416,250 (Total) *FY 2024 Preliminary Engineering (PE) phase with HSIP-State funds: \$374,625 (Federal) + \$41,625 (Other) = \$416,250 (Total) FY 2027 Construction (CN) phase with HSIP-State funds: \$1,249,240 (Federal) + \$312,310 (Other) = \$1,561,550 (Total)				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Add new maintenance 2676 group project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500451, 2500452
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	Charlestown SR 3 Drainage Project	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$14,285,000		Total Cost Programmed in TIP to date:	\$14,285,000	
Description:	The purpose of this project is to extend the functional life of the pavement by addressing functional and structural deficiencies and to improve the drainage system along SR 3 near SR 62 so the road will not flood during standard storm events. The need for this project is evidenced by cracks in the surface layer of the pavement, and by a history of large rain events resulting in closure of SR 3 that limits local mobility.				
Justification:	The anticipated outcome of this project is improved drainage and extending the life of the pavement along SR 3. A portion of the smalltown project will address the small structures and drainage of the total project, which includes replacement of the pavement. This will improve the mobility of the traveling public.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) FY 2027 Preliminary Engineering (PE) phase with NHPP funds: \$540,000 (Federal) + \$135,000 (Other) = \$675,000 (Total) FY 2027 Construction (CN) phase with NHPP funds: \$8,448,000 (Federal) + \$2,112,000 (Other) = \$10,560,000 (Total) *FY 2031 Construction (CN) phase with NHPP funds: \$2,080,000 (Federal) + \$520,000 (Other) = \$2,600,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3025	State ID:	1902858, 2301561
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Henryville Welcome Center Reconstruction	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2030
Total Estimated Project Cost:	\$58,552,558 \$50,592,676		Total Cost Programmed in TIP to date:	\$58,552,558 \$50,592,676	
Description:	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
Justification:	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$419,745 (Federal) + \$0 (Other) = \$419,745 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$314,000 (Federal) + \$0 (Other) = \$314,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$707,851 (Federal) + \$0 (Other) = \$707,851 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$1,297,026 (Federal) + \$0 (Other) = \$1,297,026 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$45,000,000 (Federal) + \$0 (Other) = \$45,000,000 (Total)</p> <p>FY 2028 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Update TIP funding and clarify description				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3281	State ID:	2301023
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160	Funding Source:	National Highway System (NHS)	Open to Public (OTP) Date:	2028 2029
Total Estimated Project Cost:	\$1,147,231 \$1,393,741		Total Cost Programmed in TIP to date:	\$1,147,231 \$1,393,741	
Description:	Small Structure Replacement on SR 160 Bridge over Guernsey Creek, E of SR 60. This will be constructed in FY-2028.				
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. The project need is based on the current condition of the structure elements. The bottoms of the channel beams have horizontal cracking with efflorescence. Beams #2 and #3 are cracked with heavy efflorescence and Beam #1 is spalling at the downspouts. There are spalls and staining throughout the beams and there is evident leaking and efflorescence between each channel beam. The abutments have vertical cracks above the weep holes and the west abutment below Beam #8 has a 2' x 3' spall. In addition, there are spalls and staining on the south wingwalls.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$384,120 (Federal) + \$42,680 (Other) = \$426,800 (Total) FY 2026 ROW phase with NHPP funds: \$13,500 (Federal) + \$1,500 (Other) = \$15,000 (Total) FY 2027 Utilities (U) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total) FY 2028 Construction (CN) phase with NHPP funds: \$544,888 (Federal) + \$60,543 (Other) = \$605,431 (Total) *FY 2029 Construction (CN) phase with NHS funds: \$766,747 (Federal) + \$85,194 (Other) = \$851,941 (Total)				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3247	State ID:	2300823
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160 Bridge over Pigeon Roost Creek	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028 2029
Total Estimated Project Cost:	\$421,856 \$539,276	Total Cost Programmed in TIP to date:		\$421,856 \$539,276	
Description:	Scour protection on SR 160 Bridge over Pigeon Roost Creek, 03.44 mi W I-65				
Justification:	The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$243,074 (Federal) + \$60,769 (Other) = \$303,843 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$33,785 (Federal) + \$8,446 (Other) = \$42,232 (Total)</p> <p>FY 2026 ROW phase with NHPP-State funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP-State funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP-State funds: \$181,670 (Federal) + \$20,186 (Other) = \$201,856 (Total)</p> <p>*FY 2029 Construction (CN) phase with NHPP-State funds: \$154,081 (Federal) + \$17,120 (Other) = \$171,201 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2973	State ID:	2100800
County:	Clark	Parent ID:	N/A	Group ID:	2767
Project Name:	SR 60 Small Structure Replacement, 1.58 Miles West of I-65	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028 2029
Total Estimated Project Cost:	\$617,221 \$635,206		Total Cost Programmed in TIP to date:	\$617,221 \$635,206	
Description:	Small structure replacement over unnamed ditch 1.58 miles west of I-65.				
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. The project need is based on the current condition of the structure elements. The pipe is either collapsed or full of sediment and cannot fail any further. The roadway is not affected, but the pipe is causing drainage issue for the nearby residents. This pipe was recently added into the inventory.				
FY 25-28 TIP Funding:	FY 2026 Utilities (U) phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total) FY 2028 Construction (CN) phase with NHPP funds: \$215,267 (Federal) + \$53,817 (Other) = \$269,084 (Total) *FY 2029 Construction (CN) phase with NHPP funds: \$229,655 (Federal) + \$57,414 (Other) = \$287,069 (Total)				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP date				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3321	State ID:	2300292
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 over Tributary to Sugar Creek	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028 2029
Total Estimated Project Cost:	\$629,847		Total Cost Programmed in TIP to date:	\$629,847	
Description:	The purpose of this project is to maintain or improve the current condition ratings of this large culvert at .32 W SR 311 and extend the life of the structure.				
Justification:	This project will extend the life of the large culvert/structure.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$315,000 (Federal) + \$35,000 (Other) = \$350,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$251,862 (Federal) + \$27,985 (Other) = \$279,847 (Total)</p> <p>*FY 2029 Construction (CN) phase with NHPP funds: \$234,186 (Federal) + \$58,547 (Other) = \$292,733 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3263	State ID:	2300986
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Small Structure	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$934,405 \$1,827,739		Total Cost Programmed in TIP to date:	\$934,405 \$1,827,739	
Description:	Small Structure Pipe Lining 5.66 mi N of SR 311 on I-65				
Justification:	The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. There is significant section loss, corrosion, and pitting throughout the invert of the structure. These perforations and section loss in the flow line could eventually lead to material being pulled from above and impact the roadway above through the presence of voids under or adjacent to the pavement				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,723 (Federal) + \$30,525 (Other) = \$305,248 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$95,372 (Federal) + \$10,597 (Other) = \$105,969 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$566,465 (Federal) + \$62,941 (Other) = \$629,405 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$1,247,869 (Federal) + \$138,653 (Other) = \$1,386,522 (Total)</p>				

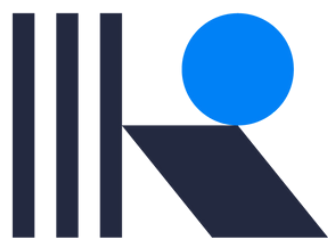
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2722	State ID:	1900343
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	US 31 at Wolf Run	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public (OTP) Date:	2026 2031
Total Estimated Project Cost:	\$2,073,993		Total Cost Programmed in TIP to date:	\$1,616,136 \$1,899,311	
Description:	Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.				
Justification:	Bridge replacement, concrete.				
FY 25-28 TIP Funding:	<p>FY 2025 Right of Way (ROW) phase with STBG-State funds: \$5,760 (Federal) + \$1,440 (Other) = \$7,200 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with STBG-State funds: \$2,580 (Federal) + \$645 (Other) = \$3,225 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with STBG-State funds: \$88,000 (Federal) + \$22,000 (Other) = \$110,000 (Total)</p> <p>FY 2027 Preliminary Engineering (PE) phase with STBG-State funds: \$88,000 (Federal) + \$22,000 (Other) = \$110,000 (Total)</p> <p>FY 2028 Right of Way (ROW) phase with STBG-State funds: \$20,000 (Federal) + \$5,000 (Other) = \$25,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-State funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</p> <p>FY 2028 Utilities (U) phase with STBG-State funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</p> <p>*FY 2031 Construction (CN) phase with STBG-State funds: \$1,352,869 (Federal) + \$338,217 (Other) = \$1,691,086 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Phase Shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	2624	State ID:	5-3709.00
County:	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section III	Funding Source:	Surface Transportation Block Group - MPO (STBG-MPO)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$2,564,383		Total Cost Programmed in TIP to date:	\$1,292,889	
Description:	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.				
Justification:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 25-28 TIP Funding:	FY25 Design phase with STBG-MPO funds: \$111,111 (Federal) + \$27,778 (Other) = \$138,889 (Total) FY26 Design phase with STBG-MPO funds: \$111,111 (Federal) + \$27,778 (Other) = \$138,889 (Total) FY26 ROW phase with STBG-MPO funds: \$942,000 (Federal) + \$212,000 (Other) = \$1,154,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3207	State ID:	5-10100.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	I-65 Bridge at Muhammad Ali SB On-Ramp	Funding Source:	Bridge Replacement On-System (BRO) Bridge	Open to Public (OTP) Date:	2026 2028
Total Estimated Project Cost:	\$925,000 \$1,033,024		Total Cost Programmed in TIP to date:	\$925,000 \$1,033,024	
Description:	Bridge project in Jefferson County on (056B00194N) I-65 At Muhammad Ali SB on-ramp (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	<p>*FY 2024 Right of Way phase with BRO funds:- \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>*FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>*FY 2024 Construction phase with BRO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total)</p> <p>FY 2026 Construction phase with Bridge funds: \$826,419 (Federal) + \$206,605 (Other) = \$1,033,024 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3208	State ID:	5-10101.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	I-65 NB Bridge at Floyd St	Funding Source:	Bridge Replacement On-System (BRO) Bridge	Open to Public (OTP) Date:	2026 2028
Total Estimated Project Cost:	\$1,325,000 \$4,075,906		Total Cost Programmed in TIP to date:	\$1,325,000 \$4,075,906	
Description:	Bridge project in Jefferson County on (056B00195N) I-65 NB at Floyd St (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	<p>*FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>*FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>*FY 2024 Construction phase with BRO funds: \$960,000 (Federal) + \$240,000 (Other) = \$1,200,000 (Total)</p> <p>FY 2026 Construction phase with Bridge funds: \$3,260,725 (Federal) + \$815,181 (Other) = \$4,075,906 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3209	State ID:	5-10102.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	I-65 NB Bridge at E Liberty Street	Funding Source:	Bridge Replacement On System (BRO) Bridge	Open to Public (OTP) Date:	2026 2028
Total Estimated Project Cost:	\$2,625,000 \$4,075,906		Total Cost Programmed in TIP to date:	\$2,625,000 \$4,075,906	
Description:	Bridge project in Jefferson County on (056B00197R) I-65 NB at E Liberty St (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	<p>*FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>*FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>*FY 2024 Construction phase with BRO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</p> <p>FY 2026 Construction phase with Bridge funds: \$7,509,639 (Federal) + \$1,877,410 (Other) = \$9,387,049 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					



K I P D A

Kentuckiana Regional Planning
& Development Agency

May 19, 2026

Administrative Modification 12
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)



MTP Action:	N/A				
TIP Action:	Update TIP funding and Total Estimated Project Cost				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3482	State ID:	2600155
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2680
Project Name:	I-265 Tree removal/clearing	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$178,954 \$304,826		Total Cost Programmed in TIP to date:	\$178,954 \$304,826	
Description:	Tree removal and clearing on I-265 from MM O-12.8, EB and WB				
Justification:	This project is to remove overgrown tree/shrubs on state right of way that may become a safety hazard to the motoring public				
FY 25-28 TIP Funding:	FY 2027 Preliminary Engineering (PE) phase with HSIP-ST funds: \$26,843 (Federal) + \$2,983 (Other) \$29,826 (Total) FY 2028 Construction (CN) phase with HSIP-ST funds: \$134,215 (Federal) + \$14,913 (Other) \$149,128 (Total) FY 2028 Construction (CN) phase with HSIP-ST funds: \$247,500 (Federal) + \$27,500 (Other) \$275,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and Total Estimated Project Cost				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3483	State ID:	2600154
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2680
Project Name:	I-65 Tree removal/clearing	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$753,115 \$1,592,738		Total Cost Programmed in TIP to date:	\$753,115 \$1,592,738	
Description:	Tree removal on I-65 NB/SB from 0-101 MM				
Justification:	This is removal of tree/shrubs from state right of way on I 65 NB/SB to improve safety for the traveling public.				
FY 25-28 TIP Funding:	FY 2027 Preliminary Engineering (PE) phase with HSIP-ST funds: \$128,465 (Federal) + \$14,273 (Other) \$142,738 (Total) FY 2028 Construction (CN) phase with HSIP-ST funds: \$549,339 (Federal) + \$61,038 (Other) \$610,377 (Total) FY 2028 Construction (CN) phase with HSIP-ST funds: \$1,305,000 (Federal) + \$145,000 (Other) \$1,450,000 (Total)				
MTP Action:	N/A				
TIP Action:	Add new Maintenance Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2200935
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Seymour District Raised Pavement Markings (RPM) Refurbishments	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$750,000		Total Cost Programmed in TIP to date:	\$750,000	
Description:	District RPM refurbishments in various locations, Seymour District				
Justification:	To improve the RPM's in various locations in Seymour District				
FY 25-28 TIP Funding:	FY 2027 Construction (CN) phase with HSIP-ST funds: \$600,000 (Federal) + \$150,000 (Other) \$750,000 (Total)				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Clark County	KIPDA ID:	3476	DES:	2401797
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bethany Road CR-403 Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2032
Total Estimated Project Cost:	\$6,756,066		Total Cost Programmed in TIP to date:	\$6,756,066	
Description:	Intersection Improvements at CR-403 and Bethany Road. A roundabout may be considered for this intersection.				
Justification:	Clark County has applied for and received HSIP approval for this intersection. The number of serious accidents at this intersection has increased and we are looking to improve the safety of the intersection.				
FY 25-28 TIP Funding:	<p>FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$247,500 (Federal) + \$362,300 (Other) = \$609,800 (Total)</p> <p>FY 2027 Preliminary Engineering (PE) phase with HSIP-ST funds: \$247,500 (Federal) + \$362,300 (Other) = \$609,800 (Total)</p> <p>FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$495,000 (Federal) + \$55,000 (Other) = \$550,000 (Total)</p> <p>FY 2027 Utilities (U) phase with HSIP-ST funds: \$198,000 (Federal) + \$22,000 (Other) = \$220,000 (Total)</p> <p>*FY 2031 Construction Engineering (CE) phase with HSIP-ST funds: \$742,500 (Federal) + \$82,500 (Other) = \$825,000 (Total)</p> <p>*FY 2031 Construction (CN) phase with HSIP-ST funds: \$4,096,139 (Federal) + \$455,127 (Other) = \$4,551,266 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update State ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	3484	State ID:	5-80324 5-610
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	Muhammad Ali & Chestnut/River Park Rehabilitation	Funding Source:	Community Project Funding (CPF)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$3,125,000		Total Cost Programmed in TIP to date:	\$3,125,000	
Description:	Rehabilitate pavement for Muhammad Ali Blvd and Chestnut Street/River Park Drive from Southwestern Parkway to 9th Street.				
Justification:	To extend pavement life on two high volume corridors. Rehabilitation will contribute to total improvement of 9th St corridor as well.				
FY 25-28 TIP Funding:	FY 2026 Construction (C) phase with CPF: \$2,500,000 (Federal) + \$625,000 (Other) = \$3,125,000 (Total)				

MTP Action:	None				
TIP Action:	Update TIP Funding				
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 (OTP) Date:	Ongoing
Total Estimated Project Cost:	\$50,406,992		Total Cost Programmed in TIP to date:	\$30,566,575 \$30,523,216	
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 25-28 TIP Funding:	FY 2025 Operations phase with STBG-MPO funds: \$997,000 (Federal) + \$244,250 (Other) = \$1,221,250 (Total) FY 2026 Operations phase with STBG-MPO funds: \$996,540 (Federal) + \$249,135 (Other) = \$1,245,675 (Total) FY 2027 Operations phase with STBG-MPO funds: \$673,000 (Federal) + \$168,250 (Other) = \$841,250 (Total) FY 2028 Operations phase with STBG-MPO funds: \$1,036,800 (Federal) + \$259,200 (Other) = \$1,296,000 (Total) FY 2028 Operations phase with STBG-MPO funds: \$686,460 (Federal) + \$171,615 (Other) = \$858,075 (Total) *FY 2029 Operations phase with STBG-MPO funds: \$1,057,536 (Federal) + \$264,384 (Other) = 1,321,920 (Total) *FY 2029 Operations phase with STBG-MPO funds: \$700,189 (Federal) + \$175,047 (Other) = \$875,236 (Total)				
*Funds programmed in fiscal years outside of the current 2025 -2028 TIP years					



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



Agenda Item #11

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: May 21, 2026

SUBJECT: Federal Certification Review Recap

On May 6th & 7th, KIPDA hosted its Federal Certification Review. All large MPOs are required to undergo this process every four years. It assessed the metropolitan transportation planning process in the Louisville area. The Review Team consisted of eight representatives from the following agencies:

- Federal Highway Administration (FHWA) – Kentucky Division
- Federal Highway Administration (FHWA) – Indiana Division
- Federal Transit Administration (FTA) – Region 4 & Region 5
- U.S. Environmental Protection Agency (EPA) – Region 4 & Region 5

The review involved a meeting on May 6th in the KIPDA Burke Room of the federal agency staff with KIPDA staff and with staff from KIPDA's partnering agencies, followed by a Public Hearing hosted in St. Matthews, followed by another session at KIPDA between the review team and KIPDA staff on May 7th.

KIPDA should expect the findings of the review team to be published later this summer.

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