



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



**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE**  
**1:00 p.m., Wednesday, May 13, 2026**  
**KIPDA Burke Room, 11520 Commonwealth Drive, Louisville, Kentucky 40299**

- TTCC members and the public may attend and participate in the meeting at KIPDA or online via Zoom.
- **All TTCC 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 TTCC meeting. The public may also submit comments in advance of the meeting by emailing [KIPDA.trans@kipda.org](mailto:KIPDA.trans@kipda.org).

**AGENDA**

1. *Call to Order, Welcome, Roll Call*
2. *March TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested**
3. *Transportation Policy Committee (TPC) Report* – Review of the March TPC meeting activities.
4. *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item #4.
5. *Connecting Kentuckiana 2050 Metropolitan Transportation Plan & FY 2025-2028 Transportation Improvement Program Amendment* – Staff will discuss the latest amendment to the TIP & MTP and seek recommendation for approval to the Transportation Policy Committee. **Action Requested**
6. *Cost Increases for Kentucky & Indiana* – Staff will highlight the latest cost increases for the bi-state. **Action Requested**
7. *Planning Studies Call for Applications* – Staff will announce the applications received for KIPDA Planning Studies Funds for FY 2027. **Action Requested**
8. *Project Management Guidebook Update* – Staff will present the recommendation for the PMG update from the KIPDA Working Group. **Action Requested**
9. *Federal Certification Review Wrap up* – Staff will discuss the recently completed FCR for KIPDA.
10. *Socioeconomic Timeline* – Staff will highlight the timeline for the ongoing development of the socioeconomic data to be used in *Moving Kentuckiana Forward 2050*.
11. *Other Business*
12. *Adjourn*

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**MEETING MINUTES**  
**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)**  
**March 11, 2026, 1:00 p.m.**  
**In-Person and Via Video Conference**

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**Call to Order**

Chair Jim Silliman called the meeting to order at 1:01 p.m. After roll call was taken, it was determined that there was a quorum present.

**Review and Approval of TTCC Minutes**

**Matt Meunier, City of Jeffersontown, made a motion to approve the minutes for the February TTCC meeting. Flannery O’Neil, Louisville Metro Air Pollution Control District (APCD), seconded the motion. Motion carried with a unanimous vote.**

**Transportation Policy Committee (TPC) Report**

Andy Rush, KIPDA staff, reported on the February TPC meeting. No action was required.

**Public Comment Period**

Greg Burress, KIPDA staff, read a public comment opposing the conversion of the Second Street Bridge from four lanes to three lanes. Tom Hall, Kentucky Transportation Cabinet (KYTC) – District 5, responded.

**Floyd County Paoli Pike Sidewalk Master Plan**

Rod Huckaby of Clark Dietz discussed the completed sidewalk master plan. There was discussion. No action was required.

**Socioeconomic Forecast: Metropolitan Transportation Plan (MTP)**

Chris Nicolas and Darian Koch, KIPDA staff, discussed socioeconomic forecasting planning in relation to the update to the MTP. No action was required.

**Planning Studies Call for Applications**

Brady Hill, KIPDA staff, announced the application window for planning studies. No action was required.

**Coordinated Human Services Transportation Plan**

Mick Logsdon, KIPDA staff, presented recent revisions to the KIPDA CHSTP. There was discussion. No action was required.

**Bridges and Safety Infrastructure for Community Success (BASICS) Act**

Chris Nicolas, KIPDA staff, provided an overview of BASICS Act. No action was required.

**Other Business**

Andy Rush, KIPDA staff, covered the following:

- Acknowledged committee members who arrived after roll call
- The Federal Certification Review for the MPO will be held on May 6-7
- No TTCC, TPC, or KIPDA Board meetings in April

Flannery O’Neil, Louisville Metro APCD, announced that EPA approved the removal of RFG effective May 27.

**Adjournment**

The meeting was adjourned at 2:18 p.m.

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Andy Rush  
Recording Secretary

**Members Present:**

Keith Griffiee  
Matt Meunier  
Larry Summers  
Jose Cubero  
\*Tonya Higdon  
Nick Creevy  
Julie Feltner  
Emma Moreo  
Isidro Delgado  
Tom Hall  
Andy Rush  
Flannery O'Neil  
Mike King  
Darrell Watson  
Jim Silliman (Chair)  
Anna Barge  
Geoffrey Hobin  
Brad Cummings  
\*Bruce Bohne

**Representing:**

Bullitt County  
City of Jeffersontown  
City of New Albany  
City of Shepherdsville  
Federal Highway Administration – Kentucky  
Floyd County  
Indiana Department of Transportation – Seymour  
Kentucky Division of Air Quality  
Kentucky Transportation Cabinet  
Kentucky Transportation Cabinet – District 5  
KIPDA  
Louisville Metro Air Pollution Control District  
Louisville Metro Economic Development  
Louisville Regional Airport Authority  
Oldham County  
Oldham County Planning Commission  
TARC  
Town of Clarksville  
TRIMARC

**Members Absent:**

\*AARP – Kentucky  
\*Bullitt County Chamber of Commerce  
City of Charlestown  
City of Jeffersonville  
City of St. Matthews  
City of Mt. Washington  
Clark County  
\*Clark County Fire Chiefs Association  
Clark County Planning Commission  
\*Federal Aviation Administration – Memphis  
\*Federal Highway Administration – Indiana  
\*Federal Transit Administration – Region 4  
\*Greater Louisville Inc.  
Indiana Department of Environmental Management  
Indiana Department of Transportation – Public Transportation  
Indiana Department of Transportation – Urban & Long-Range Planning  
\*Indiana Motor Truck Association  
Kentucky Transportation Cabinet – Office of Transportation Delivery  
\*Kentucky Trucking Association  
Louisville Metro Planning & Design Services  
Louisville Metro Public Works & Assets  
Louisville Riverport Authority  
\*Louisville Water Company  
\*Louisville/Jefferson County Metropolitan Sewer District  
\*Oldham Chamber & Economic Development  
\*One Southern Indiana  
Port of Indiana – Jeffersonville  
\*River Hills Economic Development District  
\*Southern Indiana Transit Advisory Group  
TARC Accessibility Advisory Council  
Town of Clarksville  
\*University of Louisville

**Other Attendees**

Tracy Jones  
Rob Huckaby  
Jennifer Caummisar-Kern

Civil Designs  
Clark Dietz  
HWC Engineering

## Agenda Item #2

Emma Moreo	Kentucky Division of Air Quality
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
Eronmonsele Esekhaigbe	KIPDA
Brady Hill	KIPDA
Darian Koch	KIPDA
Mick Logsdon	KIPDA
Chris Nicolas	KIPDA
Randy Simon	KIPDA
Dee Lynch	Louisville Metro Air Pollution Control District
Hayley Thayer	Louisville Metro Air Pollution Control District
Bo Glass	Oldham County
Bronte Murrell	Taylor Siefker Williams Design Group
Davy Clemmons	Shelby County
Brendan Kemp	Strand Associates
Chris Ward	TARC
Vince Robison	TRIMARC

\* Denotes Advisory Members



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Agenda Item #05

**MEMORANDUM**

**TO:** Transportation Technical Coordinating Committee (TTCC)

**FROM:** Chris Nicolas

**DATE:** May 5, 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 and the Interagency Consultation Group (IAC) meeting minutes can be viewed at:

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

The public comment period is scheduled for 04/28/26 through 05/12/26, with a virtual open house on May 11, 2026, from 6-7 pm. Greg Burress will send the public comments received to the TPC members on May 13, 2026.

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 for Recommendation of TPC Approval is Requested**

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## Agenda Item #6

### MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: May 5, 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 either:

Program all \$61,615 for Clark County's CR-311 & Sellersburg Improvements project (KIPDA ID 3364/DES# 2401840) for additional PE funds.

OR

Program half of the available amount (\$30,807) to the Clark County CR-311 & Sellersburg Improvements project and the other half (\$30,807) to the Floyd County Bridge 51 project (KIPDA ID 1558/DES# 1700788) for additional PE funds.

The final recommendation is pending additional information from Floyd County and INDOT, which should be made available prior to the TTCC meeting on May 13<sup>th</sup>.

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:

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

### **Action Requested**



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## Agenda Item #7

### MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: May 4, 2026

SUBJECT: FY 2027 Call for Studies

KIPDA staff will provide an update on 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 are currently evaluating and scoring the application and will present a recommendation from KIPDA staff to the TPC later this month.

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## Agenda Item #8

### MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: May 5, 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.

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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) (Indiana Only: 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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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<b>State Applicability</b>	<b>Cyclical Timeline</b>	<b>Projected Call for Projects Process Activity</b>
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 #9

### MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Andy Rush

DATE: May 5, 2026

SUBJECT: Federal Certification Review Wrap Up

On May 6th & 7th, KIPDA hosted its Federal Certification Review. All large MPOs are required to undergo this process every four years. It assesses 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
- Federal Transit Administration (FTA) – Region 5
- U.S. Environmental Protection Agency (EPA) – Region 4
- U.S. Environmental Protection Agency (EPA) – 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 meeting on May 7th.

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

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## Agenda Item #10

### MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Chris Nicolas and Darian Koch

DATE: May 5, 2026

SUBJECT: Socioeconomic Forecasting Data throughout the KIPDA Region

KIPDA staff will outline the steps planned to create the regional socioeconomic forecast data which will be used for updates to the Travel Demand Model and *Moving Kentuckiana Forward 2050*, the next Metropolitan Transportation Plan (MTP).

Like with the current MTP, *Connecting Kentuckiana 2050*, KIPDA staff will establish socioeconomic forecast data depicting what we believe the household and employment numbers could look like throughout our region in the horizon year 2050. The base year used will be 2025.

KIPDA staff have explored and tested numerous techniques and resources in order to devise our best attempt at the 2050 numbers. To further support this effort, we are asking for assistance throughout our region to fine-tune the initial delineations in each of the 5 main KIPDA counties.

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ACTIVITY	TIMELINE
Preparation of preliminary household, population and employment forecast data (KIPDA staff)	January 2026 – May 2026
Meeting reservations and planning partner participant invitations	Late April/Early May 2026
Virtual training, one page summary, pre-delineated maps and comment templates prepared by KIPDA	Week of June 1 <sup>st</sup> , 2026
County level, in-person working meetings (KIPDA and planning partners)	Mid-to-late June
Data wrap-up (KIPDA staff)	July 2026
Final forecasting data presented to the TPC	August 2026
Complete Traffic Demand Model base calibration (KIPDA staff)	Fall 2026
Draft for new MTP/TIP	February/March 2027
Request TPC Approval for MTP/TIP updates	May 27, 2027