

K I P D A

**Kentuckiana Regional Planning
& Development Agency**

FISCAL YEAR 2027

UNIFIED PLANNING WORK PROGRAM

LOUISVILLE/JEFFERSON
COUNTY, KY-IN
METROPOLITAN PLANNING
AREA



Fiscal Year 2027

Unified Planning Work Program

Louisville/Jefferson County, KY-IN Metropolitan Planning Area

INDOT DES #: 2600049

Kentuckiana Regional Planning and Development Agency
Transportation Division
Metropolitan Planning Organization Staff
for the
Louisville/Jefferson County, KY-IN Metropolitan Planning Area

Andy Rush
Director of Transportation
502-266-6144
kipda.trans@kipda.org
<http://www.kipda.org/>

This document is published by the Kentuckiana Regional Planning and Development Agency and is prepared with financial assistance from the Federal Transit Administration, the Federal Highway Administration, the Kentucky Transportation Cabinet, the Transit Authority of River City, and local governments in the KIPDA region, in cooperation with the Indiana Department of Transportation. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official views or policies of the funding agencies.

This document is available in accessible formats upon request.

Table of Contents

- Introduction 1
 - Purpose of Document 1
 - Federal Planning Factors 2
 - Planning Emphasis Areas 3
 - Status of KIPDA Region Transportation Planning Activities 3
 - Coordination with Other Metropolitan Planning Organizations 6
- Program Elements 11
 - 1.0 Transportation System and Development Monitoring 11
 - 1.1 Traffic Counting 11
 - 1.2 Geographic Information System (GIS) 12
 - 1.3 TARC Route Monitoring 13
 - 1.4 Maintenance and Update of Information 13
 - 1.5 Response to Information Requests 15
 - 1.6 Performance Management - Data Collection 15
 - 2.0 Long-Range Transportation Planning 17
 - 2.1 Metropolitan Transportation Plan (MTP) Maintenance 17
 - 2.2 Travel Demand Forecasting (TDF) Model Development 18
 - 2.3 Air Quality Analysis/Conformity Consultation 20
 - 2.4 Intelligent Transportation Systems Planning 21
 - 2.5 Congestion Management Process 21
 - 2.6 Public Transportation Planning 22
 - 2.7 Freight Planning 24
 - 2.8 Bicycle and Pedestrian Planning 25
 - 2.9 Performance Management – Data Analysis 27
 - 2.10 Transportation Safety Planning 28
 - 2.11 Transportation Resiliency and Security Planning 29
 - 3.0 Short Range Transportation Planning/Programming 31
 - 3.1 Transportation Improvement Program (TIP) 31
 - 3.2 Project Design/Traffic Study Data Requests 33
 - 3.3 Short Range Studies and Programs 33
 - 3.4 Management and Operations Planning 34
 - 4.0 Program Administration 36
 - 4.1 Unified Planning Work Program 36
 - 4.2 Public Involvement/Title VI 37
 - 4.3 Committee Support 38
 - 4.4 Staff Management, Training, and Major Purchases 39
 - 5.0 Commuter Services 41
 - 5.1 Rideshare Program 41
 - 6.0 Complete Streets Planning 43
 - 6.1 Complete Streets Planning 43

APPENDICES

- A. Funding Tables
 - i. FY 2027 Work Program Budget Summary
 - ii. FY 2027 MPO Staff Hours Distribution by Element
 - iii. FY 2027 UPWP Element Estimated Funding and Expense Distribution
 - iv. Direct and Indirect Cost Allocation
 - v. KIPDA MPO FY 2027 Funding (INDOT Only)
- B. Unified Planning Work Program Approval Resolution
- C. MPO Committee Membership
 - i. KIPDA Transportation Policy Committee (TPC) Membership
 - ii. KIPDA Transportation Technical Coordinating Committee (TTCC) Membership
- D. KIPDA Transportation Division Organizational Chart
- E. MPO Certification Review
- F. Self-Certification Resolution
- G. Cost Allocation Plan & Approval Letter (pending)
- H. Planning MOA
- I. UPWP Checklist (KYTC)

Introduction

Purpose of Document

The purpose of this document is to describe the urban transportation planning activities that will be programmed, scheduled, and managed by or through the Louisville/Jefferson County, KY-IN Metropolitan Planning Organization in cooperation with the Kentuckiana Regional Planning and Development Agency (KIPDA) in the fiscal year beginning July 1, 2026, and ending June 30, 2027. Applicable federal statutes are 23 USC 134 and 49 USC 5303. The primary federal regulations are 23 CFR 450 and 49 CFR 613.

The urban transportation planning program addresses the Louisville/Jefferson County, KY-IN metropolitan planning area (MPA). After some recent changes due to the delineation of urbanized area boundaries from the 2020 Census, it provides for surface transportation planning in Jefferson, Bullitt, Oldham, and a portion of Shelby (4.0 sq. mi.) counties in Kentucky, and in Clark, Floyd counties in Indiana. This planning boundary is intended to encompass the area that may become urbanized over the next twenty years and includes the Louisville interstate air quality nonattainment/maintenance area as designated by the U.S. Environmental Protection Agency (EPA).

The results of the 2020 Census resulted in a significant reduction of the Louisville/Jefferson County, KY-IN Urbanized Area (UZA). This area is 16% smaller than it was after the 2010 Census, while the population remained relatively constant. There were two new UZAs established in 2020 within the KIPDA Region: Mt. Washington, KY and LaGrange, KY. When the Charlestown, IN UZA is considered, this brings the total number of UZAs within the MPA to a total of four. Funding for the urban transportation planning program has traditionally been based on, and limited to, the population of the core UZA in the region. In other words, the formulas used for funding the metropolitan planning process in each state are based on the number of people living only in the Louisville/Jefferson County, KY-IN UZA. While this remains true in Indiana, Kentucky has chosen to fund the MPOs based on the population of all UZAs within the MPO, and therefore the population of the Mt. Washington and LaGrange areas of Kentucky are included. It is worth noting that this does not extend to the dedicated funding under MPO control for capital projects. The amount of those Federal funds is based on the population of the Louisville, KY-IN UZA alone.

The focus for the MPO in FY 2027 will be on the two core transportation planning products that KIPDA produces. The first focus will be on the development and adoption of the next Metropolitan Transportation Plan (MTP). The horizon year of the new MTP is expected to be 2050, which is consistent with the existing MTP, known as *Connecting Kentuckiana 2050*. Adoption of the next MTP can be expected in Spring 2027.

The second primary focus will remain on the continued administration and development of KIPDA's Transportation Improvement Program (TIP). An updated KIPDA TIP is scheduled to be adopted in Spring 2027 at or around the same time as the new MTP. Managing amendments, administrative modifications, calls for projects, dedicated funding programs are always important, labor-intensive tasks.

Among the other priorities in FY 2027 will be the implementation of the Step 2 process surrounding the Federal Railroad Administration (FRA) Corridor Identification grant that assesses the viability of passenger rail between Louisville and Indianapolis. Step 2 involves a substantial planning effort as defined by the FRA that could begin in late FY 2026 and continue through FY 2028.

Both as independent updates as standalone plans and reports, and in support of the development of the new MTP, many of the MPO's other planning efforts will be assessed and updated in FY 2027. These plans will further assist in the MPO's implementation of the initiatives of the MTP and TIP. These include the ongoing expansion of data collection and analysis, the development of planning resources and tools, participation in transportation related studies, and the fostering of a continuing, comprehensive, and cooperative planning process. The MPO has processes and procedures associated with performance-based planning, and their continued successful implementation will require a concerted effort by MPO staff, committee membership, and all planning partners. In addition to performance-based planning efforts, the MPO has also instituted many project management guidelines and requirements, all aimed at creating a better product while optimizing delivery of that product. As with any successful process, the project management guidelines and requirements will continue to be reviewed and improved upon.

This document also outlines transportation, land use, and air quality planning by other local, state, and federal agencies.

Federal Planning Factors

There are no Federal Planning factors to note at this time. Should the federal planning factors be adjusted prior to or during FY 2027, KIPDA MPO staff will adjust accordingly.

According to the IIJA, Metropolitan Planning Organizations shall develop and implement a performance-based approach to transportation decision-making. This approach is a continuation of the requirements in previous transportation legislation. Performance measures are established not only on a state and national scale, but also at the MPO and regional level. Development of performance measures and the respective baselines and targets will be undertaken in cooperation and coordination with state and national partners, and the MPO may implement others beyond those developed jointly.

Important elements of the MTP and TIP are the inclusion of performance-based planning processes and procedures measures. This effort is coordinated with the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to keep the performance measures as closely aligned as possible, as well as to foster and support the overall improvement of the metropolitan transportation system. A Memorandum of Agreement between INDOT, KYTC, KIPDA and TARC was executed in December 2022, detailing the coordination and data-sharing requirements and procedures in the Performance Management Plan (PMP) for the MPO. At the time of the development of this UPWP, an updated MOA is the review process by the planning partners. The KIPDA PMP is intended to serve as a living document, periodically reviewed and updated as the performance management process evolves. The KIPDA PMP is currently being reviewed and will be updated in advance of the adoption of the new MTP.

References may be found in several Program Elements regarding: the implementation of the IJA (particularly performance-based planning); plans to address connectivity and access to essential services; and concepts relating to regional mobility. Many MPO initiatives relating to regional mobility involve coordination with the Transit Authority of River City (TARC), who is represented on the Transportation Policy Committee (TPC). KIPDA's regional inventory of sidewalks and bicycle facilities is available via the agency website. Also available through the website are the locations of TARC routes and stops which will be provided to INDOT for use in producing their statewide ADA Bus Stop Inventory.

In January 2023, FHWA announced a waiver of the non-federal match requirement for Metropolitan Planning (PL) Funds that are utilized in support of Complete Streets planning activities. These activities must increase safe and accessible options for multiple travel modes for people of all ages and abilities. This follows the requirement in the IJA that MPOs use not less than 2.5% of PL funds on Complete Streets planning activities.

In August 2024, FHWA clarified the January 2023 waiver of non-Federal match requirements for Complete Streets planning activities. This memo states that the waiver of the match requirements for MPOs applies to expenditures beyond the 2.5% minimum threshold. A large number and proportion of the projects programmed in the KIPDA TIP and MTP are Complete Streets projects, and the performance-based planning efforts and other planning performed by the MPO also focus on Complete Streets planning. Due to the substantial commitment to these efforts noted in this document, in FY 2027 the KIPDA MPO will seek to maximize the use of the funding that does not require the non-federal matching requirements. A new Work Element has been established for FY 2027 that should assist in the accounting of the hours and other direct expenses committed to Complete Streets planning activities.

Planning Emphasis Areas

Planning Emphasis Areas (PEAs) are periodically issued by the FHWA and FTA. The most recent PEAs were issued in December 2021. At the time of the writing of this document, there are no Planning Emphasis Areas. Should further guidance be developed prior to FY 2027 or during FY 2027, KIPDA will work toward advancing those PEAs in FY 2027.

Status of KIPDA Region Transportation Planning Activities

Transportation Plan

- The *Connecting Kentuckiana 2050* Metropolitan Transportation Plan was adopted by the KIPDA Transportation Policy Committee in May 2023. The next update of the MTP is expected to be adopted in Spring 2027. Early development efforts of the next MTP began in FY 2025 and are well underway at the beginning of FY 2027.

Transportation Improvement Program

- The *FY 2025-2028 Transportation Improvement Program* was adopted by the KIPDA Transportation Policy Committee in May 2025. At the time of this writing, that version of the TIP remains the TIP of

record. The *FY 2027-2030 Transportation Improvement Program* is on schedule to be adopted by the KIPDA TPC in Spring 2027.

Planning Administration

- A Federal Certification Review of the metropolitan transportation planning process in the Louisville region was held on June 22nd and 23rd, 2022. That review by FHWA (Indiana and Kentucky Divisions), EPA Region 4, and FTA (Regions 4 and 5) found on September 20, 2022 that the metropolitan planning process as conducted by KIPDA substantially meets the requirements of 23 CFR 450 Subpart C. The review contains five (5) Commendations, ten (10) Recommendations, and two (2) Corrective Actions.
- The two corrective actions were focused on the following requirements: 1) update the Planning Memorandum of Agreement (MOA) from 2015, and 2) include the project's total cost in the TIP. Each of these corrective actions have been addressed in accordance with the certification review report. The MOA was updated on December 21, 2022, and the FY 2025-2028 TIP, adopted in FY 2025, and its predecessor, has the total cost listed for each project.
- The next Federal Certification Review is scheduled to be conducted in Early May 2026. This review will likely take place in FY 2026, with the formal findings likely being delivered to KIPDA in FY 2027. Should there being any corrective actions, significant staff time could be committed toward fixing them.
- An update to the [Public Participation Plan](#) was completed in November 2025. This update was a relatively minor update with few changes made. Clarity is now provided for when certain public outreach efforts will occur.
- Title VI training for staff will be planned and the Local Public Agency (LPA) Title VI program management by KIPDA staff will continue, as needed. In November 2025, KIPDA adopted the [Transportation Environmental Impact Area Analysis Guide](#). This guide identifies the portions of the region with large proportions of low-income individuals, zero-car households, 65+ (year old) population, and people with disabilities. These areas will be updated as needed and will remain a resource for local governments and other stakeholders to use if they desire.

City/County Plans

- An update to the Louisville Metro Comprehensive Plan was undertaken in FY 2018, and KIPDA staff was involved through data sharing and through committee and working group participation. It went into effect on January 1, 2019.
- Status of plans throughout the region can be found in the tables on pages 7 and 8, *Status of Comprehensive Plans/Other Land Use Planning Activities*.
- Many of the plans from around the region can be found on the [KIPDA Transportation Online Library](#).

Air Quality

- Effective August 3, 2018, the Louisville 8-hour ozone nonattainment area was established. It consists of Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky. This area was in non-attainment of the 2015 National Air Quality Standard (NAAQS) for ground-level ozone. Consequently, a federal air quality conformity determination was required for *Connecting Kentuckiana 2050* and is required for amendments to the MTP.
- In 2022, a Redesignation Request and Maintenance Plan for the Indiana portion of the region under the 2015 Ozone NAAQS was approved. This process transitioned the designation of the Indiana

portion of the region from a nonattainment area to a maintenance area. New Motor Vehicle Emissions Budgets were established to be utilized in air quality conformity determinations. The new budgets have been used in the development of *Connecting Kentuckiana 2050* and will continue to be used for MTP updates and amendments.

- Effective August 20, 2018, the entire region is now designated as attainment/unclassifiable of the most recent (2012) average annual PM_{2.5} standard. On February 7, 2024, the EPA announced the final rule declaring that this standard will be strengthened from 12.0 to 9.0 micrograms per cubic meter. At this time, it is expected that all counties will be determined to be in attainment of this standard when designations are made soon.

Public Transportation

- A Comprehensive Operations Analysis for the TARC service area, which serves as an initial component of the overall assessment of current and future public transportation needs of the region and in the TARC Long-Range Plan, began in FY 2019 and were both completed in late 2021.
- In FY 2025, TARC initiated the TARC 2025 Network Redesign process. KIPDA staff took part in this process which will likely lead to a more efficient route restructuring in Summer 2026.
- The [Coordinated Human Service Transportation Plan](#) (CHSTP) was most recently updated in October 2024. This plan analyzes gaps in transportation service for the identified populations and provides guidance for the use of funds from the Federal Transit Administration's (FTA) Section 5310 Elderly Individuals and Individuals with Disabilities Program.
- TARC was selected by the MPO as the Designated Recipient for FTA Section 5310 funding for the urbanized area in both Kentucky and Indiana, and KIPDA staff monitor the progress of that funding program.
- Coordination and cooperation with TARC will assist the MPO in performance management for transit in the region. This includes TARC-specific asset management and safety performance management, which is a part of KIPDA's Performance Management Plan.
- Cooperation and coordination of the efforts of TARC and Every Commute Counts (the regional rideshare program) to encourage alternatives to single occupant vehicle travel through service marketing, rideshare matching, and vanpool fleet management is ongoing.

Other Transportation Planning Efforts

- KIPDA continues to develop its online [Transportation Planning Portal](#), containing planning resources for project sponsors, planning partners and the public. Recent additions include the development of a new [GIS Data Hub](#) and new [Project Application Forms](#) designed to improve the coordination between projects sponsors and KIPDA staff.
- KIPDA recently updated the MPO [Congestion Management Process \(CMP\)](#) in May 2025. This includes the use of origin-destination and speed data that are now available from software vendors.
- KIPDA updated the [Regional ITS Architecture](#) in FY 2017. The need for an update of this architecture is continually assessed. At a minimum, a formal review of the architecture will be considered as part of the new MTP development process, and an update will be considered.
- KIPDA staff are involved with various efforts by other member agencies, including implementation of the MOVES air quality model by the Air Pollution Control District (APCD) and travel time analyses by both KYTC and INDOT.
- The MPO coordinates with and provides input to KYTC on their Strategic Highway Investment Formula for Tomorrow (SHIFT) process, which will determine projects to be included in the Six-Year

Highway Plan. Early MPO involvement in the 2028 iteration of the SHIFT process will occur in FY 2027.

- KIPDA staff will be involved in coordination with INDOT and KYTC concerning the current and future development of their Long-range Statewide Transportation Plans.
- KIPDA is represented at a variety of workshops, team meetings and public meetings conducted by INDOT, KYTC and LPAs throughout the MPA.
- KIPDA finalized a regional [Complete Streets Policy](#) in August 2022. This process was utilized in the development of the current MTP and TIP.

Coordination with Other Metropolitan Planning Organizations

- Each year, KIPDA MPO Staff participate in the quarterly coordination meetings organized by KYTC and attended by Kentucky's ten MPOs and the Federal Highway Administration.
- KIPDA MPO Staff participate in monthly coordination meetings of the Indiana Metropolitan Planning Organization Council attended by the state's 14 MPOs, INDOT, the Federal Highway Administration, and the Federal Transit Administration.
- The KIPDA MPO joined the Association of Metropolitan Planning Organizations (AMPO) in FY 2025. This membership will continue in FY 2027. This allows MPO staff to gain access to a wealth of information related to MPOs from across the country.
- The KIPDA MPO will continue to attend the annual Indiana MPO Conference each Fall.
- The KIPDA MPO Director is the current Chair of the Kentucky MPO Council. KIPDA MPO Staff participate in the Kentucky MPO Council activities and routinely exchange ideas and data with the other MPOs.
- KIPDA Staff participate in Model User Group activities in both states. These groups share ideas and training regarding air quality analysis, travel demand modeling, and GIS.
- KIPDA MPO Staff participates in periodic air quality conference calls organized by the Federal Highway Administration – Kentucky Division office for the exchange of information between the Kentucky MPOs, KYTC, the Kentucky Energy and Environment Cabinet's Division for Air Quality, FHWA, FTA, and the US Environmental Protection Agency.

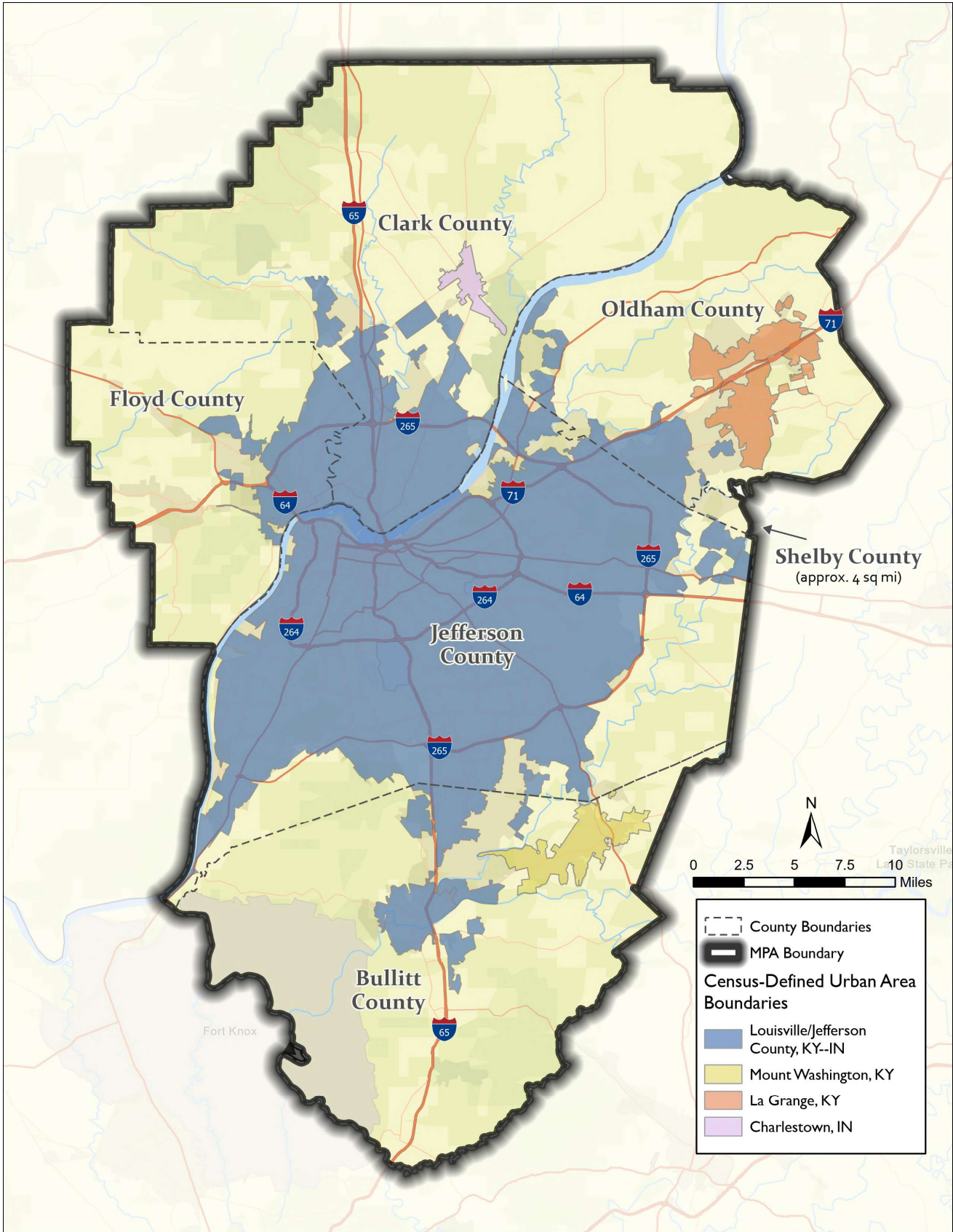
Status of Comprehensive Plans/Other Land Use Planning Activities

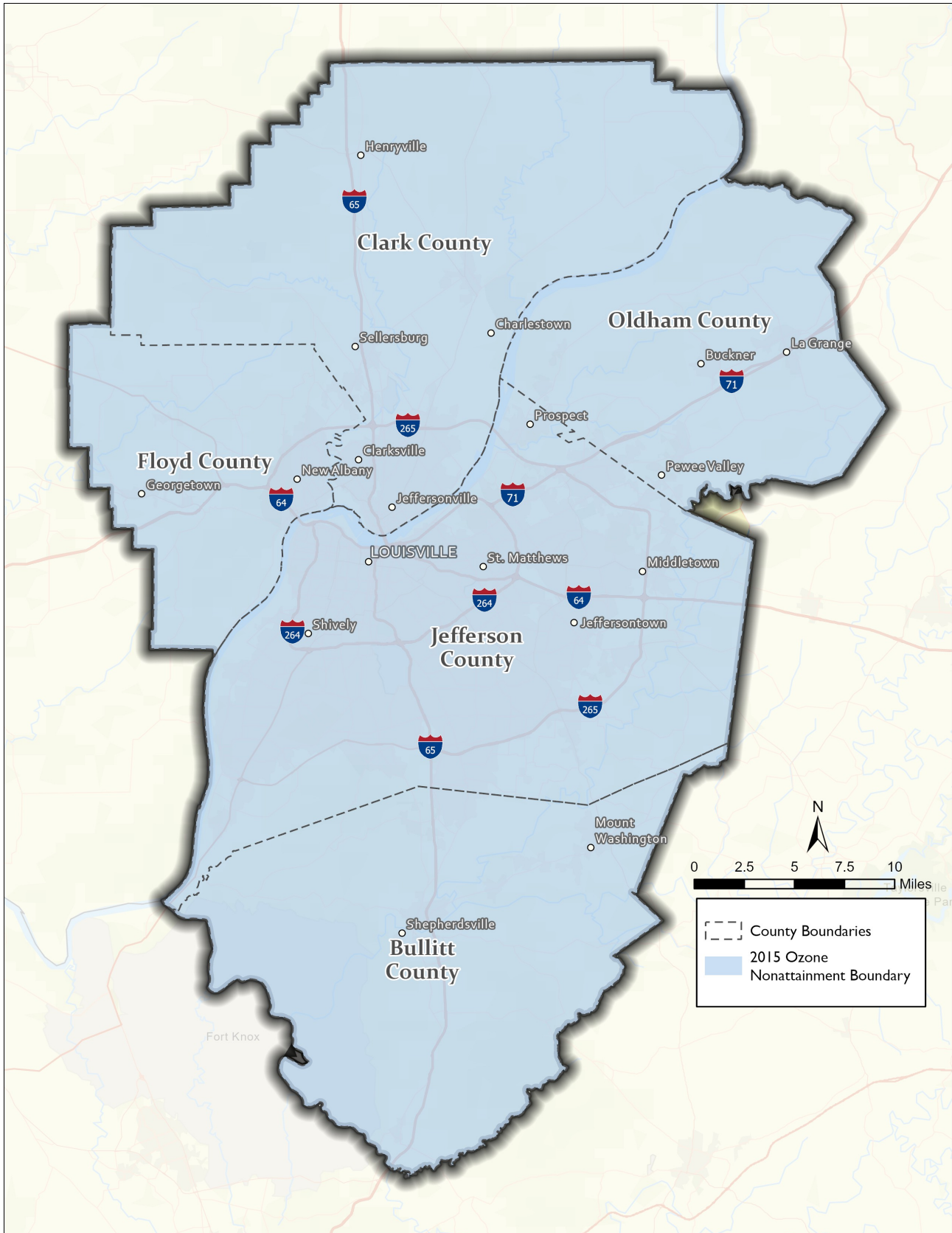
| County | Jurisdiction | Plan/Regulation | Last Adopted | Last Amended | Current Status |
|------------------|---|---|--------------|-----------------------------------|--|
| CLARK | Clark County | Clark County Comprehensive Plan | 2016 | | No update planned at this time. |
| | Clark County | Clark County Zoning Ordinance | 2007 | 2020 | New Report |
| | Clark County | River Ridge Enterprise Zone | 2001 | 2018 | Updates available on website |
| | Charlestown | Charlestown Comprehensive Plan | 2016 | | New Report |
| | Charlestown | Zoning Regulations | 2007 | | New Report |
| | Clarksville | Clarksville Comprehensive Plan | 2015 | | No update planned at this time. |
| | Clarksville | Clarksville Zoning Regulations | 2011 | 2017 | No update planned at this time. |
| | Clarksville | Subdivision Regulations | 1993 | 2008 | No update planned at this time. |
| | Clarksville | Clark's Landing north – Master Plan | 2008 | 2012 | No update planned at this time. |
| | Clarksville | Clarksville Throughfare Plan | 2021 | | No update planned at this time. |
| | Clarksville | South Clarksville Redevelopment Plan | 2016 | | No update planned at this time. |
| | Jeffersonville | Jeffersonville Comprehensive Plan | 2015 | 2017 | New Unified Development Ordinance |
| | Jeffersonville | Jeffersonville Zoning Regulations | 2000 | 2017 | No update planned at this time. |
| | Jeffersonville | 10 th Street Corridor Master Plan | 2018 | | No update planned at this time. |
| Sellersburg | Sellersburg Comprehensive Plan | 2020 | | No update planned at this time. | |
| Sellersburg | Sellersburg Zoning Regulations | 1996 | 2010 | New Unified Development Ordinance | |
| FLOYD | Floyd County | Floyd County Comprehensive Plan | 2017 | | No update planned at this time. |
| | Floyd County | Floyd Co. Subdivision Regulations | 2004 | 2010 | No update planned at this time. |
| | Floyd County | Floyd County Zoning Regulations | 2006 | 2018 | No update planned at this time. |
| | Floyd County | Floyd County Thoroughfare Plan | 2007 | | No update planned at this time. |
| | Floyd County | Edwardsville Gateway Master Plan | 2012 | | No update planned at this time. |
| | Floyd County | Highlander Point Gateway Master Plan | 2006 | | No update planned at this time. |
| | Floyd County | Economic Development Strategy | 2006 | | No update planned at this time. |
| | Floyd County | New Albany-Floyd County Parks & Recreation Master Plan | 2008 | | No update planned at this time. |
| | Floyd County | Floyd County Transit Study | 2023 | | No update planned at this time. |
| | Georgetown | Georgetown Comprehensive Plan | 2016 | | No update planned at this time. |
| | Georgetown | Georgetown Zoning Regulations | 2004 | | No update planned at this time. |
| | New Albany | New Albany-Fringe Area Comprehensive Plan | 2017 | | No update planned at this time. |
| | New Albany | Fringe Area Zoning Regulations | 2009 | 2011 | No update planned at this time. |
| BULLITT | Bullitt County | Bullitt County Comprehensive Plan | 2015 | | No update planned at this time. |
| | Bullitt County | Bullitt County Transportation Study | 2010 | | No update planned at this time. |
| | Bullitt County | Bullitt County Zoning Regulation | 1999 | 2005 | No update planned at this time. |
| JEFFERSON | Louisville Metro | Plan 2040 Comprehensive Plan | 2018 | | No update planned at this time. |
| | Louisville Metro | Land Development Code | 2006 | 2016 | Ongoing revisions as needed, no major update plans at this time. |
| | Louisville Metro | Vision Louisville | 2021 | | No update planned at this time. |
| | Louisville Metro | Strategic Multi-modal Transportation Plan (Move Louisville) | 2017 | | No update planned at this time. |
| | Louisville Metro | Bowman Area Neighborhoods Plan | 2019 | | No update planned at this time. |
| | Louisville Metro | Butchertown, Phoenix Hill & NuLu Neighborhood Plan | Underway | | Currently underway. |
| | Louisville Metro | California & Victory Park Neighborhood Plan | 2020 | | No update planned at this time. |
| | Louisville Metro | Floyds Fork Area Study | 2010 | | No update planned at this time. |
| | Louisville Metro | Glenview Neighborhood Plan | 2010 | | No update planned at this time. |
| | Louisville Metro | Dixie Highway Corridor Master Plan | 2013 | | No update planned at this time. |
| | Louisville Metro | Eastern Parkway Transportation Plan | 2020 | | No update planned at this time. |
| | Louisville Metro | Broadway All the Way Phase 1 | 2019 | | No update planned at this time. |
| Louisville Metro | KY 1747 Hurstbourne Parkway Improvement Study | 2021 | | No update planned at this time. | |

Status of Comprehensive Plans/Other Land Use Planning Activities (continued)

| County | Jurisdiction | Plan/Regulation | Last Adopted | Last Amended | Current Status |
|-----------|------------------|--|--------------|--------------|--|
| JEFFERSON | Louisville Metro | Lexington Road Corridor Study | Complete | | No update planned at this time. |
| | Louisville Metro | Original Highlands Neighborhood Plan | | | |
| | Louisville Metro | River Road Corridor Management Plan | 2012 | | No update planned at this time. |
| | Louisville Metro | Rubbertown Economic Development Strategy | 2010 | | No update planned at this time. |
| | Louisville Metro | Smart Growth Implementation Assistance Project | 2012 | | No update planned at this time. |
| | Louisville Metro | Bardstown Road Safety Study | 2018 | | No update planned at this time. |
| | Louisville Metro | Fourth Street Corridor Study | 2014 | | No update planned at this time. |
| | Louisville Metro | Southeast Metro Regional Center Planning Study | 2012 | | No update planned at this time. |
| | Louisville Metro | Herr Lane Corridor Transportation Plan | 2017 | | No update planned at this time. |
| | Louisville Metro | Lexington Road Corridor Transportation Plan | 2015 | | No update planned at this time. |
| | Louisville Metro | Library Lane Master Plan | 2019 | | No update planned at this time. |
| | Louisville Metro | New Cut Road-Taylor Blvd Corridor Study | 2013 | | No update planned at this time. |
| | Louisville Metro | Re-Imagine 9 th Street | 2018 | | No update planned at this time. |
| | Louisville Metro | Third Street Road/St Andrews Church Road Area Transportation Study | 2013 | | No update planned at this time. |
| | Louisville Metro | West Kentucky Street Corridor Plan | 2019 | | No update planned at this time. |
| OLDHAM | Oldham County | Oldham County Comprehensive Plan | 2021 | | No update planned at this time. |
| | Oldham County | Oldham County Comprehensive Zoning Ordinance | 2007 | | Currently under revision w/expected adoption late 2018. |
| | Oldham County | Oldham County Subdivision Regulations | 2008 | | No update planned at this time. |
| | Oldham County | Oldham County Parks & Recreation Master Plan | | | No update planned at this time. |
| SHELBY | Shelby County | Shelby County Comprehensive Plan | 2018 | | No update planned at this time. |
| | Shelby County | Shelby County Zoning Regulations | 1994 | | No update planned at this time. |
| | Shelby County | Shelby County Subdivision Regulations | 1995 | | Amendments in 2000, 2002, 2004 & 2005. No update planned at this time. |
| | Shelby County | Shelby County Bicycle & Pedestrian Master Plan | 2017 | | No update planned at this time. |

Louisville/Jefferson County, KY-IN Metropolitan Planning Area





In June 2018, an area that includes the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties was designated as a **marginal nonattainment area for the 2015 8-hour ozone standard**. The Indiana portion of this region was re-designated as a maintenance area. Clark, Floyd, Bullitt, Jefferson, and Oldham counties were designated in August 2018 as **attainment/unclassifiable in regard to the 2012 fine particulate matter (PM_{2.5}) standard**. Designations for the 2024 PM_{2.5} standard are expected soon.

Program Elements

1.0 Transportation System and Development Monitoring

The following elements are intended to aid in monitoring the operation of the surface transportation system and the changes in land use which impact the system. Data collected and maintained under this element is essential to the planning process.

1.1 Traffic Counting

Objective

- To collect traffic volume and related information for the area's roadway system. This will be accomplished primarily through three activities:
 1. Under a contract with KIPDA, Louisville Metro Public Works will collect traffic count and related data within its area.
 2. KIPDA MPO Staff will utilize its subscription to traffic data products to analyze traffic counts and patterns for use in planning activities in the region.
 3. KIPDA MPO Staff will maintain a traffic count file by processing the above information as well as data collected and provided by INDOT and KYTC.

Products

- Traffic volume information, both upon request and through the KIPDA website (ongoing)
- Critical intersection peak period volumes (ongoing)
- Vehicle classification and operating speed information (ongoing)

Methodology

KIPDA MPO Staff will collect traffic count data utilizing web-based tools, from information provided by the state DOTs, and through contracted data collection activities with Louisville Metro Public Works.

Relationship to Other Work Elements

Traffic information collection is directly related to Traffic Data Requests, Travel Model Development, Congestion Management Process, and performance measure analyses.

Equipment

Acquisition/maintenance/replacement of traffic counters, computer software, and related data collection equipment

Responsible Agency

Excluding contracted data collection performed by Louisville Metro Public Works, all other activities will be carried out by KIPDA MPO Staff.

Estimated KIPDA MPO Staff Hours

122

1.2 Geographic Information System (GIS)

Objective

- To develop a geographic information system capable of addressing transportation planning analysis needs, desires, and performance-based transportation planning. This is addressed by continued involvement in the planning process, timely data updates, training and researching industry-related best practices.

Products

- A functional GIS to provide a variety of data analyses and graphical presentation capabilities (ongoing)
- Transportation infrastructure and service, land use, socioeconomic, and environmental resource databases produced by Staff or acquired from other sources (ongoing)
- Spatial analyses of data in the determination, monitoring and evaluation of performance targets and other aspects of the Performance Management Process (ongoing)
- Digital, hard copy, and interactive online maps and dashboards (ongoing)

Methodology

KIPDA MPO Staff will utilize the agency's GIS hardware and software to process and analyze information needed for transportation planning purposes, and will make these available to planning partners and the general public on the [KIPDA website](#). KIPDA maintains a GIS Data Hub that makes KIPDA-developed GIS data much more accessible to outside users. KIPDA maintains an Enterprise License agreement with ESRI.

Relationship to Other Work Elements

KIPDA's GIS will support nearly all other elements of the work program and will play a critical role in future performance measure analyses and alternate mode inventory associated with updates to the MTP and TIP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

4,006

1.3 TARC Route Monitoring

Objective

- To collect ridership information on selected transit routes. The Transit Authority of River City (TARC), under contract with KIPDA, will monitor ridership by route and assess adherence of service to established performance standards.

Product

- Annual route monitoring report & presentations to MPO committees (Q1 FY 2027)
- Database and mapping of ridership information applicable to other planning purposes (ongoing)
- Louisville/Jefferson County Information Consortium ([LOJIC](#)) Participation (ongoing)

Methodology

KIPDA will execute a contract with TARC to conduct route ridership monitoring activities, which will include GIS-based data collection and mapping. TARC will collect, analyze, and provide information to KIPDA for planning purposes.

Relationship to Other Work Elements

Information provided by this data collection effort is used in the Responding to Information Requests element, for Congestion Management Process analysis, in the travel model development element, and in performance measure analyses.

Responsible Agency

Transit Authority of River City (TARC)

Estimated KIPDA MPO Staff Hours

49

1.4 Maintenance and Update of Information

Objective

- To provide the means of accessing the data necessary to conduct the planning process. MPO Staff will develop, maintain, and regularly update the following datasets:
 - Traffic count database
 - Project information database
 - Contacts database
 - Data in the KYTC Continuous Highway Analysis Framework (CHAF) database
 - Socioeconomic/Census Data
 - Crash data
 - Travel time data from various sources
 - Transit facilities and route mapping

- Park and Ride inventory
- Freight and intermodal facilities
- Transportation Library Database
- Adjusted Urbanized Area Boundary, Metropolitan Planning Area, and TAZ boundaries
- Roadway Functional Classification inventory
- Bicycle and Pedestrian Facilities Inventory
- Land Use Density and trip origin-destination analysis
- Red Flag Investigation/Environmental Mitigation data
- Transportation Environmental Impact Areas

Products

- Databases for use in carrying out the planning process (ongoing)
- Information to be utilized as part of the GIS (ongoing)
- Transportation system infrastructure, service, and performance; land use, socioeconomic, and environmental resource databases (ongoing)
- Safety project identification/development from INDOT and KYTC crash data (ongoing)
- Update to base year and future year socioeconomic estimates (population, households, and employment) at the Transportation Analysis Zone (TAZ) level (expected in Fall 2027)

Methodology

KIPDA will collect data from primary and secondary sources and process the information into appropriate formats (electronic databases, spreadsheets, maps) for various planning applications.

KIPDA MPO Staff will access, download, process, perform quality control, and analyze data from the Decennial Census, American Community Survey (ACS), Bureau of Economic Analysis (BEA), Bureau of Labor Statistics (BLS), and other sources as needed, and as data becomes available.

KIPDA MPO Staff will continue to update the KIPDA website to assist project sponsors and to better inform the public concerning project development and transportation planning activities.

Relationship to Other Work Elements

The information provided will support nearly every other element of the work program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

391

1.5 Response to Information Requests

Objective

- To provide information from the datasets and other sources to constituent agencies, the public, other KIPDA divisions, and others on request. KIPDA is responsible for fulfilling some of those responsibilities not only as an MPO but as an affiliate of the Kentucky State Data Center.

Product

- Information provided in the form of text, tables, reports, maps, mailing lists, databases, etc. (ongoing)

Methodology

KIPDA MPO Staff researches questions received and provides information in appropriate and usable formats. When appropriate, inquiries are referred to other agencies/organizations for response.

Relationship to Other Work Elements

Responding to information requests is closely related to the data collection and database maintenance work elements, including project information included in the most current Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

49

1.6 Performance Management - Data Collection

Objective

- To collect information relevant to and in support of performance management goals and objectives developed by the MPO and as directed by each state. This effort will include the acquisition of data from both states, other public agencies, and third-party vendors when appropriate and necessary. It will also include data produced by KIPDA staff. Information from the datasets and other sources may also be distributed to constituent agencies, the public, other KIPDA divisions, and others on request.

Product

- Information provided on the KIPDA website, in the KIPDA [Performance Management Plan](#) and/or in the form of text, tables, reports, maps, shapefiles, mailing lists, databases, etc. (ongoing, update expected in advance of adoption of new MTP)

Methodology

KIPDA MPO Staff will develop relationships with appropriate contacts within both state DOTs, transit providers, and Local Public Agencies to maintain consistency in data collection efforts and to ensure the timeliness and quality of the data collected and used. Coordination with other planning partners is also planned to increase their awareness of the data available, as well as to educate concerning the importance of accurate reporting. KIPDA will use employment and/or residential data purchased from Data Axle, origin-destination and traffic data from Streetlight, and Woods & Poole Economic data.

Relationship to Other Work Elements

Performance management data collection is closely related to the Performance Management Data Analysis work element in Long-range Transportation Planning, as well as the Congestion Management Plan (CMP) and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

269

2.0 Long-Range Transportation Planning

The current Metropolitan Transportation Plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, [Connecting Kentuckiana 2050](#), was adopted by the KIPDA Transportation Policy Committee in May 2023, and subsequently received a favorable conformity determination from FHWA and FTA in June 2023. As a non-attainment/maintenance area, the MTP in this region is required to be updated every four years. Therefore, the next update of the MTP can be expected in Spring 2027. *Connecting Kentuckiana 2050* continues what its predecessor started in providing project and policy-oriented recommendations concerning the management and development of the area's transportation system through the year 2050. In cases where transportation investment decisions will have significant fundamental impacts on the region and the entire transportation system, additional detailed studies may be conducted to provide a thorough analysis of the transportation problems and alternative solutions proposed to address those problems.

Performance-based planning continues to be a focus of each of the recent Federal Transportation Bills. Performance measures allow the MPO to better assess needs and project impacts, and to make more effective and efficient transportation investments. In *Connecting Kentuckiana 2050*, data-driven assessments and performance measures guide future initiatives to identify gaps in connectivity throughout the region. By way of this process, more flexible mode choice is afforded to users of the transportation system.

2.1 Metropolitan Transportation Plan (MTP) Maintenance

Objectives

- To maintain an IJJA compliant metropolitan transportation plan for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area.
- To process proposed amendments to the MTP according to established procedures.
- To implement a Metropolitan Transportation Plan, *Connecting Kentuckiana 2050*, that incorporates modern transportation planning principles and envisions a modern vision of the surface transportation system in the region.
- To develop, implement and maintain project tracking methodology through which project sponsors, other agencies, and the public can determine the status and progress of projects as they move from inception to implementation.
- To continuously collect, update, and streamline data for the next MTP.
- To explore the connections between metropolitan transportation planning and the environmental issues and processes related to projects identified in the MTP.
- To continue to develop planning resources related to the MTP, including further utilization of origin-destination and other travel data.
- Continuing consultations with environmental protection, conservation, land use, natural, historical, community and other relevant organizations and agencies in regard to any potentially negative impacts from the events/projects carried out in the MTP.

Products

- Implement/maintain an IJJA compliant MTP which addresses the surface transportation needs of the area through 2050 (ongoing)
- Reflection of performance measures and targets within the MTP. (ongoing)
- Provision of planning resources for project sponsors, other agencies, and the public. (ongoing)
- Documentation of the MTP amendment/administrative modification processes (ongoing)
- Processes for identification and scoping of future transportation needs which include development and maintenance of project data (ongoing)

Methodology

MTP updates and amendments include analyses of the impacts on air quality, financial resources, mobility needs, and public input that are processed according to procedures developed by KIPDA MPO Staff and approved by the Transportation Policy Committee.

Updates to each of these elements are in concert with performance-based transportation planning, as detailed in the IJJA, and in the subsequent establishment of performance targets by the USDOT, both states, and the MPO. A [Performance Management Plan](#) and a [Project Management Guidebook](#) have both been developed and are currently in use.

Access to planning resources is available through the [KIPDA.org](#) website and is called the [Transportation Planning Portal](#).

Relationship to Other Work Elements

Several elements of the FY 2027 UPWP are relevant to this item.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

2,724

2.2 Travel Demand Forecasting (TDF) Model Development

Objective

- Travel demand forecasting model development is a continuous process intended to maintain an up-to-date planning tool that stays current with the latest modeling procedures, travel and socioeconomic data, and computer resources. This includes the collection/processing of data needed for the model and staff training.

Products

- A travel demand forecasting model (TDF) to meet the analysis requirements of the area's transportation and related air quality planning program (ongoing)

- Demographic/socioeconomic data forecasts (expected in Fall 2027)
- Data collection activities that support modeling, as appropriate (ongoing)
- Documentation of the model development process in concert with the next update of the MTP
- Census data review (as data become available)
- Utilization and expansion of the TDF Model (ongoing)
- Periodic upgrade of travel model software and technical support/maintenance (ongoing)
- Coordination with INDOT and KYTC for statewide modeling efforts (ongoing)

Methodology

KIPDA MPO Staff develops and maintains the area’s travel demand forecasting model by incorporating the pertinent socioeconomic, travel behavior, and transportation system characteristics into the format required by the model software. Model accuracy is measured by performing various calibration/validation techniques and procedures. Currently the base year of the model is 2019 and the horizon year is 2050. Intermediate scenarios for 2030, 2035, and 2040 are also maintained for use in the air quality conformity analyses.

KIPDA MPO Staff will utilize a variety of data and resources to update and maintain the model and to supplement the traffic forecasting activities developed using the model. These include Census data, demographic data developed locally, the most recent regional household travel survey, and other resources. These also include data purchased from vendors, including StreetLight, DataAxle, and Woods & Poole. KIPDA maintains TransCAD licenses for travel modeling purposes. KIPDA may use consultant services to assist in the development and implementation of the regional travel model on an as-needed basis.

KIPDA maintains an Air Quality Analysis/Conformity Consultation Memorandum of Understanding (MOU) with its Air Quality Planning partners. An update to this MOU is underway. Final signatures to the MOU are expected to be received before FY 2027 begins.

Relationship to Other Work Elements

KIPDA’s travel model is one of the tools used to conduct planning analyses for the maintenance of the MTP and the TIP, for estimating the impacts of proposed transportation improvements and development scenarios, and for providing design data for projects. As such, it directly relates to the MTP, TIP, planning studies, project-level design, technical assistance, and air quality conformity and performance measure analyses.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,556

2.3 Air Quality Analysis/Conformity Consultation

Objectives

- To conduct air quality analyses as part of MTP development in a manner that is consistent with federal requirements.
- To fulfill the requirements of the air quality conformity consultation process as outlined in the Memorandum of Understanding.
- To provide a basis for quantifying the emission reduction benefits of projects and programs seeking Congestion Management/Air Quality (CMAQ) funding.
- To participate with other agencies in the development of State Implementation Plans (SIPs) and mobile source emissions budgets for the appropriate transportation-related pollutants.

Products

- Dissemination of information to planning partners and to the public (ongoing)
- Documentation of KIPDA's activities relating to the process (ongoing)
- Review and prioritization of applications for CMAQ projects to be funded by KYTC, and selection and prioritization of projects for INDOT sub-allocated funding (dependent on availability of KYTC funding, and as needs and funding change in Indiana)
- Model runs of the EPA Motor Vehicle Emission Simulator (MOVES) Model to develop emissions estimates for the air quality conformity process (as part of each MTP update or amendment)

Methodology

Air quality analyses are conducted in accordance with the procedures defined in the Conformity Consultation Memorandum of Understanding and in 40 CFR 93, Subpart A. KIPDA staff works closely with INDOT, KYTC, the Indiana Department of Environmental Management, the Kentucky Energy and Environment Cabinet's Division for Air Quality, and the Louisville Metro Air Pollution Control District in performing emission calculations.

Relationship to Other Work Elements

This element is most directly related to maintenance of the MTP but affects many other elements as well.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

623

2.4 Intelligent Transportation Systems Planning

Objectives

- To plan for the deployment of the various ITS strategies within the context of the overall transportation planning and decision-making process.
- To coordinate the implementation and integration of ITS with traditional transportation system improvements, transportation system management, transportation demand management strategies, and Operations & Management strategies.

Products

- Project development consistent with the [KIPDA Regional ITS Architecture](#) (ongoing)
- Update or amend the KIPDA Regional ITS Architecture (as appropriate)
- Coordinate with state partners in the development and use of the statewide ITS architectures

Methodology

KIPDA staff works with the implementing agencies and participants as a partner in the Freeway Incident Management process to coordinate the planning and deployment of ITS measures. Staff will continue to promote the implementation of ITS projects through their work on project teams and working groups. A review of ITS market packages will be performed periodically, and any necessary updates will be made to the Regional ITS Architecture Plan in order to be compliant with Federal Regulations.

Relationship to Other Work Elements

This task is most closely related to Elements 2.1 (Transportation Plan Maintenance), 2.5 (Congestion Management Process) and 3.6 (Management and Operations Planning).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

39

2.5 Congestion Management Process

Objectives

- To coordinate travel demand reduction and operational management measures more effectively in the Louisville area. The congestion management work program and selected performance measures provide guidance and information for local efforts.
- The [Congestion Management Process \(CMP\)](#) (updated in Spring 2025) and KIPDA Staff will provide planning, coordination and support to the Traffic Response and Incident Management Assisting the River Cities (TRIMARC) project, Louisville Metro, KYTC, INDOT and FHWA in promoting and developing appropriate reliability-based congestion performance measures. TRIMARC will provide

the basis for Intelligent Transportation System (ITS) deployment, consistent with the [KIPDA Regional ITS Architecture](#) plan.

Products

- Data collection from the CMP network (ongoing)
- KIPDA MPO Staff assistance in freeway incident management (TRIMARC), other transportation system management (TSM), and transportation demand management (TDM) projects (ongoing)
- KIPDA MPO Staff assistance in maintaining consistency between the KIPDA ITS Regional Architecture plan and the TRIMARC project, and with transportation demand, operational and congestion activities in the work program (ongoing)
- Promotion and assistance in the development of reliability-based performance measures in priority corridors. This effort will assist TRIMARC, Louisville Metro, KYTC, INDOT, and FHWA in developing appropriate plans and projects to effectively manage congestion within the TMA (ongoing)
- Further integration of CMP objectives, methods, and performance measures (ongoing)

Methodology

KIPDA MPO Staff will incorporate data collected (see Work Element 1.1) into analytical tools to identify congestion levels and will apply the analysis described in the CMP to assess the effectiveness of congestion mitigation measures. KIPDA staff, with support from TRIMARC, Louisville Metro, KYTC, INDOT and FHWA, will also explore the development of reliability-based performance measures. These performance measures will be implemented and will be included in updates to the overall CMP as they become available. Data collection from available sources, as well as data collected and/or generated by KIPDA, may include the use of data from StreetLight to incorporate speed and travel time data on major corridors to determine delay.

Relationship to Other Work Elements

The CMP is related to MTP development, ITS, and intermodal planning. KIPDA is responsible for one transportation demand management initiative, the *Every Commute Counts* rideshare program, which is designed to promote ridesharing and other travel alternatives to the drive-alone commute.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

117

2.6 Public Transportation Planning

Objectives

- To increase the opportunities for trips in the region to be made using transit or other forms of public transportation.
- To increase the efficiency and coordination between public transportation, private transportation providers, and other travel modes.

- To increase safety for users of public transportation by assisting implementing agencies in development of boarding area improvements (sidewalks, crosswalks, shelters, etc.) in compliance with Americans with Disabilities Act (ADA) Regulation and ADA Transition Plans.

Products

- In cooperation with the Transit Authority of River City (TARC), continuation of long-range transit planning efforts. Long-range transit planning may include initiatives such as: identifying transit gaps and needs; increasing interaction between transit, bicycle, and pedestrian trips; increasing park and ride activities; conducting corridor specific studies related to congestion relief; increasing commuter trips; and using advanced transit technologies. (ongoing)
- In December 2023, KIPDA and regional planning partners received a Federal Railroad Administration (FRA) grant as a part of the Corridor Identification Program. Funds from this grant will be used to assess the viability of passenger rail service from Louisville to Indianapolis. Step 1 of the process is expected to be completed in late FY 2026. Step 2 of the process can tentatively be expected to begin in FY 2027.
- A long-range plan for the TARC service area was completed in FY 2023. This served as an initial component of an overall assessment of current and future needs of the region.
- Cooperation and coordination with the public transit/transportation planning process conducted by TARC, including continued use of the Coordinated Human Services Transportation Plan used to select and provide Federal Section 5310 funding from KYTC and INDOT (ongoing)
- Coordination with and technical assistance to LPAs in pursuit of funding for transit-related projects (ongoing)
- TARC 2025: TARC has recently completed a network redesign process that will look to maximize the bus network's efficiency while facing the reality of current funding constraints. Significant route changes are expected to begin in Summer 2026.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant: Louisville Metro Government was awarded \$5 Million in a discretionary grant for the Broadway All the Way project. TARC will manage the Federal RAISE program funding overseen by the FTA (80% Federal funds) on behalf of Louisville Metro Government. The funds will result in complete planning, design, and engineering documents. The first component of the project will create a unified vision for premium transit on Route 23, the corridor's main line, through public engagement; identification of locations for transfers, BRT connections, and ITS Needs; and a disadvantaged workforce plan. The second component will create the shovel-ready plan for approximately 5.5 miles of Complete Street improvements on Broadway. The third component will complete preliminary and final design for bus station and bus rapid transit infrastructure on Baxter Avenue and Bardstown Road.

Methodology

KIPDA MPO Staff will coordinate planning activities with TARC staff in the areas of: Long-range transit planning; regular, express, and elderly/disabled transit service; the *Every Commute Counts* rideshare program; and bicycle/pedestrian access to transit. KIPDA Staff will maintain a coordinated non-emergency human service transportation plan (CHSTP) to comply with IJJA requirements regarding Section 5310 funding. MPO Staff will continue to coordinate planning activities with other transportation providers and groups.

Performance measures established by FTA in conjunction with the IJIA and its predecessor transportation bills will be recognized and monitored within both the MTP and the TIP, and other local/regional measures regarding transit may also be adopted in the MTP.

The MPO will assist TARC in the maintenance of their Transit Asset Management (TAM) Plan as appropriate and through the provision of data, coordinated planning efforts and adoption of other performance measures related to a State of Good Repair for the transit system. Other performance targets may be established in addressing performance measures in 23 U.S.C. 150(c), and efforts will be made to coordinate with targets related to the Transit Asset Management (TAM) Plan developed by TARC.

The MPO will assist TARC in the maintenance of their Public Transportation Agency Safety Plan (PTASP) as appropriate, through the provision of data, coordinated planning efforts and adoption of other performance measures related to safety for the transit system. Other performance targets may be established in addressing performance measures in 23 U.S.C. 150(c), and efforts will be made to coordinate with targets related to the Public Transportation Agency Safety Plan (PTASP) developed by TARC.

Relationship to Other Work Elements

Transit/public transportation planning is most closely related to the Metropolitan Transportation Plan, including strategies to enhance the performance of existing infrastructure, maintenance, and the Congestion Management Process elements.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

428*

**Sub-element 2.6: Public Transportation Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Some resources have shifted from this element to 6.1: Complete Streets Planning.*

2.7 Freight Planning

Objective

- To encourage efficient, safe, and secure freight movement across and between modes in the metropolitan area

Products

- Update the KIPDA Freight Network using established criteria, as appropriate. (ongoing)
- Coordination with planned airport, riverport, and railroad improvements through the Transportation Technical Coordinating Committee, Transportation Policy Committee, and other established committees and agencies (ongoing)
- Assistance to the states and local municipalities with development and implementation of freight-related plans (including technical assistance with studies and inventories) (ongoing)
- Implementation of strategies defined in the KIPDA Regional Freight Mobility Study for the MPA (ongoing)

Methodology

KIPDA MPO Staff will continue to use the [Regional Freight Mobility Study](#), adopted in 2019, and input from stakeholders, including the Freight Advisory Subcommittee, to identify and address transportation system deficiencies. The Regional Freight Mobility Study will be used, in conjunction with the CMP, to monitor the performance of priority freight corridors in the Louisville/Jefferson County, KY-IN MPA.

Staff will provide support for the Freight stakeholders, as well as maintain the data in the Regional Freight Mobility Study, the KIPDA Freight Network, and the freight element of the MTP. MPO Staff will also conduct outreach activities to involve members of the freight community through established KIPDA MPO committees.

Relationship to Other Work Elements

Freight planning is most closely related to the MTP, CMP, and Maintenance and Operations elements, but also affects many other elements of the transportation planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

117

2.8 Bicycle and Pedestrian Planning

Objectives

- To increase the opportunities for trips in the region to be made on foot or by bicycle.
- To increase the efficiency and coordination between bicycle and pedestrian modes and other travel modes.
- To address the implementation of a regional bicycle and pedestrian network.
- To increase the safety and suitability of bicycle and pedestrian facilities.
- To increase awareness of bicycle and pedestrian modes as means of travel.
- To increase connectivity between bicycle and pedestrian facilities to KIPDA land use clusters.
- To provide first/last mile connections to transit or other ridesharing services.
- To continue to support compliance with ADA Transition Plans.

- To incorporate local micromobility data, such as e-scooters, to evaluate their impact on pedestrian travel.

Products

- Maintain inventory of existing pedestrian and bicycle facilities throughout the region. (ongoing)
- Maintain a database of identified network gaps. (ongoing)
- Maintain, update, and implement the regional [Complete Streets Policy](#) that was adopted in August 2022. (ongoing)
- Act as a point of contact and assistance for bicycle and pedestrian planning, projects and information including, but not limited to: funding sources such as the Transportation Alternatives Program (TA), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Recreational Trails Program (RTP); design standards; local implementation plans; and ADA Transition Plans. (ongoing)
- Identification and tracking of performance measures related to access by alternative modes as well as to the safety of all users.

Methodology

- Maintain Bicycle and Pedestrian inventory data.
- Utilize stakeholder input, data resources, and the working group to develop an Active Transportation Plan and Complete Streets Policy.
- Share information with the TTCC, the TPC and others concerning best practices, design standards, funding, and other applicable information.
- Monitor the implementation of the regional bicycle and pedestrian network with information provided by project sponsors.
- When requested, KIPDA MPO Staff will review and advise plan and project development by LPAs involving bicycle and pedestrian modes of travel.
- Work with the state and local governments, and TARC on ADA transition plans.

Relationship to Other Work Elements

Bicycle and pedestrian planning are components of the MTP and of the CMP. Performance measures established for alternative modes may be connected to or be supplemental to other established measures or targets. Mode choice applies to several elements of the UPWP and MTP development, including identification of underserved populations and their mobility needs.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

350*

**Sub-element 2.8: Bicycle and Pedestrian Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Some resources have shifted from this element to 6.1: Complete Streets Planning.*

2.9 Performance Management – Data Analysis

Objectives

- To identify and analyze data in the pursuit of performance management and a more-informed project development process.
- To coordinate with INDOT, KYTC, TARC and other planning partners in the establishment of performance targets.
- To develop transportation performance measures that are specific to the KIPDA Region that are tailored to this region's needs and goals.
- To use data analysis in the monitoring of progress toward the achievement of the established targets.
- To evaluate progress and revise goals and targets as required.

Products

- Data analysis in a variety of applications useful to the transportation planning process (ongoing)
- Provision of data and data analysis to planning partners and the public (ongoing)
- Comprehensive update to KIPDA's Performance Management Plan (PMP) (expected in advance of the MTP update in FY 2027)
- Performance target reporting to INDOT and KYTC (varies, some are annual while others are once every four years)
- Region-specific performance measures, as required by FHWA, based on population and air quality status.

Methodology

KIPDA staff will continue to collect and analyze a wide variety of data for both performance management and project development purposes. Traffic volumes, highway crashes, transit route and ridership information, and bicycle and pedestrian network inventories are just a few examples of the databases used in analyses conducted by KIPDA staff. Results of this process will not only be useful in performance management applications, but also in the determination of transportation needs in the region.

Staff will coordinate efforts with both states and all planning partners to maintain accurate and up-to-date information, and to analyze the data appropriately and as it becomes available. Staff will also attend training, informational conferences and webinars relating to data analysis, with a focus on those that require computer coding and GIS skills, and performance management and maintain communication with providers of data necessary to the transportation planning process.

Relationship to Other Work Elements

Performance management data analysis is closely related to the Performance Management Data Collection work element in Transportation System and Development Monitoring, as well as to the Metropolitan Transportation Plan (MTP), Congestion Management Plan (CMP), and the Transportation Improvement Program (TIP).

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

934

2.10 Transportation Safety Planning

Objective

- To provide the planning support needed to improve the safety of the transportation system in the MPA through cooperation with other agencies, data collection, monitoring, and analysis.

Products

- Continued support of the regional action planning grant under the Safe Streets and Roads for All (SS4A) discretionary grant (formally completed in 2025)
- Transportation safety information in tabular, map, or other format; summaries and analyses by geographic area, facility type, and incident type (ongoing)
- Selection and prioritization of Highway Safety Improvement Program (HSIP) projects with sub-allocated funding from INDOT (ongoing)
- Support of the states' FHWA safety-related performance measure targets and baselines (by February 28, 2027)
- Provide assistance with Local Road Safety Plans, as requested (ongoing)

Methodology

KIPDA recently developed 17 safety action plans via a Safe Streets and Roads for All (SS4A) action planning grant to significantly reduce roadway deaths in the region. These efforts were completed in 2025. This involved 16 local plans for the KIPDA member agencies, plus one overarching regional plan. In FY 2027, KIPDA MPO Staff will continue to coordinate these planning efforts to maximize safety related investments and targeted improvements regionwide. This could include the pursuit of SS4A implementation grants, coordination with the HSIP offices of the state DOTs, and further prioritization of safety projects in the programming and planning of projects in the region.

KIPDA MPO Staff will use various methods such as committee and subcommittee presentations, incorporation of crash data as a project ranking criterion, etc., to emphasize the importance of safety in the planning process.

KIPDA MPO Staff will consult and work with KYTC and INDOT in carrying out their respective Strategic Highway Safety Plans.

KIPDA MPO Staff will work with local jurisdictions, KYTC, and INDOT to identify and promote the implementation of highway safety projects in the region. Particular attention will be paid to the identification of low cost and quickly constructed projects that might be funded through the Highway

Safety Improvement Program (HSIP). Projects will be examined and prioritized for the use of INDOT HSIP funding dedicated to the MPA.

Relationship to Other Work Elements

Transportation system safety is a fundamental component of the performance-based planning process and closely related to the Maintenance and Update of Information.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

739*

**Sub-element 2.10: Transportation Safety Planning contributes to the 2.5% minimum Complete Streets planning requirement to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Some resources have shifted from this element to 6.1: Complete Streets Planning.*

2.11 Transportation Resiliency and Security Planning

Objectives

- To provide the planning support needed to improve the resiliency and security of the MPA transportation system in preparation for and response to security threats or natural disasters.
- To cooperate with other public agencies in the metropolitan area with more direct responsibility in the area of transportation resiliency, security, emergency management, and disaster recovery.

Products

- Incorporation of security considerations into the MPO transportation planning process, including the funding of short-range planning studies, ITS, and management and operations. (ongoing)
- Incorporation of resiliency considerations into the MPO transportation planning process, including the development of new performance measures, programming of studies and projects that consider resiliency and sustainability. (ongoing)

Methodology

KIPDA MPO Staff will reference documents such as NCHRP Report 525, as well as others, for guidance concerning the role of transportation planning organizations in system security. Staff activities will be based on the report defining the role of metropolitan transportation planning in system security.

KIPDA Staff will work with other transportation and air quality agencies to incorporate and accelerate the transition to a cleaner emitting vehicle fleet. This will include consideration of future vehicle fueling and charging infrastructure.

Relationship to Other Work Elements

Transportation system security is a fundamental component of the planning process and closely related to Intelligent Transportation System Planning and Management and Operations Planning. In addition to those mentioned above, resiliency planning is related to the other Air Quality Planning activities, including the programming of CMAQ projects in Indiana and the Conformity Consultation process.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

156

3.0 Short Range Transportation Planning/Programming

3.1 Transportation Improvement Program (TIP)

Objective

- The [Transportation Improvement Program \(TIP\)](#) is the mechanism for programming expenditures of federal surface transportation funds in the Louisville/Jefferson County, KY-IN Metropolitan Planning Area. A transportation project must be programmed in this document in order to utilize federal funds. The TIP is approved by the Transportation Policy Committee and submitted to KYTC and INDOT for incorporation into the Kentucky and Indiana Statewide Transportation Improvement Programs (STIPs). The TIP indicates regional project priorities within the programming period consistent with funding projections developed by the states. KIPDA staff will coordinate development and maintenance of the TIP with INDOT's Annual Program Development Process (APDP) and KYTC's Strategic Highway Investment Formula for Tomorrow (*SHIFT*) process, which are statewide mechanisms for the programming of projects, and with TARC's planning process and resources. Because the TIP is consistent with the MTP, it conforms to air quality standards based on the conformity of the current MTP. The TIP is also the mechanism for maintaining current information on the status of transportation projects throughout the year, as well as for coordinating project implementation.

Products

- Maintenance of an IJJA compliant FY 2025 – FY 2028 TIP which addresses the short-range surface transportation needs of the area (ongoing, adopted in Spring 2025)
- Development of procedures for reflecting how implemented projects support the goals, objectives and performance targets established in the MTP for the region (ongoing)
- TIP amendments and administrative modifications, as needed (TIP amendments may require analyses of the impacts on air quality, financial resources, mobility needs, and public input, and are processed according to procedures developed by KIPDA staff and approved by the TPC) (ongoing)
- The TIP, amendments, and administrative modifications are available to the public and can be found on the KIPDA website (ongoing)
- An Annual Listing of Obligated Projects for federally funded projects from the previous fiscal year posted on the KIPDA website (expected in December 2026)
- Periodic progress reports to KIPDA transportation committees for MPO Dedicated Funding Programs (ongoing)
- KIPDA MPO Staff attendance at KYTC project status reviews (ongoing)
- KIPDA MPO Staff attendance at APDP meetings with INDOT Central Office and Seymour District Office, FHWA, and local agency staff (ongoing)
- Developing and maintaining prioritization and selection processes for projects to utilize federal MPO Dedicated Program funding (STBG-MPO, CRP-MPO, and TA-MPO in Kentucky / CMAQ, HSIP, STBG-MPO, CRP-MPO, PROTECT, and TA-MPO in Indiana) (ongoing)
- Developing and administering a process in which new funding sources in the IJJA or subsequent infrastructure bill are identified and projects are programmed. This includes changes in the formula funding programs as well as the numerous discretionary grant programs in the IJJA. (ongoing)

- Monitoring of local implementation of federally funded transportation projects, which will include a project tracking and review process as well as documentation being made available for public review (ongoing)
- Coordinate, educate, and participate in a review/re-evaluation of the current Project Management Process. (ongoing)
- Based on the evaluation of projects for the *Connecting Kentuckiana 2050* MTP, a series of tables indicate the potential contribution of TIP projects. (ongoing)
- Addition of projects into the KYTC Continuous Highway Analysis Framework (CHAF) Database in support of project prioritization (ongoing)
- Host LPA Training/Workshops and TTCC Working Groups, if desired and as appropriate (ongoing)

Methodology

KIPDA will accommodate proposed TIP amendments in compliance with the current planning regulations. KIPDA staff will facilitate updates and amendments of the TIP, including the coordination of air quality analyses, public involvement, project status reviews, financial calculations, and committee action. KIPDA MPO Staff will also assist KYTC, INDOT, TARC and LPAs with project-related documentation.

Review meetings with KYTC, INDOT, TARC, and area LPAs will be held in accordance with the current [Project Management Guidebook](#) (semi-annually in KY, quarterly in IN). This guidebook is scheduled to be updated in advance of FY 2027. Initiatives to assist project sponsors in the development of more accurate cost estimates and more reasonable implementation schedules are ongoing. A procedure for evaluation and committee approval of cost increase requests or project phase shift proposals has been implemented for MPO Dedicated Funding Programs. While the FY 2025 – 2028 TIP covers a period of four years, funding has been awarded through a Call for Projects for additional years which ensures that KIPDA complies with INDOT's requirement to maintain a Five-Year Plan of expenditure for MPO Dedicated Program funding.

In Early FY 2027, KIPDA will hold a Call for Projects. This follows a Kentucky-only Call for Projects in FY 2026.

Relationship to Other Work Elements

The TIP is consistent with the MTP.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

3,471

3.2 Project Design/Traffic Study Data Requests

Objective

- To provide traffic data, as requested by implementing agencies or their consultants, for project design or scoping study purposes. Data may also be provided to the public.
- To coordinate data collection and data analysis with regional planning partners.
- To coordinate traffic forecasting efforts with state DOTs.

Product

- Traffic information in tabular, map, or turning movement diagram format (ongoing)

Methodology

KIPDA MPO Staff will collect data and use the travel demand forecasting model, data from StreetLight, and data from other tools and datasets to develop and design year traffic projections to provide the information requested. Work often involves collaboration with INDOT and KYTC to develop various scenarios.

Relationship to Other Work Elements

Information provided under this element is most directly related to travel model development for traffic and transit ridership projections.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

359

3.3 Short Range Studies and Programs

Objective

- To respond to requests from local officials and agencies for assistance in transportation planning related areas.

Products

KIPDA sets aside a portion of the PL and 5303 funding that is allocated to the agency annually to fund planning studies that are priorities of the local agencies around the region. In late FY 2026, KIPDA Staff will make Federal funding available through a “Call for Studies” where local governments are offered the opportunity to apply for planning funds. In addition to the studies listed below, there may be additional planning studies initiated in FY 2027 that will utilize a portion of the additional PL and 5303 formula funding that KIPDA receives. The UPWP will be amended, as appropriate, to reflect all planning efforts receiving PL and 5303 funds. The local match for these planning efforts may be required to be paid by the agencies receiving funds for the studies.

The availability of funds carried over from prior years will substantially impact the availability of funding for PL/5303 funded planning studies. These planning funds are currently only allowed to be carried over in Indiana. The amount of carryover money will not be known until the end of FY 2026, but an estimate is made in the financial summary pages in the Appendices of this UPWP. A portion of the carryover funding will be committed to planning studies. The other portion of the carryover funding is reserved for consultant services that KIPDA will engage with in FY 2027.

The following studies are to be funded in FY 2027 through the “Call for Studies”:

- The locations, the recipients, and the costs of these studies are unknown at the time of the writing of the Draft UPWP. FY 2027 Funding will be awarded near the end of FY 2026.

Methodology

KIPDA will lead and/or support all planning efforts receiving PL and 5303 funding in this region.

Relationship to Other Work Elements

Short range studies can result in additions to the MTP and/or proposals for project implementation by local or state agencies. The studies typically involve data collection, public involvement, and analyses related to specific transportation system issues.

Responsible Agency

KIPDA and/or sponsoring agency Staff and consultant services provided under agreement, as appropriate.

Estimated KIPDA MPO Staff Hours

140

3.4 Management and Operations Planning

Objectives

- To encourage efficient management and operations of existing and planned infrastructure through the transportation planning process, thereby optimizing the performance of those facilities.
- To include Management and Operations (M&O) strategies as part of MTP and TIP development in a manner that is consistent with federal requirements.
- To promote collaboration and coordination of management and operations activities among diverse public and private stakeholders and across multiple jurisdictions.

Products

- M&O elements in the MTP and TIP (ongoing)
- Documentation of the process to integrate new and existing materials and activities into M&O planning (ongoing)

Methodology

Management and operations planning is already included to some extent in the existing MTP and TIP development, CMP, ITS, and other transportation planning processes. KIPDA MPO Staff will identify and integrate new stakeholders, goals and objectives, performance measures, data and collection plans, analysis tools, and strategy toolboxes with those existing processes as appropriate. Involvement of all appropriate agencies and stakeholders is a key element of this undertaking. The ability to meet many anticipated performance targets developed in accordance with the IJJA will rest with successful implementation of M&O strategies.

Relationship to Other Work Elements

This element is most directly related to MTP and TIP development, CMP, ITS, and intermodal planning, but affects other elements as well.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

20

4.0 Program Administration

4.1 Unified Planning Work Program

Objectives

- To prepare the Unified Planning Work Program (UPWP) and administer related activities.
- To complete necessary correspondence, grant applications, contracts, invoices, and progress reports in support of the work program.

Products

- Annual work program that responds to federal, state, and local guidance (Draft February 2027, Final April 2027)
- Funding contracts in support of the work program (June/July each year)
- Memorandum of Agreement (MOA) between KYTC, INDOT, TARC and KIPDA (as needed)
- Grant applications for any special funding outside the annual work program (ongoing)
- Monthly progress reports for FY 2027 invoicing KYTC monthly and INDOT quarterly (monthly)
- Annual Performance and Expenditures Report for FY 2026 (September 2027)
- Self-certification review of compliance with applicable federal and state laws, including the Americans with Disabilities Act and Title VI of the Civil Rights Act (no later than January 2027)
- Equipment and supplies purchased as needed to carry out planning activities (ongoing)
- Use of vendor services as needed to assist with staff training (ongoing)
- Membership in professional organizations, including the Association of Metropolitan Planning Organizations, American Planning Association, Transportation Research Board, and the American Public Transportation Association

Methodology

KIPDA MPO Staff will cooperatively develop the annual work program document in accordance with US DOT regulations, certification review findings, identified federal emphasis areas, and constituent agency requests. Draft documents will be prepared for oversight agency review prior to final TPC adoption. Amendments will be processed, as necessary.

Relationship to Other Work Elements

The UPWP serves as the mechanism for identifying and carrying out planning activities.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

303

4.2 Public Involvement/Title VI

Objectives

- To engage interested parties, other agencies, and the general public in a collaborative and inclusive transportation planning process using the techniques described in the Public Participation Plan.
- To improve short- and long-term transportation decision making by promoting broader overall community understanding of, and opportunities for input into, the transportation planning process in the Louisville (KY-IN) Metropolitan Planning Area.
- To perform activities to ensure that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination in the conduct of the MPO transportation planning process on the grounds of race, color, national origin, disability, sex, age low-income status, or limited English proficiency.

Products

- An IIA compliant [Public Participation Plan](#) which contributes to addressing both the short-range and long-range surface transportation needs of the area (most recently updated in November 2025)
- Advertised public events where the general public is provided an opportunity to review and comment on KIPDA planning and programming activities (ongoing)
- Public comment period at all meetings of the KIPDA Transportation Policy Committee and Transportation Technical Coordinating Committee (ongoing)
- Print and electronic advertising, signs, supplies, material, personnel, and coordination and logistical information needed for public involvement activities (ongoing)
- Transportation Division publications (ongoing)
- KIPDA agency publications (ongoing)
- Maintenance of the MPO element of the [KIPDA website](#) (ongoing)
- Video recording of TPC and TTCC meetings for posting on the KIPDA website (ongoing)
- Use of social networking sites Facebook and Twitter to provide notice of meetings and other transportation issues (ongoing)
- Periodic review of the effectiveness of the Public Participation Plan, with updates every four years (ongoing)
- Training activities on public participation for KIPDA MPO Staff and committees (ongoing)
- Training for/monitoring progress of LPA ADA Transition Plans and Title VI Programs (ongoing)
- Explicit documentation of responses to public comments (ongoing)
- Documentation of public involvement activities carried out by MPO constituent agencies for Transportation Policy Committee use (ongoing)
- Updated [Transportation Environmental Impact Area Analysis Guide](#) for Louisville/Jefferson County, KY-IN MPA (updated in November 2025)
- Community Impact Assessments for KYTC project studies, as requested (ongoing)
- Continue to utilize hybrid meeting procedures for the TPC and TTCC meetings, as established in the Public Participation Plan. (ongoing)

Methodology

KIPDA MPO Staff will conduct the activities under this element in accordance with the Public Participation Plan adopted by the Transportation Policy Committee. Continued emphasis will be placed on Title VI activities as they relate to the MTP. The Participation Plan document will be reviewed annually and revised as necessary, based on a staff assessment of the effectiveness and efficiency of the procedures included. Any information made available from the most current Census or American Community Survey (ACS) will be considered and incorporated into any update of the Participation Plan.

Relationship to Other Work Elements

Public Involvement/Title VI is an integral part of the planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,516

4.3 Committee Support

Objective

- The objectives of this work element are to develop a regional perspective among local jurisdictions and both states to support transportation planning in the Transportation Management Area (TMA) and to improve communications among policy makers, the public, and KIPDA MPO Staff. Two standing committees provide direction for the cooperative transportation planning program - the Transportation Policy Committee (TPC) and the advisory Transportation Technical Coordinating Committee (TTCC). The TTCC meets on the second Wednesday of each month, and the TPC meets monthly on the fourth Thursday. Staff activities are designed to provide information and materials needed by the TPC and TTCC to address transportation planning issues in the Louisville/Jefferson County KY-IN Metropolitan Planning Area and to keep the committees informed on federal guidance and current transportation planning practices. This will include assistance with, interpretation of, and implementation of the KYTC and INDOT LPA Guides.

Products

- Committee agendas, notices, minutes, and memoranda (ongoing)
- Up-to-date committee members' guides and committee bylaws (ongoing)
- KIPDA MPO Staff participation and presentations in committee and subcommittee meetings and workshops (ongoing)
- Purchase of professional services as needed to assist with committee processes (ongoing)
- Informed recommendations and decisions by transportation committees (ongoing)
- Updated meeting procedures that utilize virtual and hybrid formats that seek to maximize the meaningful participation by the committee members and the public per the Public Participation Plan.

Methodology

KIPDA MPO Staff will provide the administrative support needed to conduct the committee process, including agency membership review, annual bylaws review, materials and information preparation, and meeting packet distribution. Staff will also assist with procedural matters and provide assistance to committee officers when required. Staff will ensure, through various tools, that committees are aware of their roles and responsibilities and will work to maintain an open dialogue regarding policies and procedures. Presentations by KIPDA MPO Staff regarding the transportation planning process will be given at TTCC and TPC meetings throughout FY 2027 to enhance the knowledge and understanding of committee members. The result should be better-informed, engaged, and empowered MPO committees, having increased awareness of regional transportation and quality of life issues.

Relationship to Other Work Elements

The KIPDA transportation committees participate in all aspects of the transportation program conducted by KIPDA MPO Staff.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,083

4.4 Staff Management, Training, and Major Purchases

Objectives

- To provide guidance and oversight of the planning activities of the MPO staff.
- To improve staff capabilities through training opportunities.
- To provide the equipment and materials needed to carry out the planning process.
- To increase staff and public awareness of issues such as livability, Title VI, ADA compliance, etc.

Products

- Staff meetings and annual personnel evaluations (ongoing)
- Participation in conferences, seminars, and workshops relevant to the transportation planning process, including travel outside the KIPDA region and attendance at conferences conducted, sponsored, or hosted by the Indiana MPO Council, the Institute of Transportation Engineers (ITE), Transportation Research Board (TRB), American Public Transportation Association (APTA), Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), and the Kentucky, Indiana, and ESRI GIS organizations, among others. Staff training also includes pertinent seminars and workshops sponsored by federal or state agencies related to UPWP elements. (ongoing)
- Training on appropriate computer and GIS skills to improve staff capabilities in data analysis for travel demand modeling, performance management, and maintenance of the MTP and TIP project database. (ongoing)
- ADA and Title VI training for all KIPDA MPO Staff, as needed (ongoing)

- Membership to the Association of Metropolitan Planning Organizations (AMPO) began in FY 2025 and will continue in FY 2027.
- Acquisition of documents, reports, reference materials, equipment, software, periodicals, and subscriptions to publications related to execution of the work program (ongoing)
- Periodic acquisition and maintenance of computer equipment consistent with KIPDA's technology plan, as well as training associated with said equipment (ongoing)

Methodology

Staff management is conducted in accordance with agency personnel policies as described in the Employee Manual. Training opportunities are considered as needed and on the basis of availability. Unspecified training will be submitted to FHWA for eligibility determination.

Major purchases are listed throughout the document under the associated element, as appropriate, are included in the work program estimated budget and are identified here:

- Origin-Destination data services
- ESRI Enterprise agreement
- Continuous computer and related equipment upgrades

Relationship to Other Work Elements

Program Administration impacts all elements of the transportation planning program.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

1,429

5.0 Commuter Services

5.1 Rideshare Program

Objective

- To provide effective administration of the regional Transportation Demand Management (TDM) program by increasing awareness of and participation in area rideshare services in order to reduce the use of single occupant vehicles (SOVs) as the primary means of commuting throughout the region which will lead to reduced congestion and improved air quality.

Products

- Commuter ridematching services for carpools, transit, vanpools, park & ride lots, and bikepools, maintaining a database with over 250 active worksites (ongoing)
- The administration, including operation and maintenance, of a regional vanpool program (ongoing)
- Van purchases, as needed (ongoing) (Note: PL funds are not used for van purchases)
- Customer service and monthly fare collection for vanpool members (ongoing)
- Maintaining and improving the website www.EveryCommuteCounts.org and the registrant site <https://ttr.rideproweb.com/rp2> (ongoing)
- Multi-faceted advertising campaign, including rideshare challenge campaigns, internet communications, and social media promotion of all rideshare modes and micromobility modes: carpool, transit, vanpool, bikeshare, bikepool, telework, condensed work week, walking, and scooters (ongoing)
- Quarterly reports to the Transit Authority of River City (TARC) for vanpool fares collected (quarterly)
- Monthly progress reports of progress and related, which includes air quality impacts and related program benefits (monthly)
- Administration of the regional Emergency Ride Home Program for registered area rideshare commuters (ongoing)

Methodology

To accomplish the objectives of this program, KIPDA MPO Staff will:

- Provide ridematching assistance to the public via telephone and internet.
- Meet with area employers and community partners to discuss the benefits of a commuter rideshare program for employees and for the community.
- Coordinate advertising and messaging, including radio, internet, and social media.
- Facilitate vanpool formation meetings for potential vanpool members.
- Promote existing vanpools to maintain and grow ridership; establish new vanpools.
- Maintain vanpool vehicles through a partnership with the Transit Authority of River City (TARC) and in accordance with the Vanpool Transit Asset Management Plan.
- Prepare and manage monthly invoicing and fare collection for vanpool members.
- Review and revise, as needed, vanpool and other operating procedures.
- Developing a marketing plan to develop responsive messaging and messaging placement.
- Work with marketing and software firms for content updates and accessibility improvements to both the www.EveryCommuteCounts.org and <https://ttr.rideproweb.com/rp2> websites.

- Contract administration and collaboration with and through TARC for third party providers for towing, fleet card services, van wraps, van purchases, and related items.
- Collect data for reporting and KPIs.
- Provide for adequate staffing, equipment (including vans), supplies, and funding to carry out the program's objectives.

Relationship to Other Work Elements

Ridesharing and other transportation demand management initiatives are identified in the TIP, MTP and CMP.

Responsible Agency

KIPDA Every Commute Counts Program – A partnership between KIPDA and TARC

Estimated KIPDA MPO Staff Hours

6,446

6.0 Complete Streets Planning

6.1 Complete Streets Planning

In January 2023, FHWA announced a waiver of the non-federal match requirement for Metropolitan Planning (PL) Funds that are utilized in support of Complete Streets planning activities. These activities must increase safe and accessible options for multiple travel modes for people of all ages and abilities. This follows the requirement in the IIJA that MPOs use not less than 2.5% of PL funds on Complete Streets planning activities.

In August 2024, FHWA clarified the January 2023 waiver of non-Federal match requirements for Complete Streets planning activities. This memo states that the waiver of the non-Federal match requirements for MPOs applies to expenditures beyond the 2.5% minimum threshold. A large number and proportion of the projects programmed in the KIPDA TIP and MTP are Complete Streets projects, and the performance-based planning efforts and other planning performed by the MPO also focus on Complete Streets planning. Due to the substantial commitment to these efforts noted in this document, in FY 2027 the KIPDA MPO will seek to maximize the use of the funding that does not require the non-federal matching requirements. A new Work Element was established in FY 2026 and has been maintained in FY 2027 that should assist in the accounting of the hours and other direct expenses committed to Complete Streets planning activities.

Objective

- To coordinate the development of a network of roadways that provides access to users of many modes of travel that is both safe and reliable.

Products

- [KIPDA Complete Streets Policy](#) (last updated in 2022)
- MTP and TIP that further the goals and objectives of the KIPDA Complete Streets Policy (scheduled adoptions expected in Spring 2027)
- Project-level support to project sponsors and stakeholders (ongoing)

Methodology

To accomplish the objectives of this program, KIPDA MPO Staff will continue to work on similar efforts as previous years, with the primary change being a new work element. These include:

- Continued support and usage of KIPDA's [Complete Streets Policy](#)
- Coordination with LPAs, KYTC, INDOT, and TARC in the development of projects that will provide a safe, efficient network for all users/
- Pursuing high-quality data to be used in the analysis of the roadway network
- Incorporate complete streets principles in the public outreach efforts
- Planning studies

Relationship to Other Work Elements

This work element was new to the FY 2026 UPWP and will be continued in the FY 2027 UPWP. It is related to many other work elements. These include: Sub-element 2.6: Public Transportation Planning, 2.8: Bicycle and Pedestrian Planning, 2.10: Transportation Safety Planning, many facets of 3.1: TIP Development, and potentially 3.3: Short Range Studies and Programs.

Responsible Agency

KIPDA MPO

Estimated KIPDA MPO Staff Hours

478

APPENDIX A

FY 2027 FUNDING TABLES

- **Table A-1: FY 2027 Work Program Budget Summary**
- **Table A-2: FY 2027 MPO Staff Hours Distribution by Element**
- **Table A-3: FY 2027 UPWP Element Estimated Funding and Expense Distribution**
 - **Table A-4: FY 2027 Direct and Indirect Cost Allocation**
 - **Table A-5: KIPDA MPO FY 2027 Funding (INDOT Only)**

Table A-1: KIPDA Unified Planning Work Program Budget Summary - Estimated FY 2027 Funding

| Funding Source | Element 1 | Element 2 | Element 3 | Element 4 | Element 5 | MPO Operations (Elements 1-5 Total) | Element 6 | Contracts | | | | | | TOTAL CONTRACTS | TOTAL |
|---|-------------------|------------------|------------------|------------------|---------------------------|--|--------------------|--------------------------|-------------------------|---------------------------------|-------------------------------|-------------------------|--------------------------------|------------------|--------------------|
| | System Monitoring | Long Range | Short Range | Program Admin. | Complete Streets Planning | | Rideshare | Traffic Counting Project | Route Monitoring (TARC) | Origin-Destination Data Project | CMAQ for KAIRE Program (APCD) | Reserved for PL Studies | Reserved for Contract Services | | |
| FHWA - PL (KY) | \$243,423 | \$422,507 | \$207,466 | \$257,331 | \$27,819 | \$1,158,546 | \$0 | \$55,635 | \$25,321 | \$79,559 | \$0 | \$67,806 | \$51,533 | \$279,854 | \$1,438,400 |
| KYTC Match (10%) | \$30,428 | \$52,813 | \$25,933 | \$32,166 | \$0 | \$141,340 | \$0 | \$6,954 | \$3,165 | \$9,945 | \$0 | \$8,476 | \$6,442 | \$34,982 | \$176,322 |
| Local Match | \$30,428 | \$52,813 | \$25,933 | \$32,166 | \$0 | \$141,340 | \$0 | \$6,954 | \$3,165 | \$9,945 | \$0 | \$8,476 | \$6,442 | \$34,982 | \$176,322 |
| FHWA -PL (IN)* | \$43,678 | \$75,811 | \$37,226 | \$46,173 | \$4,991 | \$207,879 | \$0 | \$9,983 | \$4,543 | \$14,275 | \$0 | \$12,166 | \$9,247 | \$50,214 | \$258,093 |
| Local Match | \$10,920 | \$18,953 | \$9,307 | \$11,543 | \$0 | \$50,723 | \$0 | \$2,496 | \$1,136 | \$3,569 | \$0 | \$3,042 | \$2,312 | \$12,555 | \$63,278 |
| FTA – 5303 (IN)* | \$16,385 | \$28,440 | \$13,965 | \$17,322 | \$1,872 | \$77,984 | \$0 | \$3,745 | \$1,704 | \$5,355 | \$0 | \$4,564 | \$3,469 | \$18,837 | \$96,821 |
| Local Match | \$2,883 | \$5,004 | \$2,457 | \$3,048 | \$0 | \$13,392 | \$0 | \$659 | \$300 | \$942 | \$0 | \$803 | \$610 | \$3,314 | \$16,706 |
| Indiana Carryover from Prior FYs* | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$30,000 | \$60,000 | \$60,000 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$7,500 | \$15,000 | \$15,000 |
| FTA - 5303 (KY) | \$46,539 | \$80,777 | \$39,664 | \$49,198 | \$5,318 | \$221,496 | \$0 | \$10,637 | \$4,841 | \$15,211 | \$0 | \$12,963 | \$9,852 | \$53,504 | \$275,000 |
| Local Match | \$8,189 | \$14,213 | \$6,979 | \$8,657 | \$0 | \$38,038 | \$0 | \$1,872 | \$852 | \$2,676 | \$0 | \$2,281 | \$1,733 | \$9,414 | \$47,452 |
| FTA - 5303 (KY) FY 2027 Supplement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$47,505 | \$47,505 | \$47,505 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,876 | \$11,876 | \$11,876 |
| Local Match to FTA - 5303 KY & IN by TARC | \$4,659 | \$8,087 | \$3,971 | \$4,926 | \$0 | \$21,643 | \$0 | \$1,065 | \$485 | \$1,523 | \$0 | \$1,298 | \$986 | \$5,357 | \$27,000 |
| FHWA - KY STBG ECC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$673,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$673,000 |
| Local Match (Fees) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$168,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$168,250 |
| FHWA - IN STBG ECC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127,000 |
| Local Match (Fees) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,750 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,750 |
| FHWA CMAQ (IN) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 | \$200,000 |
| APCD Match (In-kind) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 | \$50,000 |
| | | | | | | | | | | | | | | | |
| Total Federal | \$350,025 | \$607,535 | \$298,321 | \$370,024 | \$40,000 | \$1,665,905 | \$800,000 | \$80,000 | \$36,409 | \$114,400 | \$200,000 | \$127,499 | \$151,606 | \$662,409 | \$3,128,314 |
| Total Match | \$87,507 | \$151,883 | \$74,580 | \$92,506 | \$0 | \$406,476 | \$200,000 | \$20,000 | \$9,103 | \$28,600 | \$50,000 | \$31,876 | \$37,901 | \$165,604 | \$772,080 |
| TOTAL | \$437,532 | \$759,418 | \$372,901 | \$462,530 | \$40,000 | \$2,072,381 | \$1,000,000 | \$100,000 | \$45,512 | \$143,000 | \$250,000 | \$159,375 | \$189,507 | \$887,394 | \$3,959,775 |

**Note: Estimated FY 2027 Funding Table includes an estimated \$60,000 in PL and Section 5303 Carryover in Indiana. Each task in the UPWP is funded with PL and Section 5303 funds proportionally, unless otherwise noted.*

Table A-2: Estimated FY 2027 MPO Staff Hours - Distribution by Element

| Work Element | MPO Person Hours | Percent of Element | Percent of Program |
|--|------------------|--------------------|--------------------|
| 1.0 System/Development Monitoring | 4,885 | 100.0% | 23% |
| 1.1 Traffic Counting | 122 | 2.5% | 0.6% |
| 1.2 Geographic Information System | 4,006 | 82.0% | 18.7% |
| 1.3 TARC Route Monitoring | 49 | 1.0% | 0.2% |
| 1.4 Maintenance and Update of Information | 391 | 8.0% | 1.8% |
| 1.5 Response to Information Requests | 49 | 1.0% | 0.2% |
| 1.6 Performance Management Data Collection | 269 | 5.5% | 1.3% |
| 2.0 Long Range Planning | 7,782 | 100.0% | 36% |
| 2.1 MTP Maintenance | 2,724 | 35.0% | 12.7% |
| 2.2 Travel Model Development | 1,556 | 20.0% | 7.2% |
| 2.3 Air Quality Analysis/Conformity Consultation | 623 | 8.0% | 2.9% |
| 2.4 Intelligent Transportation Systems Planning | 39 | 0.5% | 0.2% |
| 2.5 Congestion Management Process | 117 | 1.5% | 0.5% |
| 2.6 Public Transportation Planning* | 428 | 5.5% | 2.0% |
| 2.7 Freight Planning | 117 | 1.5% | 0.5% |
| 2.8 Bicycle and Pedestrian Planning* | 350 | 4.5% | 1.6% |
| 2.9 Performance Management Data Analysis | 934 | 12.0% | 4.4% |
| 2.10 Transportation Safety Planning* | 739 | 9.5% | 3.4% |
| 2.11 Transportation Resiliency & Security Planning | 156 | 2.0% | 0.7% |
| 3.0 Short Range Planning/Programming | 3,990 | 100.0% | 19% |
| 3.1 Transportation Improvement Program | 3,471 | 87.0% | 16.2% |
| 3.2 Project Design/Traffic Study Data Requests | 359 | 9.0% | 1.7% |
| 3.3 Short Range Studies | 140 | 3.5% | 0.7% |
| 3.4 Management and Operations Planning | 20 | 0.5% | 0.1% |
| 4.0 Program Administration | 4,330 | 100.0% | 20% |
| 4.1 Unified Planning Work Program | 303 | 7.0% | 1.4% |
| 4.2 Public Involvement/Title VI | 1,516 | 35.0% | 7.1% |
| 4.3 Committee Support | 1,083 | 25.0% | 5.0% |
| 4.4 Staff Management and Training | 1,429 | 33.0% | 6.7% |
| 5.0 Complete Streets Planning* | 478 | 100.0% | 2% |
| 6.0 Rideshare Program | 6,446 | 100.0% | N/A |

*Sub-elements that contribute to the 2.5% minimum Complete Streets planning requirement

Table A-3: FY 2027 Unified Planning Work Program Element Estimated Funding and Expense Distribution

| Work Element | MPO Person Hours | Percent of Element | FHWA - PL (KY) | FHWA - PL (IN) | FTA - 5303 (IN) | FTA - 5303 (KY) | KYTC PL Match | Local Match | TOTAL |
|---|------------------|--------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 1.0 System/Develop. Monitoring | 4,885 | 100.0% | \$243,423 | \$43,678 | \$16,385 | \$46,539 | \$30,428 | \$57,079 | \$437,532 |
| 1.1 Traffic Counting | 122 | 2.5% | \$6,086 | \$1,092 | \$410 | \$1,163 | \$761 | \$1,427 | \$10,939 |
| 1.2 Geographic Information System | 4,006 | 82.0% | \$199,607 | \$35,816 | \$13,436 | \$38,162 | \$24,951 | \$46,805 | \$358,777 |
| 1.3 TARC Route Monitoring | 49 | 1.0% | \$2,434 | \$437 | \$164 | \$465 | \$304 | \$571 | \$4,375 |
| 1.4 Maintenance and Update of Info | 391 | 8.0% | \$19,474 | \$3,494 | \$1,311 | \$3,723 | \$2,434 | \$4,566 | \$35,002 |
| 1.5 Response to Information Requests | 49 | 1.0% | \$2,434 | \$437 | \$164 | \$465 | \$304 | \$571 | \$4,375 |
| 1.6 Performance Management Data | 269 | 5.5% | \$13,388 | \$2,402 | \$901 | \$2,560 | \$1,674 | \$3,139 | \$24,064 |
| 2.0 Long Range Planning | 7,782 | 100.0% | \$422,507 | \$75,811 | \$28,440 | \$80,777 | \$52,813 | \$99,070 | \$759,418 |
| 2.1 MTP Maintenance | 2,724 | 35.0% | \$147,877 | \$26,534 | \$9,954 | \$28,272 | \$18,485 | \$34,675 | \$265,797 |
| 2.2 Travel Model Development | 1,556 | 20.0% | \$84,501 | \$15,162 | \$5,688 | \$16,155 | \$10,563 | \$19,814 | \$151,883 |
| 2.3 Air Quality Analysis/Conformity Con. | 623 | 8.0% | \$33,801 | \$6,065 | \$2,275 | \$6,462 | \$4,225 | \$7,926 | \$60,754 |
| 2.4 Intelligent Transp. Systems Planning | 39 | 0.5% | \$2,113 | \$379 | \$142 | \$404 | \$264 | \$495 | \$3,797 |
| 2.5 Congestion Management Process | 117 | 1.5% | \$6,338 | \$1,137 | \$427 | \$1,212 | \$792 | \$1,486 | \$11,392 |
| 2.6 Public Transportation Planning* | 428 | 5.5% | \$23,238 | \$4,170 | \$1,564 | \$4,443 | \$2,905 | \$5,449 | \$41,769 |
| 2.7 Freight Planning | 117 | 1.5% | \$6,338 | \$1,137 | \$427 | \$1,212 | \$792 | \$1,486 | \$11,392 |
| 2.8 Bicycle and Pedestrian Planning* | 350 | 4.5% | \$19,013 | \$3,411 | \$1,280 | \$3,635 | \$2,377 | \$4,458 | \$34,174 |
| 2.9 Performance Management Analysis | 934 | 12.0% | \$50,701 | \$9,097 | \$3,413 | \$9,693 | \$6,338 | \$11,888 | \$91,130 |
| 2.10 Transportation Safety Planning* | 739 | 9.5% | \$40,138 | \$7,202 | \$2,702 | \$7,674 | \$5,017 | \$9,412 | \$72,145 |
| 2.11 Transportation Resiliency and Security | 156 | 2.0% | \$8,450 | \$1,516 | \$569 | \$1,616 | \$1,056 | \$1,981 | \$15,188 |
| 3.0 Short Range Planning | 3,990 | 100.0% | \$207,466 | \$37,226 | \$13,965 | \$39,664 | \$25,933 | \$48,647 | \$372,901 |
| 3.1 Transportation Improvement Program | 3,471 | 87.0% | \$180,495 | \$32,387 | \$12,150 | \$34,508 | \$22,562 | \$42,323 | \$324,425 |
| 3.2 Project/Traffic Study Data Requests | 359 | 9.0% | \$18,672 | \$3,350 | \$1,257 | \$3,570 | \$2,334 | \$4,378 | \$33,561 |
| 3.3 Short Range Studies and Programs | 140 | 3.5% | \$7,261 | \$1,303 | \$489 | \$1,388 | \$908 | \$1,703 | \$13,052 |
| 3.4 Management and Operations Planning | 20 | 0.5% | \$1,037 | \$186 | \$70 | \$198 | \$130 | \$243 | \$1,864 |
| 4.0 Program Administration | 4,330 | 100.0% | \$257,331 | \$46,173 | \$17,322 | \$49,198 | \$32,166 | \$60,340 | \$462,530 |
| 4.1 Unified Planning Work Program | 303 | 7.0% | \$18,013 | \$3,232 | \$1,213 | \$3,444 | \$2,252 | \$4,224 | \$32,378 |
| 4.2 Public Involvement/Title VI | 1,516 | 35.0% | \$90,066 | \$16,161 | \$6,063 | \$17,219 | \$11,258 | \$21,119 | \$161,886 |
| 4.3 Committee Support | 1,083 | 25.0% | \$64,333 | \$11,543 | \$4,331 | \$12,300 | \$8,042 | \$15,085 | \$115,634 |
| 4.4 Staff Management and Training | 1,429 | 33.0% | \$84,919 | \$15,237 | \$5,716 | \$16,235 | \$10,615 | \$19,912 | \$152,634 |
| 5.0 Complete Streets Planning* | 478 | 100.0% | \$27,819 | \$4,991 | \$1,872 | \$5,318 | \$0 | \$0 | \$40,000 |

*Sub-elements that contribute to the 2.5% minimum Complete Streets planning requirement

Table A-4: Direct and Indirect Cost Allocation

| Work Element | FHWA - PL (KY) | FHWA - PL (IN) | FTA - 5303 (IN) | FTA - 5303 (KY) | KYTC PL Match | Non-KYTC Local Match | Total Non-Federal Match % | Rideshare STBG (KY) | Rideshare STBG (IN) | Rideshare Match | TOTAL |
|---------------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|----------------------|---------------------------|---------------------|---------------------|------------------|--------------------|
| 1.0 System/Develop. Monitoring | \$243,423 | \$43,678 | \$16,385 | \$46,539 | \$30,428 | \$57,079 | 20.0% | \$0 | \$0 | \$0 | \$437,532 |
| Direct Labor | \$104,700 | \$18,787 | \$7,047 | \$20,017 | \$13,088 | \$24,551 | 20.0% | \$0 | \$0 | \$0 | \$188,190 |
| Fringe Benefits | \$62,370 | \$11,191 | \$4,198 | \$11,924 | \$7,796 | \$14,625 | 20.0% | \$0 | \$0 | \$0 | \$112,104 |
| Indirect | \$53,462 | \$9,593 | \$3,599 | \$10,221 | \$6,683 | \$12,536 | 20.0% | \$0 | \$0 | \$0 | \$96,094 |
| Other Direct | \$22,890 | \$4,107 | \$1,541 | \$4,376 | \$2,861 | \$5,367 | 20.0% | \$0 | \$0 | \$0 | \$41,142 |
| 2.0 Long Range Planning | \$422,507 | \$75,811 | \$28,440 | \$80,777 | \$52,813 | \$99,070 | 20.0% | \$0 | \$0 | \$0 | \$759,418 |
| Direct Labor | \$192,399 | \$34,522 | \$12,951 | \$36,784 | \$24,050 | \$45,114 | 20.0% | \$0 | \$0 | \$0 | \$345,820 |
| Fringe Benefits | \$114,612 | \$20,565 | \$7,715 | \$21,912 | \$14,326 | \$26,874 | 20.0% | \$0 | \$0 | \$0 | \$206,004 |
| Indirect | \$98,243 | \$17,628 | \$6,613 | \$18,783 | \$12,280 | \$23,036 | 20.0% | \$0 | \$0 | \$0 | \$176,583 |
| Other Direct | \$17,254 | \$3,096 | \$1,161 | \$3,299 | \$2,157 | \$4,046 | 20.0% | \$0 | \$0 | \$0 | \$31,013 |
| 3.0 Short Range Planning | \$207,466 | \$37,226 | \$13,965 | \$39,664 | \$25,933 | \$48,647 | 20.0% | \$0 | \$0 | \$0 | \$372,901 |
| Direct Labor | \$93,548 | \$16,785 | \$6,297 | \$17,885 | \$11,693 | \$21,935 | 20.0% | \$0 | \$0 | \$0 | \$168,143 |
| Fringe Benefits | \$55,726 | \$9,999 | \$3,751 | \$10,654 | \$6,966 | \$13,067 | 20.0% | \$0 | \$0 | \$0 | \$100,163 |
| Indirect | \$47,768 | \$8,571 | \$3,215 | \$9,132 | \$5,971 | \$11,201 | 20.0% | \$0 | \$0 | \$0 | \$85,858 |
| Other Direct | \$10,424 | \$1,870 | \$702 | \$1,993 | \$1,303 | \$2,444 | 20.0% | \$0 | \$0 | \$0 | \$18,736 |
| 4.0 Program Administration | \$257,331 | \$46,173 | \$17,322 | \$49,198 | \$32,166 | \$60,340 | 20.0% | \$0 | \$0 | \$0 | \$462,530 |
| Direct Labor | \$105,060 | \$18,851 | \$7,072 | \$20,086 | \$13,132 | \$24,635 | 20.0% | \$0 | \$0 | \$0 | \$188,836 |
| Fringe Benefits | \$62,584 | \$11,230 | \$4,213 | \$11,965 | \$7,823 | \$14,675 | 20.0% | \$0 | \$0 | \$0 | \$112,490 |
| Indirect | \$53,646 | \$9,626 | \$3,611 | \$10,256 | \$6,706 | \$12,579 | 20.0% | \$0 | \$0 | \$0 | \$96,424 |
| Other Direct | \$36,041 | \$6,467 | \$2,426 | \$6,890 | \$4,505 | \$8,451 | 20.0% | \$0 | \$0 | \$0 | \$64,780 |
| 5.0 Complete Streets Planning | \$27,819 | \$4,991 | \$1,872 | \$5,318 | \$0 | \$0 | 0.0% | \$0 | \$0 | \$0 | \$40,000 |
| Direct Labor | \$13,206 | \$2,369 | \$889 | \$2,525 | \$0 | \$0 | 0.0% | \$0 | \$0 | \$0 | \$18,989 |
| Fringe Benefits | \$7,867 | \$1,411 | \$529 | \$1,504 | \$0 | \$0 | 0.0% | \$0 | \$0 | \$0 | \$11,311 |
| Indirect | \$6,743 | \$1,210 | \$454 | \$1,289 | \$0 | \$0 | 0.0% | \$0 | \$0 | \$0 | \$9,696 |
| Other Direct | \$2 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | \$0 | \$0 | \$2 |
| 6.0 Rideshare | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$673,000 | \$127,000 | \$200,000 | \$1,000,000 |
| Direct Labor | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$145,591 | \$27,474 | \$43,266 | \$216,331 |
| Fringe Benefits | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$86,729 | \$16,366 | \$25,774 | \$128,869 |
| Indirect | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$74,342 | \$14,029 | \$22,093 | \$110,464 |
| Other Direct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$366,337 | \$69,131 | \$108,867 | \$544,335 |

Note: Calculation of final and actual direct, fringe, and indirect cost allocations will be based on results of the agency's annual audit for FY 2026

Table A-5: KIPDA MPO FY 2027 Funding (INDOT Only)

| Work Elements | PL + 5303 | | Total | CMAQ | | STBG | | Carryover | |
|--|----------------------------------|-----------------|-----------------------|---------------------|-----------------|------------------|----------------------------------|---------------------------------|-----------------|
| | FHWA - PL & FTA - 5303 (IN only) | Local Match | Federal + Local Match | FHWA CMAQ (IN only) | Local Match | STBG (IN only) | STBG LOCAL MATCH - Van Pool fees | FHWA -PL & FTA - 5303 (IN only) | Local Match |
| 1.0 System/Develop. Monitoring | \$60,063 | \$15,016 | \$75,079 | - | - | - | - | - | - |
| 2.0 Long Range Planning (Non-Y410 Set Aside) | \$102,241 | \$25,560 | \$127,801 | | | | | | |
| Portion of Element 2.0: Y410 2.5% Set Aside for Complete Streets Planning | \$2,010 | \$503 | \$2,513 | | | | | | |
| 3.0 Short Range Planning | \$51,191 | \$12,798 | \$63,989 | - | - | - | - | - | - |
| 4.0 Program Administration | \$63,495 | \$15,874 | \$79,369 | - | - | - | - | - | - |
| 5.0 Complete Streets Planning (Y410 Set-aside) | \$6,863 | \$0 | \$6,863 | | | | | | |
| 6.0 Rideshare Program | - | - | - | - | - | \$127,000 | \$31,750 | - | - |
| 600 - Other | \$69,051 | \$17,263 | \$86,314 | \$200,000 | \$50,000 | - | - | \$60,000 | \$15,000 |
| TOTAL | \$354,914 | \$87,014 | \$441,928 | \$200,000 | \$50,000 | \$127,000 | \$31,750 | \$60,000 | \$15,000 |

APPENDIX B

UNIFIED PLANNING WORK PROGRAM APPROVAL RESOLUTION

Unified Planning Work Program Approval Resolution

RESOLUTION

**APPROVING THE
FY 2027 UNIFIED PLANNING WORK PROGRAM
FOR THE LOUISVILLE/JEFFERSON COUNTY, KY-IN
METROPOLITAN PLANNING AREA**

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Louisville/Jefferson County, KY-IN Urbanized Area; and,

WHEREAS, a Memorandum of Agreement has been developed to establish a multi-year framework for this program; and,

WHEREAS, a Unified Planning Work Program has been developed for FY 2026 within this multi-year framework;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Transportation Policy Committee hereby adopts the *FY 2027 Unified Planning Work Program* of the Louisville/Jefferson County, KY-IN Metropolitan Planning Area, and hereby certifies that the KIPDA Metropolitan Planning Organization is meeting all the requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process.

RESOLUTION APPROVED:

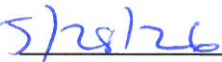
ATTEST:




Nicole George, Vice Chair
Transportation Policy Committee



Andy Rush, Recording Secretary
Transportation Policy Committee



Date



Date

APPENDIX C

MPO COMMITTEE MEMBERSHIP

- **Transportation Policy Committee Membership**
- **Transportation Technical Coordinating Committee Membership**

Transportation Policy Committee

BULLITT COUNTY

| | | |
|---------------|-------------------------|-------------------------|
| JERRY SUMMERS | JUDGE EXECUTIVE | <i>Voting Primary</i> |
| KEITH GRIFFEE | CHIEF FINANCIAL OFFICER | <i>Voting Alternate</i> |

CITY OF CHARLESTOWN

| | | |
|---------------|------------------------|-------------------------|
| TREVA HODGES | MAYOR | <i>Voting Primary</i> |
| CLIFF SCHRIMP | MAINTENANCE SUPERVISOR | <i>Voting Alternate</i> |

CITY OF JEFFERSONTOWN

| | | |
|--------------|---|-------------------------|
| CAROL PIKE | MAYOR | <i>Voting Primary</i> |
| MATT MEUNIER | DIRECTOR OF COMMUNITY DEVELOPMENT/ASSISTANT TO THE MAYOR | <i>Voting Alternate</i> |

CITY OF JEFFERSONVILLE

| | | |
|--------------|------------------------------------|-------------------------|
| MIKE MOORE | MAYOR | <i>Voting Primary</i> |
| CHAD REISCHL | DIRECTOR OF PLANNING & DEVELOPMENT | <i>Voting Alternate</i> |
| ANDY CROUCH | CITY ENGINEER | <i>Voting Alternate</i> |

CITY OF NEW ALBANY

| | | |
|------------------|-------------------------------|-------------------------|
| JEFF GAHAN | MAYOR | <i>Voting Primary</i> |
| KRISJANS STREIPS | PLANNER | <i>Voting Alternate</i> |
| CLAIRE JOHNSON | ECONOMIC DEVELOPMENT DIRECTOR | <i>Voting Alternate</i> |
| LARRY SUMMERS | CITY ENGINEER | <i>Voting Alternate</i> |

CITY OF SHIVELY

| | | |
|---------------|-------|-------------------------|
| MARIA JOHNSON | MAYOR | <i>Voting Primary</i> |
| SHAUN SPENCER | | <i>Voting Alternate</i> |

CITY OF ST. MATTHEWS

| | | |
|----------------|---------------------|-------------------------|
| RICHARD TONINI | MAYOR | <i>Voting Primary</i> |
| BERNIE BOWLING | CITY COUNCIL MEMBER | <i>Voting Alternate</i> |

CLARK COUNTY

| | | |
|--------------|---|-------------------------|
| JACK COFFMAN | COMMISSION PRESIDENT/COUNTY COMMISSIONER, DISTRICT 2 | <i>Voting Primary</i> |
| BRIAN DIXON | COUNTY ENGINEER | <i>Voting Alternate</i> |

FLOYD COUNTY

| | | |
|-------------|------------------------|-------------------------|
| JASON SHARP | PRESIDENT | <i>Voting Primary</i> |
| NICK CREEVY | BUILDING & DEVELOPMENT | <i>Voting Alternate</i> |

INDIANA DEPARTMENT OF TRANSPORTATION

| | | |
|---------------------|--------------|-------------------------|
| LYNDSAY QUIST | COMMISSIONER | <i>Voting Primary</i> |
| KATHY EATON-McKALIP | DIRECTOR | <i>Voting Alternate</i> |

INDIANA DEPT. OF TRANSPORTATION - SEYMOUR

| | | |
|----------------|--|-------------------------|
| TONY McCLELLAN | DEPUTY COMMISSIONER - SEYMOUR DISTRICT | <i>Voting Primary</i> |
| JULIE FELTNER | PROGRAM MANAGEMENT MANAGER | <i>Voting Alternate</i> |
| ROBIN BOLTE | IN-HOUSE SERVICES MANAGER | <i>Voting Alternate</i> |

JEFFERSON COUNTY LEAGUE OF CITIES

| | | |
|------------------|-------|-----------------------|
| J. BYRON CHAPMAN | MAYOR | <i>Voting Primary</i> |
|------------------|-------|-----------------------|

Transportation Policy Committee

KENTUCKY TRANSPORTATION CABINET

| | | |
|------------------|--|-------------------------|
| JIM GRAY | CABINET SECRETARY | <i>Voting Primary</i> |
| JASON SIWULA | EXECUTIVE DIRECTOR FOR PROJECT DEVELOPMENT | <i>Voting Alternate</i> |
| THOMAS WITT | TRANSPORTATION ENGINEER SPECIALIST | <i>Voting Alternate</i> |
| STEPHEN DE WITTE | SPAC BRANCH MANAGER | <i>Voting Alternate</i> |
| ISIDRO DELGADO | TRANSPORTATION ENGINEER | <i>Voting Alternate</i> |
| MIKAEL PELFREY | DIRECTOR, DIVISION OF PLANNING | <i>Voting Alternate</i> |

LOUISVILLE METRO GOVERNMENT

| | | |
|-----------------|--------------------|-------------------------|
| CRAIG GREENBERG | MAYOR | <i>Voting Primary</i> |
| WESLEY SYDNOR | DIRECTOR | <i>Voting Alternate</i> |
| MIKE KING | URBAN PLANNER | <i>Voting Alternate</i> |
| NICOLE GEORGE | DEPUTY MAYOR | <i>Voting Alternate</i> |
| JEFF O'BRIEN | EXECUTIVE DIRECTOR | <i>Voting Alternate</i> |

LOUISVILLE REGIONAL AIRPORT AUTHORITY

| | | |
|----------------|--|-------------------------|
| DALE BODEN | CHAIRMAN | <i>Voting Primary</i> |
| DARRELL WATSON | SENIOR VICE PRESIDENT/CHIEF EXPERIENCE OFFICER | <i>Voting Alternate</i> |
| DAN MANN | EXECUTIVE DIRECTOR | <i>Voting Alternate</i> |

OLDHAM COUNTY

| | | |
|---------------|---------------------------------------|-------------------------|
| DAVID VOEGELE | JUDGE EXECUTIVE | <i>Voting Primary</i> |
| JIM SILLIMAN | COUNTY ENGINEER | <i>Voting Alternate</i> |
| BO GLASS | DIRECTOR OF ADMINISTRATIVE OPERATIONS | <i>Voting Alternate</i> |

TOWN OF CLARKSVILLE

| | | |
|-------------|---------------------------------|-------------------------|
| RYAN RAMSEY | TOWN COUNCIL PRESIDENT | <i>Voting Primary</i> |
| MIKE HUFF | ASSISTANT PUBLIC WORKS DIRECTOR | <i>Voting Alternate</i> |
| KEVIN BAITY | TOWN MANAGER | <i>Voting Alternate</i> |

TRANSIT AUTHORITY OF RIVER CITY (TARC)

| | | |
|----------------|---|-------------------------|
| ABBIE GILBERT | TARC BOARD CHAIR | <i>Voting Primary</i> |
| OZZY GIBSON | EXECUTIVE DIRECTOR | <i>Voting Alternate</i> |
| LIANN ALFARO | DIRECTOR OF PLANNING | <i>Voting Alternate</i> |
| GEOFFREY HOBIN | | <i>Voting Alternate</i> |
| ROBERT MONSMA | TRANSPORTATION PLANNER DATA ANALYST | <i>Voting Alternate</i> |
| CHRIS WARD | DIRECTOR OF GRANTS AND CAPITAL PLANNING | <i>Voting Alternate</i> |

FEDERAL AVIATION ADMINISTRATION - MEMPHIS

| | | |
|---------------|--------------------------|---------------------------|
| TOMMY DUPREE | TEAM LEAD CIVIL ENGINEER | <i>Advisory Primary</i> |
| DUANE JOHNSON | TEAM LEAD CIVIL ENGINEER | <i>Advisory Alternate</i> |

FEDERAL HIGHWAY ADMINISTRATION - INDIANA

| | | |
|--------------------|--------------------------|-------------------------|
| TEMPORARILY VACANT | SENIOR COMMUNITY PLANNER | <i>Advisory Primary</i> |
|--------------------|--------------------------|-------------------------|

FEDERAL HIGHWAY ADMINISTRATION - KENTUCKY

| | | |
|-----------------|---------------------------|---------------------------|
| SHUNDREKA GIVAN | DIVISION ADMINISTRATOR | <i>Advisory Primary</i> |
| TONYA HIGDON | TRANSPORTATION SPECIALIST | <i>Advisory Alternate</i> |

Transportation Policy Committee

FEDERAL TRANSIT ADMINISTRATION - REGION 4

| | | |
|--------------|-------------------------------------|-------------------------|
| AVIANCE WEBB | ENVIRONMENTAL PROTECTION SPECIALIST | <i>Advisory Primary</i> |
|--------------|-------------------------------------|-------------------------|

KENTUCKY TRANSPORTATION CABINET - DISTRICT 5

| | | |
|--------------|-------------------------|-------------------------|
| MATT BULLOCK | CHIEF DISTRICT ENGINEER | <i>Advisory Primary</i> |
|--------------|-------------------------|-------------------------|

| | | |
|----------|-----------------------------|---------------------------|
| TOM HALL | PLANNING SECTION SUPERVISOR | <i>Advisory Alternate</i> |
|----------|-----------------------------|---------------------------|

| | | |
|--------------|--|---------------------------|
| TRACY LOVELL | BRANCH MANAGER FOR PROJECT DEVELOPMENT | <i>Advisory Alternate</i> |
|--------------|--|---------------------------|

LOUISVILLE METRO PLANNING & DESIGN SERVICES

| | | |
|-------------|----------|-------------------------|
| BRIAN DAVIS | DIRECTOR | <i>Advisory Primary</i> |
|-------------|----------|-------------------------|

U.S. DEPT. OF HOUSING & URBAN DEVELOPMENT

| | | |
|-------------------|-----------------------|-------------------------|
| CHARLES PRESIDENT | FIELD OFFICE DIRECTOR | <i>Advisory Primary</i> |
|-------------------|-----------------------|-------------------------|

| | | |
|--------------|---------------------------|---------------------------|
| DAVID RAILEY | SENIOR MANAGEMENT ANALYST | <i>Advisory Alternate</i> |
|--------------|---------------------------|---------------------------|

Transportation Technical Coordinating Committee

BULLITT COUNTY

| | | |
|---------------|-------------------------|------------------|
| JERRY SUMMERS | JUDGE EXECUTIVE | Voting Primary |
| KEITH GRIFFEE | CHIEF FINANCIAL OFFICER | Voting Alternate |

CITY OF CHARLESTOWN

| | | |
|---------------|------------------------|------------------|
| TREVA HODGES | MAYOR | Voting Primary |
| CLIFF SCHRIMP | MAINTENANCE SUPERVISOR | Voting Alternate |

CITY OF JEFFERSONTOWN

| | | |
|--------------|---|------------------|
| MATT MEUNIER | DIRECTOR OF COMMUNITY DEVELOPMENT/ASSISTANT TO THE MAYOR | Voting Primary |
| CAROL PIKE | MAYOR | Voting Alternate |

CITY OF JEFFERSONVILLE

| | | |
|--------------|------------------------------------|------------------|
| MIKE MOORE | MAYOR | Voting Primary |
| ANDY CROUCH | CITY ENGINEER | Voting Alternate |
| CHAD REISCHL | DIRECTOR OF PLANNING & DEVELOPMENT | Voting Alternate |

CITY OF MT. WASHINGTON

| | | |
|------------------|---------------------|------------------|
| ELIZABETH HARDIN | CITY ADMINISTRATOR | Voting Primary |
| STUART OWEN | MAYOR | Voting Alternate |
| EMMA JULIAN | EXECUTIVE ASSISTANT | Voting Alternate |

CITY OF NEW ALBANY

| | | |
|------------------|-------------------------------|------------------|
| JEFF GAHAN | MAYOR | Voting Primary |
| KRISJANS STREIPS | PLANNER | Voting Alternate |
| LARRY SUMMERS | CITY ENGINEER | Voting Alternate |
| CLAIRE JOHNSON | ECONOMIC DEVELOPMENT DIRECTOR | Voting Alternate |

CITY OF SHEPHERDSVILLE

| | | |
|---------------|---|------------------|
| JOSE CUBERO | MAYOR | Voting Primary |
| ARTHUR JONES | CITY ENGINEER | Voting Alternate |
| SCOTT FLEMING | PLANT SUPERINTEDENT/COLLECTIONS SUPERVISOR | Voting Alternate |

CITY OF ST. MATTHEWS

| | | |
|----------------|-----------------------|------------------|
| KENAN STRATMAN | PUBLIC WORKS DIRECTOR | Voting Primary |
| BERNIE BOWLING | CITY COUNCIL MEMBER | Voting Alternate |

CLARK COUNTY

| | | |
|-------------|-----------------|----------------|
| BRIAN DIXON | COUNTY ENGINEER | Voting Primary |
|-------------|-----------------|----------------|

CLARK COUNTY AIR BOARD

| | | |
|-----------|-----------|----------------|
| JIM BAKER | PRESIDENT | Voting Primary |
|-----------|-----------|----------------|

CLARK COUNTY PLANNING COMMISSION

| | | |
|-----------|--------------------|----------------|
| ERIC WISE | EXECUTIVE DIRECTOR | Voting Primary |
|-----------|--------------------|----------------|

FLOYD COUNTY

| | | |
|-------------|------------------------|----------------|
| NICK CREEVY | BUILDING & DEVELOPMENT | Voting Primary |
|-------------|------------------------|----------------|

INDIANA DEPT. OF ENVIRONMENTAL MANAGEMENT

| | | |
|-------------|------------------------------|----------------|
| SHAWN SEALS | SENIOR ENVIRONMENTAL MANAGER | Voting Primary |
|-------------|------------------------------|----------------|

INDIANA DEPT. OF TRANSPORTATION - SEYMOUR

| | | |
|---------------|----------------------------|----------------|
| JULIE FELTNER | PROGRAM MANAGEMENT MANAGER | Voting Primary |
|---------------|----------------------------|----------------|

Transportation Technical Coordinating Committee

INDOT - PUBLIC TRANSPORTATION

| | | |
|--------------|----------------------|----------------|
| ROBERT TALLY | SYSTEM ASSET MANAGER | Voting Primary |
|--------------|----------------------|----------------|

INDOT - SEYMOUR

| | | |
|-------------|---------------------------|------------------|
| ROBIN BOLTE | IN-HOUSE SERVICES MANAGER | Voting Alternate |
|-------------|---------------------------|------------------|

| | | |
|---------------|-------------------------|------------------|
| HAYLEY THOMAS | LPA PROGRAM COORDINATOR | Voting Alternate |
|---------------|-------------------------|------------------|

INDOT - TECHNICAL PLANNING & PROGRAMMING

| | | |
|-----------------|---|----------------|
| EMMANUEL NSONWU | TRANSPORTATION PLANNER/MPO COORDINATOR | Voting Primary |
|-----------------|---|----------------|

KENTUCKY DIVISION OF AIR QUALITY

| | | |
|------------|------------------|----------------|
| EMMA MOREO | PROGRAM PLANNING | Voting Primary |
|------------|------------------|----------------|

| | | |
|--------------|------------------|------------------|
| CLAIRE OYLER | PROGRAM PLANNING | Voting Alternate |
|--------------|------------------|------------------|

KENTUCKY TRANSPORTATION CABINET

| | | |
|----------------|-------------------------|----------------|
| ISIDRO DELGADO | TRANSPORTATION ENGINEER | Voting Primary |
|----------------|-------------------------|----------------|

| | | |
|-------------|------------------------------------|------------------|
| THOMAS WITT | TRANSPORTATION ENGINEER SPECIALIST | Voting Alternate |
|-------------|------------------------------------|------------------|

| | | |
|--------------|---|------------------|
| JASON SIWULA | EXECUTIVE DIRECTOR FOR PROJECT DEVELOPMENT | Voting Alternate |
|--------------|---|------------------|

KENTUCKY TRANSPORTATION CABINET - DISTRICT 5

| | | |
|----------|-----------------------------|----------------|
| TOM HALL | PLANNING SECTION SUPERVISOR | Voting Primary |
|----------|-----------------------------|----------------|

| | | |
|--------------|---|------------------|
| TRACY LOVELL | BRANCH MANAGER FOR PROJECT DEVELOPMENT | Voting Alternate |
|--------------|---|------------------|

| | | |
|--------------|-------------------------|------------------|
| MATT BULLOCK | CHIEF DISTRICT ENGINEER | Voting Alternate |
|--------------|-------------------------|------------------|

KIPDA

| | | |
|-----------|----------------------------|----------------|
| ANDY RUSH | DIRECTOR OF TRANSPORTATION | Voting Primary |
|-----------|----------------------------|----------------|

KYTC - OFFICE OF TRANSPORTATION DELIVERY

| | | |
|---------------|--------------------|----------------|
| VICKIE BOURNE | EXECUTIVE DIRECTOR | Voting Primary |
|---------------|--------------------|----------------|

| | | |
|---------------|----------------------------|------------------|
| MEGAN PITTMAN | FEDERAL PROGRAM SPECIALIST | Voting Alternate |
|---------------|----------------------------|------------------|

| | | |
|----------------|-------------------------------|------------------|
| TABITHA MARTIN | ADMINISTRATIVE BRANCH MANAGER | Voting Alternate |
|----------------|-------------------------------|------------------|

LOUISVILLE METRO AIR POLLUTION CONTROL DISTRICT

| | | |
|------------------|----------|----------------|
| RACHAEL HAMILTON | DIRECTOR | Voting Primary |
|------------------|----------|----------------|

| | | |
|-----------------|--------------------|------------------|
| FLANNERY O'NEIL | ASSISTANT DIRECTOR | Voting Alternate |
|-----------------|--------------------|------------------|

LOUISVILLE METRO AIR POLLUTION CONTROL DISTRICT

| | | |
|-----------|-------------------|------------------|
| DEE LYNCH | KAIRE COORDINATOR | Voting Alternate |
|-----------|-------------------|------------------|

LOUISVILLE METRO ECONOMIC DEVELOPMENT

| | | |
|--------------|---------------|------------------|
| RACHEL CASEY | URBAN PLANNER | Voting Alternate |
|--------------|---------------|------------------|

| | | |
|-----------|---------------|------------------|
| MIKE KING | URBAN PLANNER | Voting Alternate |
|-----------|---------------|------------------|

LOUISVILLE METRO PLANNING & DESIGN SERVICES

| | | |
|--------------|--------------------|----------------|
| JEFF O'BRIEN | EXECUTIVE DIRECTOR | Voting Primary |
|--------------|--------------------|----------------|

| | | |
|-------------|----------|------------------|
| BRIAN DAVIS | DIRECTOR | Voting Alternate |
|-------------|----------|------------------|

| | | |
|-------------|------------------------|------------------|
| BETH STUBER | ENGINEERING SUPERVISOR | Voting Alternate |
|-------------|------------------------|------------------|

LOUISVILLE METRO PUBLIC WORKS & ASSETS

| | | |
|---------------|----------|----------------|
| WESLEY SYDNOR | DIRECTOR | Voting Primary |
|---------------|----------|----------------|

| | | |
|-----------|--|------------------|
| MARK NOLL | EXECUTIVE ADMINISTRATOR FOR TRANSPORTATION PLANNING | Voting Alternate |
|-----------|--|------------------|

Transportation Technical Coordinating Committee

LOUISVILLE REGIONAL AIRPORT AUTHORITY

| | | |
|----------------|--|------------------|
| DAN MANN | EXECUTIVE DIRECTOR | Voting Primary |
| DARRELL WATSON | SENIOR VICE PRESIDENT/CHIEF EXPERIENCE OFFICER | Voting Alternate |

LOUISVILLE RIVERPORT AUTHORITY

| | | |
|------------------|--------------------|------------------|
| STEVE MILLER | EXECUTIVE DIRECTOR | Voting Primary |
| MIGUEL ZAMORA II | VICE PRESIDENT | Voting Alternate |

OLDHAM COUNTY

| | | |
|---------------|---------------------------------------|------------------|
| DAVID VOEGELE | JUDGE EXECUTIVE | Voting Primary |
| JIM SILLIMAN | COUNTY ENGINEER | Voting Alternate |
| BO GLASS | DIRECTOR OF ADMINISTRATIVE OPERATIONS | Voting Alternate |

OLDHAM COUNTY PLANNING COMMISSION

| | | |
|--------------|----------------|------------------|
| RYAN FISCHER | DIRECTOR | Voting Primary |
| ANNA BARGE | SENIOR PLANNER | Voting Alternate |

PORT OF INDIANA - JEFFERSONVILLE

| | | |
|------------|----------|----------------|
| GEORGE OTT | DIRECTOR | Voting Primary |
|------------|----------|----------------|

TARC ACCESSIBILITY ADVISORY COUNCIL

| | | |
|--------------|---|----------------|
| ALLI WOOSLEY | LOUISVILLE METRO OFFICE FOR AGING & DISABLED CITIZENS | Voting Primary |
|--------------|---|----------------|

TOWN OF CLARKSVILLE

| | | |
|---------------|---------------------------------|------------------|
| BRAD CUMMINGS | PUBLIC WORKS DIRECTOR | Voting Alternate |
| KEVIN BAITY | TOWN MANAGER | Voting Alternate |
| RYAN RAMSEY | TOWN COUNCIL PRESIDENT | Voting Alternate |
| MIKE HUFF | ASSISTANT PUBLIC WORKS DIRECTOR | Voting Alternate |

TRANSIT AUTHORITY OF RIVER CITY (TARC)

| | | |
|----------------|---|------------------|
| OZZY GIBSON | EXECUTIVE DIRECTOR | Voting Primary |
| CHRIS WARD | DIRECTOR OF GRANTS AND CAPITAL PLANNING | Voting Alternate |
| GEOFFREY HOBIN | | Voting Alternate |
| ROBERT MONSMA | TRANSPORTATION PLANNER DATA ANALYST | Voting Alternate |
| LIANN ALFARO | DIRECTOR OF PLANNING | Voting Alternate |

AARP - KENTUCKY

| | | |
|----------------|---------------------------------------|------------------|
| SCOTT WEGENAST | ASSOCIATE STATE DIRECTOR FOR ADVOCACY | Advisory Primary |
|----------------|---------------------------------------|------------------|

BULLITT COUNTY CHAMBER OF COMMERCE

| | | |
|-------------|--------------------|------------------|
| ANITA STUMP | EXECUTIVE DIRECTOR | Advisory Primary |
|-------------|--------------------|------------------|

CLARK COUNTY FIRE CHIEFS ASSOCIATION

| | | |
|--------------|-----------|--------------------|
| BRAD MEIXELL | MEMBER | Advisory Primary |
| DOUG DUNLEVY | PRESIDENT | Advisory Alternate |

FEDERAL AVIATION ADMINISTRATION - MEMPHIS

| | | |
|---------------|--------------------------|--------------------|
| TOMMY DUPREE | TEAM LEAD CIVIL ENGINEER | Advisory Primary |
| DUANE JOHNSON | TEAM LEAD CIVIL ENGINEER | Advisory Alternate |

FEDERAL HIGHWAY ADMINISTRATION - INDIANA

| | | |
|--------------------|--------------------------|------------------|
| TEMPORARILY VACANT | SENIOR COMMUNITY PLANNER | Advisory Primary |
|--------------------|--------------------------|------------------|

Transportation Technical Coordinating Committee

FEDERAL HIGHWAY ADMINISTRATION - KENTUCKY

| | | |
|--------------|-------------------------------|--------------------|
| TONYA HIGDON | TRANSPORTATION SPECIALIST | Advisory Primary |
| BODAY BORRES | DEPUTY DIVISION ADMINISTRATOR | Advisory Alternate |

FEDERAL TRANSIT ADMINISTRATION - REGION 4

| | | |
|--------------|-------------------------------------|------------------|
| AVIANCE WEBB | ENVIRONMENTAL PROTECTION SPECIALIST | Advisory Primary |
|--------------|-------------------------------------|------------------|

GREATER LOUISVILLE INC.

| | | |
|---------------|----------------|------------------|
| CHARLES HELMS | VICE PRESIDENT | Advisory Primary |
|---------------|----------------|------------------|

INDIANA MOTOR TRUCK ASSOCIATION

| | | |
|----------------|----------------|--------------------|
| GARY LANGSTON | PRESIDENT | Advisory Primary |
| JENNIFER PLATT | VICE PRESIDENT | Advisory Alternate |

KENTUCKY TRUCKING ASSOCIATION

| | | |
|-------------|-----------------|------------------|
| RICK TAYLOR | PRESIDENT & CEO | Advisory Primary |
|-------------|-----------------|------------------|

LOUISVILLE WATER COMPANY

| | | |
|---------------|---------------------------------|--------------------|
| ERIC PRUITT | ENGINEERING PLANNER | Advisory Primary |
| JORDAN BASHAM | INFRASTRUCTURE PLANNING MANAGER | Advisory Alternate |

LOUISVILLE/JEFFERSON COUNTY METRO SEWER DISTRICT

| | | |
|--------------|--------------------|------------------|
| TONY PARROTT | EXECUTIVE DIRECTOR | Advisory Primary |
|--------------|--------------------|------------------|

OLDHAM CHAMBER & ECONOMIC DEVELOPMENT

| | | |
|----------------|-----------|------------------|
| DAVID BIZIANES | PRESIDENT | Advisory Primary |
|----------------|-----------|------------------|

ONE SOUTHERN INDIANA

| | | |
|---------------|--|--------------------|
| JOHN LAUNIUS | VICE PRESIDENT, DIRECTOR OF ECONOMIC DEVELOPMENT | Advisory Primary |
| JACK HARRISON | ECONOMIC SPECIALIST | Advisory Alternate |

RIVER HILLS ECONOMIC DEVELOPMENT DISTRICT

| | | |
|-----------|--------------------|------------------|
| LISA LONG | EXECUTIVE DIRECTOR | Advisory Primary |
|-----------|--------------------|------------------|

TRIMARC

| | | |
|---------------|--------------------|--------------------|
| VINCE ROBISON | OPERATIONS MANAGER | Advisory Primary |
| BRUCE BOHNE | TOC MANAGER | Advisory Alternate |
| TODD HOOD | SYSTEM MANAGER | Advisory Alternate |

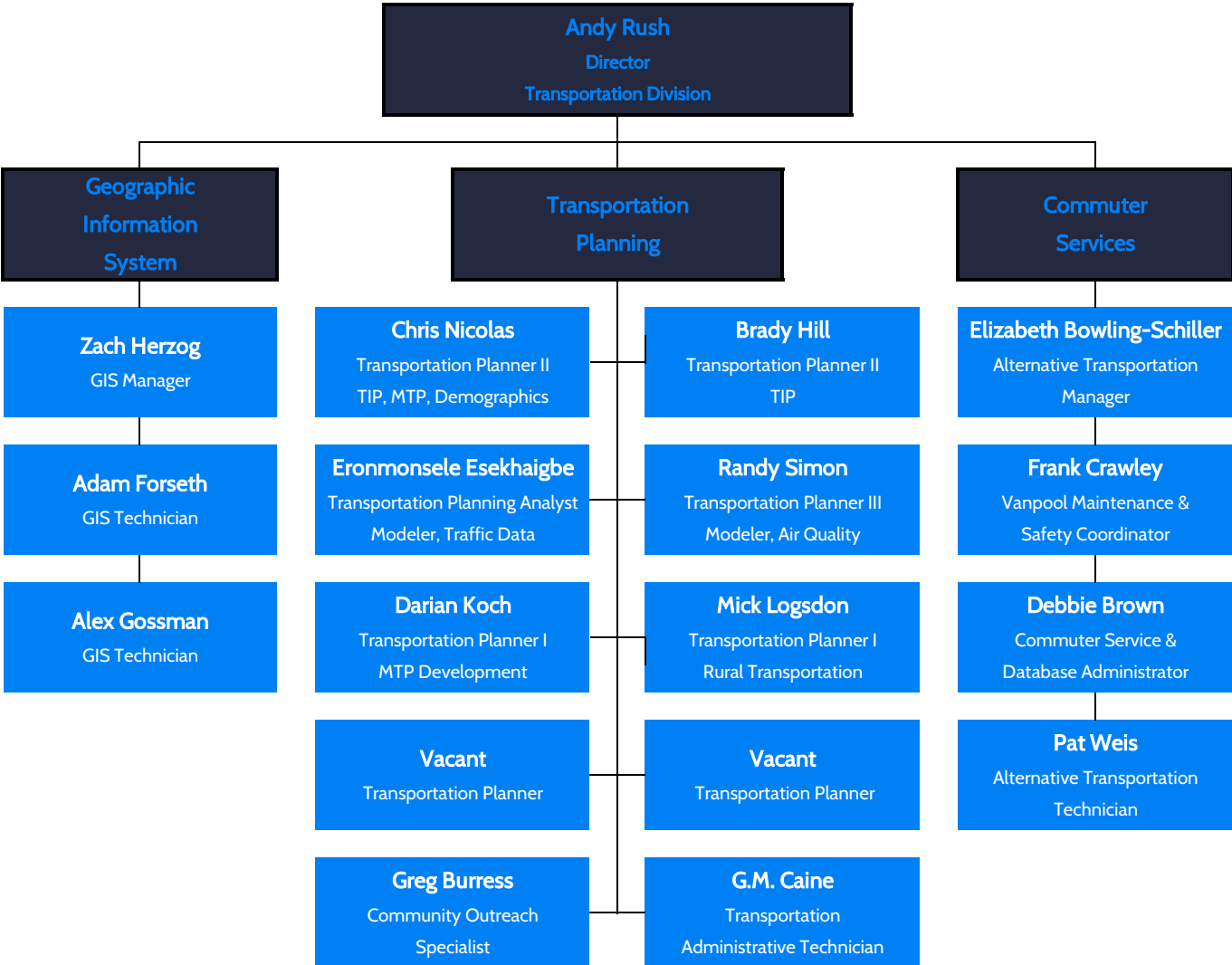
UNIVERSITY OF LOUISVILLE

| | | |
|-----------|--|------------------|
| NICK PEAK | ASSISTANT VICE PRESIDENT, GOVERNMENT RELATIONS | Advisory Primary |
|-----------|--|------------------|

APPENDIX D

KIPDA TRANSPORTATION DIVISION ORGANIZATIONAL CHART

KIPDA Transportation Division Organizational Chart



APPENDIX E

MPO CERTIFICATION REVIEW

September 2022



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division

September 20, 2022

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223 6735
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:
HDA-KY

The Honorable David Voegelé
Chairman, KIPDA Transportation Policy Committee
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Subject: Louisville Area TMA Federal Certification Review

Dear Judge Voegelé:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Louisville Area Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on June 22 and 23, 2022.

The overall conclusion of the enclosed Certification Review is that the planning process for the Louisville Area TMA complies with the spirit and intent of federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Louisville Area TMA is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Jarrett Haley, Executive Director and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers three corrective actions and ten recommendations for continuing quality improvements and enhancements to the planning process. The Certification Review Team also noted four noteworthy practices. This report has been transmitted concurrently to the MPO, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, and the Transit Authority of River City.

If you have any questions regarding the certification review process, the certification action, and/or the enclosed report, please direct them to Bernadette Dupont, Transportation Specialist, FHWA Kentucky Division, at Bernadette.Dupont@dot.gov or (502) 223-6729 and Aviance Webb, Community Planner, FTA Region 4, at Aviance.Webb@dot.gov or (404) 865-5489.

**YVETTE G
TAYLOR**

Digitally signed by YVETTE
G TAYLOR
Date: 2022.09.28 17:54:10
-04'00'

Yvette Taylor, Regional Administrator
Federal Transit Administration

Sincerely yours,

**TODD A
JETER**

Digitally signed by
TODD A JETER
Date: 2022.09.26
16:32:12 -04'00'

Todd Jeter, Division Administrator
Federal Highway Administration

Enclosure

via e-mail

cc: Aviance Webb, FTA-R4
Cecilia Crenshaw-Godfrey, FTA-R5
Erica Tait, FHWA-IN
Carrie Butler, TARC
Mikael Pelfrey, KYTC-Planning
Roy Nunnally, INDOT-Planning
Andy Rush, LOU MPO

APPENDIX F

SELF-CERTIFICATION RESOLUTIONS


- **INDOT Self-Certification Resolution**
- **KYTC Self-Certification Resolution**

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2027**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation (INDOT) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(e) (8) of the Infrastructure Investment and Jobs Act (IIJA) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency MPO**



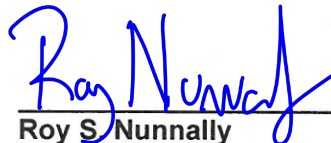
Andy Rush

Transportation Director
Title

3/2/2026

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

3/2/2026

Date

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2027**

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134,49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(e) (8) of the Infrastructure Investment and Jobs Act (IIJA) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency MPO**


Andy Rush (Mar 19, 2026 16:13:59 EDT)

Andy Rush

Transportation Director

Title

19/03/2026

Date

Kentucky Transportation Cabinet



Matt Bullock

Chief District Engineer

Title

23/03/2026

Date









TRANSPORTATION PLANNING PROCESS

Final Audit Report

2026-03-23

| | |
|-----------------|--|
| Created: | 2026-03-19 |
| By: | Gina Caine (gina.caine@kipda.org) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAqpGiMPL5YTEGuCivUbCoFIG9S3JvjHdk |

"TRANSPORTATION PLANNING PROCESS" History

-  Document created by Gina Caine (gina.caine@kipda.org)
2026-03-19 - 8:06:49 PM GMT
-  Document emailed to Matt Bullock (matt.bullock@ky.gov) for signature
2026-03-19 - 8:06:54 PM GMT
-  Document emailed to Andy Rush (andy.rush@kipda.org) for signature
2026-03-19 - 8:06:54 PM GMT
-  Email viewed by Andy Rush (andy.rush@kipda.org)
2026-03-19 - 8:13:23 PM GMT
-  Document e-signed by Andy Rush (andy.rush@kipda.org)
Signature Date: 2026-03-19 - 8:13:59 PM GMT - Time Source: server
-  Email viewed by Matt Bullock (matt.bullock@ky.gov)
2026-03-23 - 12:19:38 PM GMT
-  Document e-signed by Matt Bullock (matt.bullock@ky.gov)
Signature Date: 2026-03-23 - 12:21:31 PM GMT - Time Source: server
-  Agreement completed.
2026-03-23 - 12:21:31 PM GMT

APPENDIX G

COST ALLOCATION PLAN & APPROVAL LETTERS

KIPDA FY 2027

COST ALLOCATION PLAN

JULY 1, 2026 TO JUNE 30, 2027

Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive, Louisville, KY 40299
Office 502-266-6084 Fax 502-266-5047

FY 2027 CAP DOCUMENTATION FORM

NAME of ADD: KIPDA

Individual completing form: Freida Winkfield Shaw

The plan submitted is a(n):

Cost Allocation Plan (CAP) Indirect Cost Rate Proposal (ICRP) Our plan is blended

NOTE: Some plans may be blended and have elements of both a CAP and ICRP. These plans should meet all the elements of a CAP and the any additional ICRP elements applicable to the entity.

Please verify these required items are included in your CAP or ICRP:

- Introductory Statement explaining the plan and any specific information
- Statement assuring the district has board-approved operation policies.
- Roster of all work elements
- Chart of Accounts
- Formal books of entry
- Organization Chart sufficiently detailed to show operations
- Certification of compliance with federal requirements, including reference to compliance with 2CFR Part 200.
- A brief description of each allocated central service/shared costs
- Identification of the unit rendering the allocated/shared service and operations receiving the Service
- Items of Expense included in the cost of allocated/shared services. (allowable per 2CFR Part 200)
- Description of method used to distribute costs to all benefiting cost objectives (including federal programs).
 - No changes in methodology of allocation or classification of costs from our FY 2026 CAP
 - Changes from FY 2026: Chart of Accounts has been updated with our new software
 - CAP are as specified: (additional pages may be use if necessary)

Signed:

F. Winkfield Shaw

Print Name: Freida Winkfield Shaw

Title: Director of Finance

Date: 02/27/2026

CERTIFICATE OF COST ALLOCATION

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this plan dated January 16, 2026 to establish billings and final indirect costs for the fiscal year ending June 30, 2027, are allowable in accordance with the requirements of the Federal and State award(s) to which they apply and 2CFR Part 200. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in the plan are properly allocable to Federal and State awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and funders will be notified of any accounting changes that would affect the plan.

I declare that the foregoing is true and correct.

Governmental Unit Kentuckiana Regional Planning and Development Agency

Signature: Freida Winkfield Shaw

Name of Official Freida Winkfield Shaw

Title: Director of Finance

Date of Execution: 02/27/2026

I. INTRODUCTORY STATEMENT

The Cost Allocation Plan has been developed along the principles and standards as determined in accordance with 2CFR Part 200.

The Cost Allocation Plan is a cost allocation methodology rather than an indirect cost rate proposal. We feel that use of the indicated methodology based on year-to-date actual costs rather than a predetermined rate provides more accurate monthly (including year-end) financial statements and reports to funders.

Due to the amount of direct Federal funding received, it is not necessary for this plan to be submitted to a Federal cognizant agency. However, it is maintained and readily available for any required auditing procedures.

The Cost Allocation Plan is the management tool utilized by the Kentuckiana Regional Planning and Development Agency (KIPDA) to identify, accumulate, and distribute costs and has been approved by the KIPDA Board of Directors.

This plan, along with the methodology of accrual accounting and the use of direct salary and wages, leave, and fringe benefits as a basis for the distribution of indirect/shared costs, ensures that each program and the individual element(s) therein share(s) equitably in the distribution.

While it would be possible to charge all costs directly, it is more practical to establish a system to distribute non-direct program-related costs.

Monthly (including year-end) financial statements are prepared using actual direct salary and wages, leave, and fringe benefits as the basis for the distribution of actual indirect/shared costs to individual work elements/programs. Indirect/shared costs are distributed based upon the relationship of a work element's/program's direct salary and wages, leave, and fringe benefits to total direct salary and wages, leave, and fringe benefits.

KIPDA has and utilizes Board approved operating policies.

II. COST ALLOCATION PLAN POLICY

- All funds which are disbursed by the Kentuckiana Regional Planning and Development Agency are either chargeable to a specific program element as a direct charge, a divisional shared cost, or spread to all program elements as an organization-wide indirect cost. Direct charges are defined in 2 CFR 200 as those that can be identified specifically with a particular final cost objective. Divisional shared costs are those incurred for a common or joint purpose benefiting a specific group of program elements and not readily assignable to the program element benefited but is related to the respective group of program elements. Organization-

wide indirect costs are those incurred for a common or joint purpose benefiting all program elements and not readily assignable to the program elements benefited.

- Each month (including year-end), financial statements are prepared with organization-wide indirect costs distributed based upon the relationship of a work element's actual direct salary and wages, leave, and fringe benefits to total actual organization-wide direct salary and wages, leave, and fringe benefits and reported as indirect costs.
- In addition to the organization-wide indirect cost allocation, each month (including year-end) for billing and reporting purposes actual costs from the divisional shared cost pools are distributed. Three divisional shared cost pools for these costs have been developed. One pool distributes shared administrative costs to the following programs: Title III B, Title III C 1, Title III C 2, Title III E, Kentucky Caregiver, SHIP, ESMP and Homecare. The costs in the administrative pool are distributed to the respective programs based upon the relationship of each program element's federal and state funding to the sum of all federal and state funding for the respective group of program elements. The second pool distributes shared program service-related costs to the following programs: Title III B, Title III C 2, Title III E, Kentucky Caregiver, SHIP, ESMP and Homecare. The costs in the program pool are distributed to the respective programs based upon the relationship of each program element's budgeted revenues to the sum of the all budgeted revenues for the respective group of program elements. The final pool distributes shared ADRC program service costs to Title III B, Title III C 1, Title III C 2, Title III E, Kentucky Caregiver, SHIP, ESMP and Homecare. The ADRC shared program service costs are distributed based on the relationship of the budgeted revenues for the work element. The allocated shared grouped costs are added to the actual related costs in the respective administrative or program element including ADRC.

Listed below are explanations of the Costs of major expense items utilized by the Kentuckiana Regional Planning and Development Agency in cost distribution.

| | | | | |
|---|---|--|---|--|
| A program's portion of total indirect costs | = | That program's direct salary, wages and leave plus fringe benefits | / | Total of all program's salary and leave plus fringe benefits |
|---|---|--|---|--|

COSTS

1. Salary and wages - Salary and wages are charged to various element(s) to which their work is attributable. If the work is readily identifiable with particular program elements, or divisional shared cost pools, it is charged to the particular program element or divisional shared cost pool. If the work is performed for a common or joint purpose benefiting all program elements and is not readily assignable to program elements or shared cost pools specifically benefited it is an indirect cost. Agency administrative personnel will generally be charged as an indirect cost.

2. Fringe Benefits, Vacation, Sick, Holiday, and Other Leave - Fringe benefits and vacation, sick, holiday, and other leave costs are accumulated in cost pools. Costs from these pools are distributed in the ratio of actual charged salary and wages of employees based on eligibility for the respective pools.

| | | | | |
|--|---|---|---|---|
| A program's portion of leave costs and fringe benefits | = | That program's actual charged salary and wages | / | Total of all program's actual charged salary and wages |
|--|---|---|---|---|

3. Temporary Services - Temporary services which are charged as a direct cost if the work assigned is readily identifiable with a particular program element or divisional shared cost pool. Other temporary services are charged as an indirect cost.
4. Postage - Postage expenses which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. Postage expense which is not identified with a particular work element or divisional shared cost pool shall be charged as indirect cost.
5. Advertising - Advertising costs which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. Other advertising is charged as an indirect cost. Advertising costs include hiring, procurement advertising, and meeting notices.
6. Audit Fees - Audit fees are charged as indirect costs.
7. Contract Services - All contracts which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. If, in fact, there should be a contract which could not be identifiable with a particular element or program it would be an indirect cost.
8. Legal Services- Legal services related to procurement, contracts, personnel, and other legal matters are charged as indirect costs.
9. Telephone - If telephone expenses are directly attributable to specific work elements or divisional shared cost pools they shall be charged to a particular element or divisional shared cost pool. Other telephone expense is charged as an indirect cost.
10. Travel - All travel costs which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. All other travel costs are charged as indirect costs.
11. Office Maintenance - Office maintenance is charged as an indirect cost.

12. Office Rent – Office rent is charged as an indirect cost. Office rent is required due to space limitations.
13. Equipment – Equipment purchases which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. Other equipment is charged as an indirect cost.
14. Office Supplies - Office supplies are generally charged as an indirect cost. If supplies are needed for specific programs they are charged to a particular element or divisional shared cost pool.
15. Copying - Copying expenses that are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. Other copying expense shall be charged as an indirect cost.
16. Depreciation – Depreciation on property and equipment that was not purchased with grant funds is charged as an indirect cost. No depreciation on items purchased with grant funds is charged to program elements.
17. Utilities - Utilities are charged as an indirect cost.
18. Other Expenses - Other expenses which are directly attributable to specific work elements or divisional shared cost pools shall be charged to a particular element or divisional shared cost pool. Other expenses that are not identified with a particular element or divisional shared cost pool shall be charged as an indirect cost.

Transportation Division Allocation

For all MPO transportation grants, expenses are allocated to the MPO grants based on the relationship of the budgeted revenues for the work element.

III. FORMAL BOOKS OF ENTRY

- a. Cash Receipts Journal
- b. Cash Disbursements Journal
- c. General Ledger
- d. Payroll Register
- e. Voucher Register

This is to confirm that the Kentuckiana Regional Planning and Development Agency does in fact have in-house and does utilize the above listed formal books of entry in the accounting functions.

IV. WORK ELEMENTS

Listed below are the various work elements used by the Kentuckiana Regional Planning and Development Agency:

PROGRAM ELEMENT CODES AND DESCRIPTIONS

WORK ELEMENTS FOR FY 2027

(Some work elements may not be used)

(Additional work elements may be added for new programs)

| | |
|--------|---|
| 300000 | Technical Assistance (140) |
| 300001 | CDBG (125) |
| 300002 | EDA (120) |
| 300003 | Program Administration (150) |
| 301000 | WRIS Maintenance |
| 301001 | MSD Pump Station Projects |
| 301002 | MSD Ash Ave Area Interceptor Project |
| 301003 | MSD Ohio River Lift Stations Project |
| 301004 | Angel's Envy CDBG |
| 301005 | Haven Recovery CDBG |
| 301006 | Taylorsville UofL Health CDBG |
| 301007 | EPA Brownfields |
| 301008 | Bullitt Cty Roe Hill CDBG |
| 301009 | Angel's Envy EDA |
| 301010 | LWC Roe Hill SRF |
| 301011 | LWC Private LSL Replacement |
| 301012 | Spencer Co WWTP Improvements Prj SRF |
| 301013 | 1694 Joyes Station Rd Access Rd |
| 301014 | Shepherdsville WWTP Improvements Prj EDA |
| 301015 | Shepherdsville WWTP Improvements Prj SRF |
| 302000 | LWC Oak Street CWP |
| 302001 | CWP Muhammad Ali MRRP Round 1 |
| 302002 | Shelbyville CWP |
| 302003 | OCWD Storage Tank US 42 |
| 302004 | City of Bedford CWP |
| 302005 | Simpsonville WWTP Project |
| 302006 | Madison Water Line Replacement |
| 302007 | HCWD2 Water Tank Cleaning & Painting Prj |
| 302008 | HCWD2 Pleasureville Area Water Sys Imp Prj |
| 302009 | HCWD2 Boling Branch Rd Water Line Ext |
| 302010 | Salt River BPS to Chapeze BPS |
| 302011 | LWC Huckleberry/Oaks Way Ext |
| 302012 | OCWD Storage Tank US 42 Round 2 |
| 302013 | Clovercoft, Ashebrooke & Conf. Estates Storm Prj. |
| 302014 | Shelbyville 30" Phase II |
| 302015 | Spencer County Sanitation District Phase 1 |

302016 Shepherdsville WWTP Improvements Prj CWP
 302017 LWC KY Glenmary & Oak St 48-in Rehab Phase II
 302018 Milton Wastewater Collection System Improvements
 302019 Trimble Carmon Creek Rd/Louden Ln Wtrline Ext
 302020 HCWD2 Cane Run Road Upgrade Round 2
 302021 CWP John Lee Rd Extension Round 2
 302022 CWP Eagles Rd Extension Round 2
 302023 CWP Muhammad Ali MRRP Round 2
 302024 CWP Sylvania No.6 Rd Extension Round 2
 302025 CWP Hwy 1694 Extension Round 2
 302026 LWC Tom Wallace
 302027 OCWD Shelbyville Det Center Rd2 CWP
 303000 City of Eminence ARPA
 303001 City of Hillview ARPA
 303002 City of New Castle ARPA
 303003 City of Shelbyville ARPA
 303004 City of Hurstbourne ARPA
 303005 City of Middletown ARPA
 303006 City of Lebanon Junction ARPA
 303007 City of Shepherdsville ARPA
 303008 City of Indian Hills ARPA
 303009 City of Lyndon ARPA
 303010 City of Prospect ARPA
 303011 City of Pewee Valley ARPA
 303012 City of Shively ARPA
 303013 Spencer Cty ARPA
 303014 City of Douglass Hills ARPA
 303015 City of Graymoor-Devondale ARPA
 303016 Oldham Co. HMGP & FMA
 310001 System Monitoring
 310002 Long Range Plan
 310003 Short Range Plan
 310004 Administration
 310005 MPO Contracts
 310006 Complete Streets Planning (Un-Matched)
 311000 Rideshare
 312000 Air Pollution
 312001 Central Bullitt Cty Traffic Master Plan
 312002 Louisville Metro Trucking Network Action Plan
 312003 SS4A - Safe Street & Roads for All
 312004 FRA Corridor Identification Grant
 313000 Statewide Planning
 314000 Inventory Project - Bullitt Cty
 314001 Inventory Project - Henry Cty

314002 Inventory Project - Jefferson Cty
 314003 Inventory Project - Oldham Cty
 314004 Inventory Project - Shelby Cty
 314005 Inventory Project - Spencer Cty
 314006 Inventory Project - Trimble Cty
 320000 Aging Pool
 320100 Program Pool
 320110 ADRC
 320120 Title III Training
 320130 Title III B Administration
 320140 Title III C 1 Administration
 320150 Title III C 2 Administration
 320160 ESMP Administration
 320170 Title III E Administration
 320180 Homecare Administration
 320190 KY Caregivers Administration
 320200 SHIP Administration
 320210 Title III B I & A
 320220 Title III B Subcontractors
 320230 Get There - Title III B Trans
 320240 Title III B In-House Vouchers
 320250 Title III B Uber Health
 320260 Senior Center Transportation
 320270 Title III C 1 Subcontractor
 320280 Title III C 2 In-House Services
 320290 Title III C 2 Subcontractor
 320300 ESMP Services
 320310 NSIP July-September
 320320 NSIP October-June
 320350 Title III D - Capable In-House
 320360 National Caregivers - In-House Services
 320370 National Caregivers - Subcontractors
 320380 National Caregivers - Vouchers
 320390 HC - Assessment
 320400 HC - Case Management
 320410 HC Subcontractors
 320420 HC - Expenses (non-sub)
 320430 KY Caregivers In-House Services
 320440 KY Caregivers - Subcontractors
 320450 KY Caregivers - Vouchers
 320460 SHIP In-House Services
 320470 ADRC Medicaid
 320480 MIPPA AAA July-Aug
 320490 MIPPA AAA Sept-June

320500 MIPPA ADRC July-Aug
320510 MIPPA ADRC Sept-June
320520 MIPPA SHIP July-Aug
320530 MIPPA SHIP Sept-June
320540 Long Term Care Ombudsman
320600 Title VII Elderabuse Subcontractors
320700 Title VII Ombudsman
320800 INNU Services
321000 Medicaid Waiver Financial Management
321001 HCB Case Management
321002 MPW Case Management
321003 HCB Traditional Case Management
321004 Medicaid Waiver ADRC
322000 KHBE
322001 KCHIP
322002 SNAP
323000 Veterans Directed Care
324000 GWEP #1
324001 GWEP #3
324002 Edith Grigsby Trust
324003 Ford Grant
324004 Rural LCCEA
324005 Weinberg Capable
324006 Meals on Wheels Stipend - Meals
379005 FAN PROGRAM
380000 Local Funds
391000 GASB 68
392000 GASB 75
995100 Annual Leave
995200 Sick Leave
995300 Holiday Leave
995400 Jury Duty
995500 Other Leave
995600 Annual Leave Termination Pay
995700 Emergency Sick Leave
995800 Bereavement Leave
997000 Unassigned
998000 Fringe Benefit Pool
999000 Indirect Cost Pool

V. UNIFORM CHART OF ACCOUNTS

KIPDA CHART OF ACCOUNTS JULY 1, 2026

| | |
|-------|---------------------------------------|
| 10000 | Payroll Cash Account |
| 10100 | Cash Account |
| 10110 | CDO Payroll Account |
| 11500 | GASB 68 Pension Outflow |
| 11600 | GASB 75 OPEB Outflows |
| 12000 | Accounts Receivable |
| 12100 | Accounts Receivable - Other |
| 12110 | A/R - Medicaid Waiver Other |
| 12200 | A/R DSS DAIL |
| 12250 | A/R DSS Contract/Grants |
| 12300 | A/R Medicaid Waiver |
| 12400 | A/R Transportation |
| 12500 | A/R CED Contracts |
| 12600 | A/R CED DLG |
| 12900 | A/R Medicaid Waiver Patient Liability |
| 15100 | Prepaid Expenses |
| 15200 | Prepaid Postage |
| 16000 | Fixed Assets |
| 16500 | Accumulated Depreciation |
| 20000 | Accounts Payable - Vendor |
| 20100 | Federal Tax W/H |
| 20200 | FICA Tax W/H |
| 20300 | State Tax W/H |
| 20400 | Local Tax W/H |
| 20500 | GASB 68 Deferred Inflow Pension |
| 20510 | GASB 68 Pension Liability |
| 20520 | GASB 75 OPEB Liability |
| 20530 | GASB 75 Deferred Inflows OPEB |
| 20600 | Deferred Comp - 401K |
| 20700 | Deferred Comp - 457 |
| 20800 | 401(K) Roth IRA |
| 20900 | Vision - 125K |
| 21000 | Medical Ins - 125K |
| 21200 | Roth After Tax |
| 21300 | AFLAC W/H |
| 21400 | Dental - 125K |
| 21500 | Life Insurance - After Tax |
| 21600 | AFLAC - 125K |
| 21800 | Retirement Purchase - AT |

21900 FSA - Medical
 22000 FSA - Dependent Care
 22100 Med Ins - AT
 22200 Direct Deposit #2
 22300 Direct Deposit #3
 22500 Direct Deposit #4
 22600 Direct Deposit #5
 22700 IRA Traditional
 22800 401K%
 23100 Retirement W/H
 23200 Annuity - 1%
 24000 Debt - Employee
 24900 Fan Donations
 25100 Medicaid Waiver Federal Tax W/H
 25200 Medicaid Waiver State Tax W/H
 25300 Medicaid Waiver Local Tax W/H
 25400 Medicaid Waiver FICA Tax W/H & Accrued
 25500 Medicaid Waiver State Unemployment Ins
 25600 Medicaid Waiver Federal Unemployment
 25700 Medicaid Waiver Other Withholdings
 25800 Medicaid Waiver Accounts Payable - Other
 25900 Medicaid Waiver Accrued Payroll
 26000 Accrued Payroll
 26100 Accrued Travel Expenses
 26200 A/P CHS
 26300 A/P Transportation
 26400 A/P Tarc (MPO Match)
 26500 Accrued Annual Leave
 26700 A/P - Other Contracts
 27301 Deferred CED Contract Funds
 27302 Deferred CWP Contract Funds
 27303 Deferred ARPA Contract Funds
 27311 Deferred Vanpool Fees
 27321 Deferred PDS-CDO Medicaid Staff Fees
 27324 Deferred DSS Contract Funds
 27400 Vanpool Fees Due Tarc
 27500 Vanpool Deposits
 27550 Deferred Match
 30000 CED Operations
 30100 CED Contract Work
 30200 CED Clean Water Project
 30300 CED ARPA Contracts
 31000 TRA MPO Operations
 31100 TRA Rideshare

31200 TRA Contract Services
 31300 TRA Statewide Planning
 31400 TRA Inventory Project
 32000 DSS Aging
 32100 DSS Medicaid Waiver
 32200 DSS KHBE Project
 32300 DSS Veterans Directed Care
 32400 DSS Special Contracts
 38000 General Fund
 39000 Fund Balance
 39100 GASB 68 Pension Equity
 39200 GASB 75 OPEB Equity
 39700 Unassigned
 39800 Fringe Benefit Pool
 39900 Indirect Cost Pool
 40000 DLG - CDBG Federal
 40100 DLG - CDBG Match
 40200 DLG - Unmatched
 40300 EDA - State
 40400 EDA - Federal
 41000 WRIS
 41001 MSD Multi Pump Station Projects
 41002 MSD Ash Ave Area Interceptor Project
 41003 MSD Ohio River Lift Station Project
 41004 Angel's Envy CDBG
 41005 Haven Recovery CDBG
 41006 Taylorsville UofL Health CDBG
 41007 EPA Brownfields
 41008 Bullitt Cty Roe Hill CDBG
 41009 Angel's Envy EDA
 41010 LWC Roe Hill SRF
 41011 LWC Private LSL Replacement
 41012 Spencer Co WWTP Improvements Prj SRF
 41013 1694 Joyes Station Rd Access Rd
 41014 Shepherdsville WWTP Improvements Prj EDA
 41015 Shepherdsville WWTP Improvements Prj SRF
 41100 Vanpool Fees
 41203 SS4A Safe Streets & Roads for All
 41300 KY Statewide Program
 41400 Local Road Updates
 42000 LWC Oak St CWP
 42001 CWP Muhammad Ali CWP
 42002 Shelbyville CWP
 42003 USDOT

42004 City of Bedford CWP
 42005 Simpsonville WWTP Project
 42006 Madison Water Line Replacement
 42007 HCWD2 Water Tank Prj
 42008 HCWD2 Pleasureville Area Wtr Sys Prj
 42009 HCWD2 Boling Branch Rd Wtr line Ext
 42010 Salt River BPS to Chapeze BPS
 42011 LWC Huckleberry/Oaks Way Ext
 42012 OCWD Storage Tank US 42 Round 2
 42013 Clovercoft, Ashebrooke & Conf. Estates Storm Prj.
 42014 Shelbyville 30" Phase II
 42015 Spencer County Sanitation District Phase 1
 42016 Shepherdsville WWTP Improvements Prj CWP
 42017 LWC KY Glenmary & Oak St 48-in Rehab Phase II
 42018 Milton Wastewater Collection System Improvements
 42019 Trimble Carmon Creek Rd/Louden Ln Wtrline
 42020 HCWD2 Cane Run Rd Upgrade Round 2
 42021 CWP John Lee Rd Extension Round 2
 42022 CWP Eagles Rd Extension Round 2
 42023 CWP Muhammad Ali MRRP Round 2
 42024 CWP Sylvania NO. 6 Extension Round 2
 42025 CWP Hwy 1694 Extension Round 2
 42026 LWC Tom Wallace
 43000 City of Eminence ARPA
 43001 City of Hillview ARPA
 43002 City of New Castle ARPA
 43003 City of Shelbyville ARPA
 43004 City of Hurstbourne ARPA
 43005 City of Middletown ARPA
 43006 City of Lebanon Junction ARPA
 43007 City of Shepherdsville ARPA
 43008 City of Indian Hills ARPA
 43009 City of Lyndon ARPA
 43010 City of Prospect ARPA
 43011 City of Pewee Valley ARPA
 43012 City of Shively ARPA
 43013 Spencer Cty ARPA
 43014 City of Douglass Hills ARPA
 43015 City of Graymoor-Devondale ARPA
 44000 KY FHWA
 44010 KY FHWA - Complete Streets
 44020 KTC Match
 44100 KY FTA
 44110 KY FTA - Complete Streets

44120 TARC Share FTA
 44200 KY STP
 44300 IN FHWA
 44310 IN FHWA - Complete Streets
 44400 IN FTA
 44410 IN FTA - Complete Streets
 44500 IN STP
 44700 Other Match
 44800 IN Complete Streets Planning (Un-Matched)
 44900 INDOT CMAQ
 45000 Bullitt County
 45001 Clark County
 45002 Charlestown
 45003 Clarksville
 45004 Jeffersonville
 45005 Floyd County
 45006 New Albany
 45007 Henry County
 45008 Louis/Jeff Metro Gov't
 45009 Oldham County
 45010 Shelby County
 45011 Spencer County
 45012 Trimble County
 45900 KHBE - FED
 45901 KHBE - STATE
 45903 KHBE - KCHIP
 45904 KHBE - SNAP
 46000 Title III B Admin FED
 46010 Title III B Admin STATE
 46100 Title III B Support Svcs FED
 46110 Title III B Support Svcs STATE
 46120 Title III B Support Svcs FED Carryover
 46130 Title III B Ombudsman FED
 46135 Title III B Ombudsman FED Carryover
 46140 Title III B Ombudsman STATE
 46160 Title III B Supp ARPA Fed
 46200 Title III C 1 Services FED
 46210 Title III C 1 Admin FED
 46220 Title III C 1 Admin STATE
 46230 Title III C 1 Svcs STATE
 46240 Title III C 1 Svcs FED Carryover
 46264 Title III C 1 Admin Expanded Senior Meals Program
 46265 Title III C 1 Svcs Expanded Senior Meals Program
 46300 Title III C 2 Svcs FED

46310 Title III C 2 Admin FED
 46320 Title III C 2 Admin STATE
 46340 Title III C 2 Svcs STATE
 46400 Title III D Prev Health Svcs FED
 46420 Title III D Prev Health FED Carryover
 46421 Title III D Prev Health Svcs ARPA
 46500 Title III E CG Supp Svcs FED
 46510 Title III E Admin FED
 46520 Title III E Admin STATE
 46540 Title III E CG Supp Svcs STATE
 46550 Title III E CG Supp Svcs FED Carryover
 46560 Title III E GP Supp Svcs FED
 46570 Title III E GP Supp Svcs STATE
 46580 Title III E GP Supp Svcs FED Carryover
 46600 Title VII Elderabuse FED
 46602 Title VII Elderabuse STATE
 46700 Homecare Admin
 46710 HC Svcs - Non Meals
 46730 HC Svcs - Expanded Senior Meals Program
 46740 ESMP Admin
 46750 ESMP Svcs
 47000 NSIP July- Sept
 47050 NSIP Oct - Sept
 47400 SHIP Admin FED
 47410 SHIP Svcs FED
 47500 ADRC Medicaid FED
 47510 ADRC Medicaid STATE
 47515 SHIP Svcs FED Carryover
 47600 Title VII Ombudsman FED
 47602 Title VII Ombudsman FED Carryover
 47603 Title VII Ombudsman STATE
 47610 GWEP #1
 47620 GWEP #3
 47700 Medicaid Waiver Client Payroll Reimbursement
 47710 Medicaid Waiver In-House Home Visit Fees
 47720 Medicaid Waiver In-House Financial Management Fees
 47730 Medicaid Waiver External Financial Management Fees
 47740 Medicaid Waiver Client Background Checks Reimbursement
 47750 Medicaid Waiver Client Fees
 47800 LTC Ombudsman
 47930 INNU DAIL Grant
 48000 KY Caregivers Program
 48205 Weinberg Capable
 48210 Veterans Directed Care - Jefferson

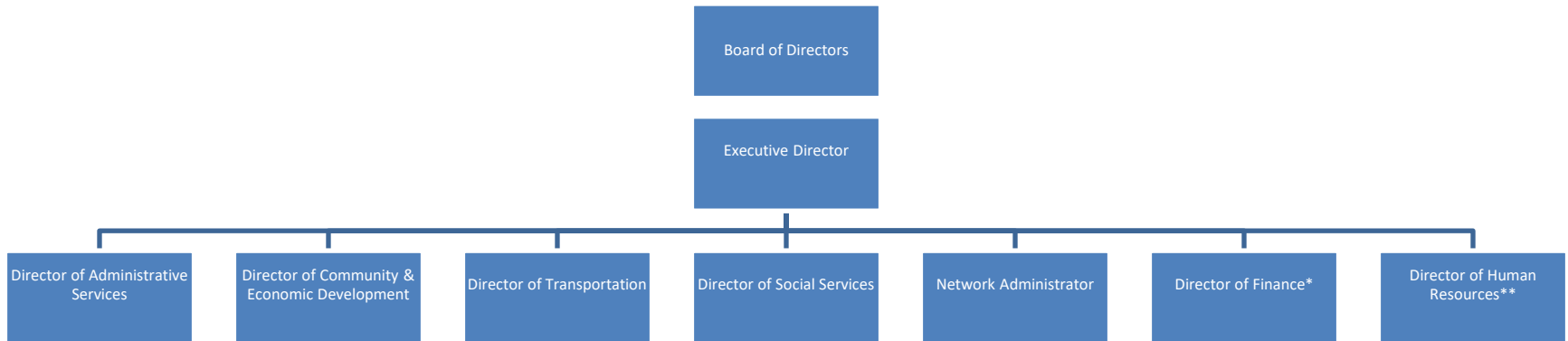
48220 Veterans Directed Care - Bullitt
 48230 Veterans Directed Care - Henry
 48240 Veterans Directed Care - Oldham
 48250 Veterans Directed Care - Shelby
 48260 Veterans Directed Care - Spencer
 48270 Veterans Directed Care - Trimble
 48280 Veterans Directed Care - Clark
 48400 GF Transfer Exps in excess of Revenue
 48600 Edith Grigsby Trust
 48700 MIPPA Ends AUGUST
 48710 MIPPA Starts SEPTEMBER
 49000 Homecare Client Fees
 49050 Ford Grant - Awake Ministries
 49500 Interest Income
 49600 Donations
 49700 Transfer from General Fund
 49800 In-kind Match
 49890 Miscellaneous Medicaid Waiver
 49900 Miscellaneous
 50000 Salaries
 50100 Employee Paid Deductions
 50500 Fringe Benefits
 50600 FICA Expense
 50700 Medical Insurance
 50800 Life Insurance
 50900 Retirement Expense
 50910 OPEB Expense
 51000 Unemployment Insurance
 51100 Worker's Comp Insurance
 51200 Vision Insurance
 51300 Dental Insurance
 51400 Other Benefits
 51410 GASB 68 Pension Expense
 51420 GASB 68 Deferred Inflow Pension
 51500 Internet Fees
 51600 Equipment & Computer Maintenance
 51700 Temporary Services
 51800 Postage/Shipping
 51900 Subscriptions & Publications
 52000 Insurance - Nonpersonel
 52100 Registration Fees
 52200 Software Maintenance &/or License
 52300 Membership Dues
 52400 Legal

52500 Advertising
 52600 Audit
 52700 Service Providers
 52800 Contract Services
 52900 Drug Screens/TB Test
 53000 Background Checks
 53100 Fifth Third Bank Fees
 53200 Telephone
 53400 Car Expenses & Related
 53600 Travel in Region
 53700 Board Travel
 53800 Travel out of Region
 53900 Utilities
 54000 Meeting Expense
 54100 Office Maintenance
 54200 Equipment Rental
 54300 Office Rent
 54400 Office Supplies
 54500 Van Maintenance Supplies
 54600 Printing
 54700 Copying
 54900 Depreciation
 55000 Vanpool Subsidies
 55100 Emergency Ride Home
 55200 Outreach Materials
 55300 Fleet Operating Expense
 55400 Vanpool Bank Fees
 55500 Minor Equipment (<\$5,000)
 58800 Interpreters
 59000 Miscellaneous
 59300 Equipment Purchases (>\$5,000)
 59500 Transfer from General Fund
 59700 Indirect Costs
 61000 Bullitt - Vouchers
 61100 Shelby - Vouchers
 61200 Spencer - Vouchers
 62000 Vouchers FCG & KY Caregivers
 67000 Medicaid Waiver Client Payroll
 67100 Medicaid Waiver Employer Taxes
 67200 Medicaid Waiver Goods Purchased
 69200 Support Services Other
 79900 Unallocated
 79910 Unallocated CED
 79920 Unallocated Social Services

79930 Unallocated Transportation

Kentuckiana Regional Planning and Development Agency

Organizational Chart

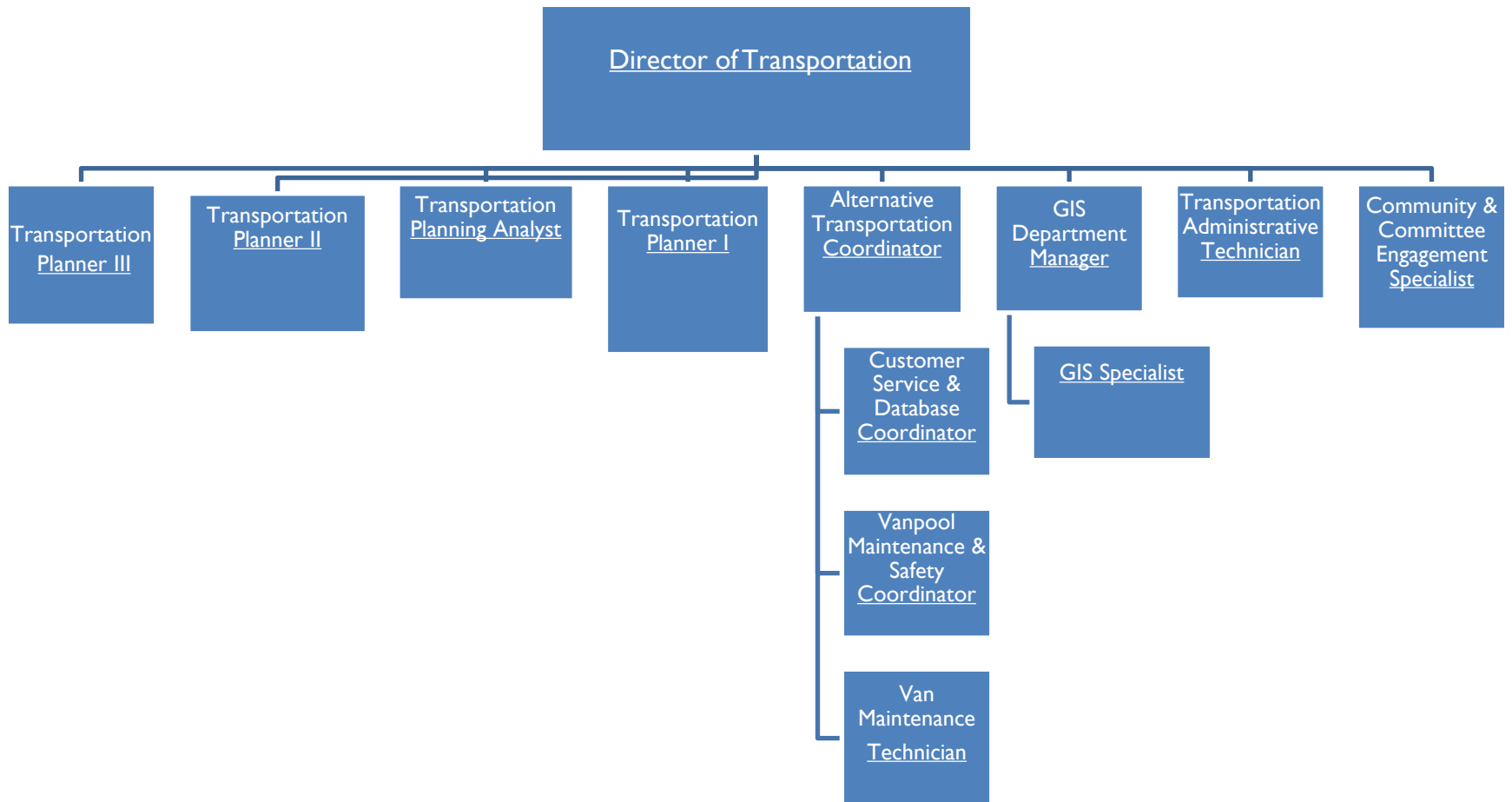


*The Director of Finance will serve as the Executive Director's designee when the Executive Director is out of the office.

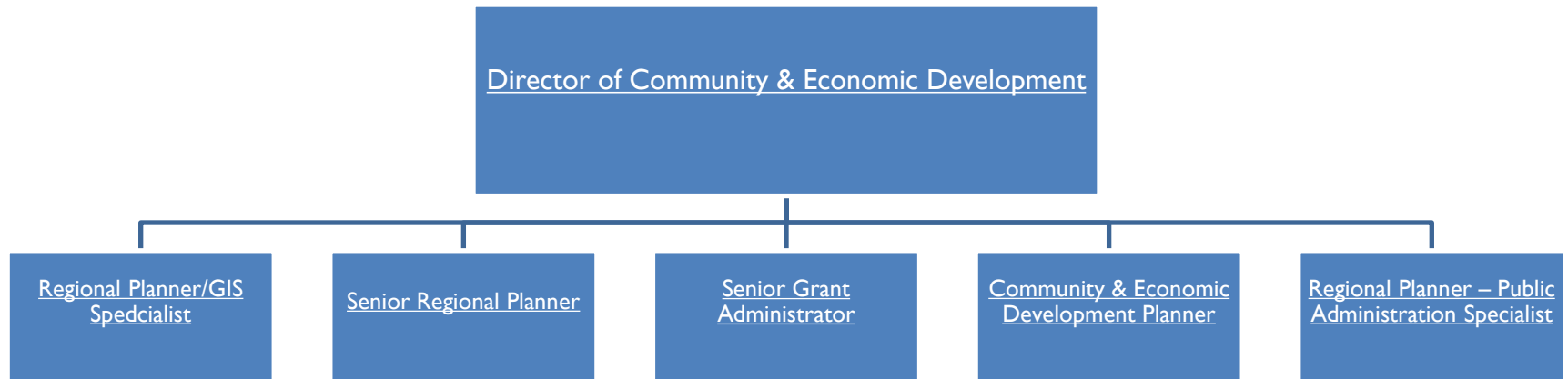
** When the Executive Director and the Director of Finance are both out of the office the Director of Human Resources will act as the Executive Director's designee.

2/5/2026

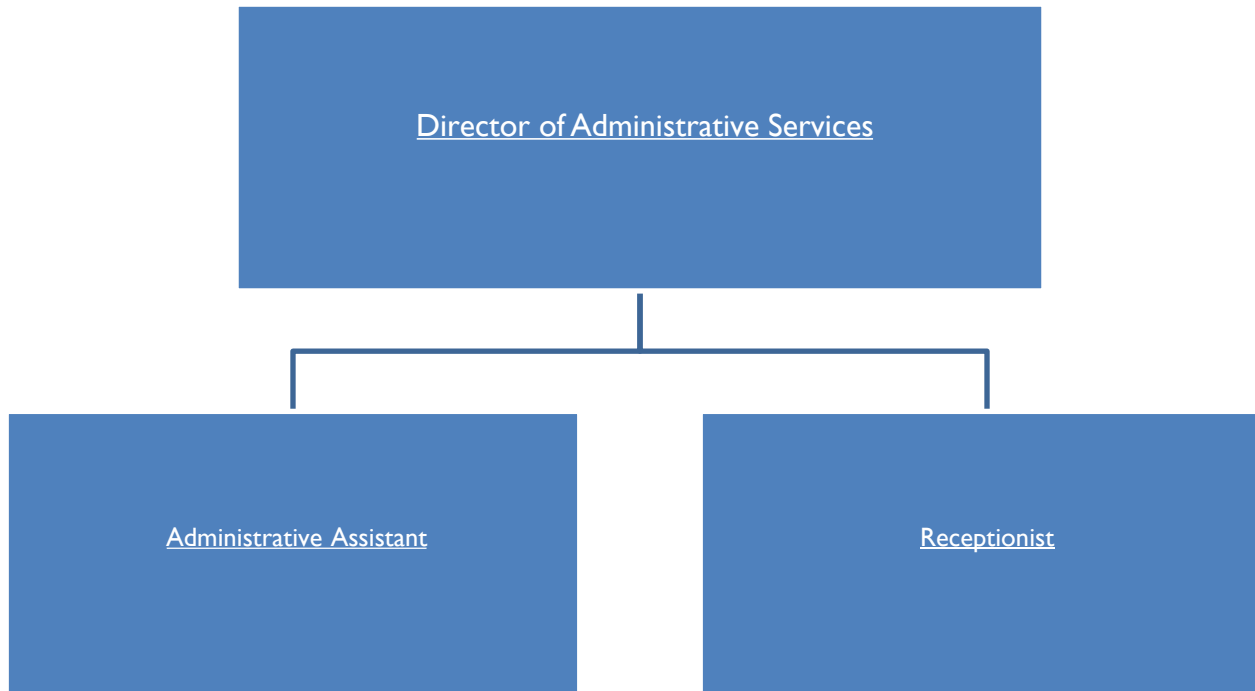
Transportation Division



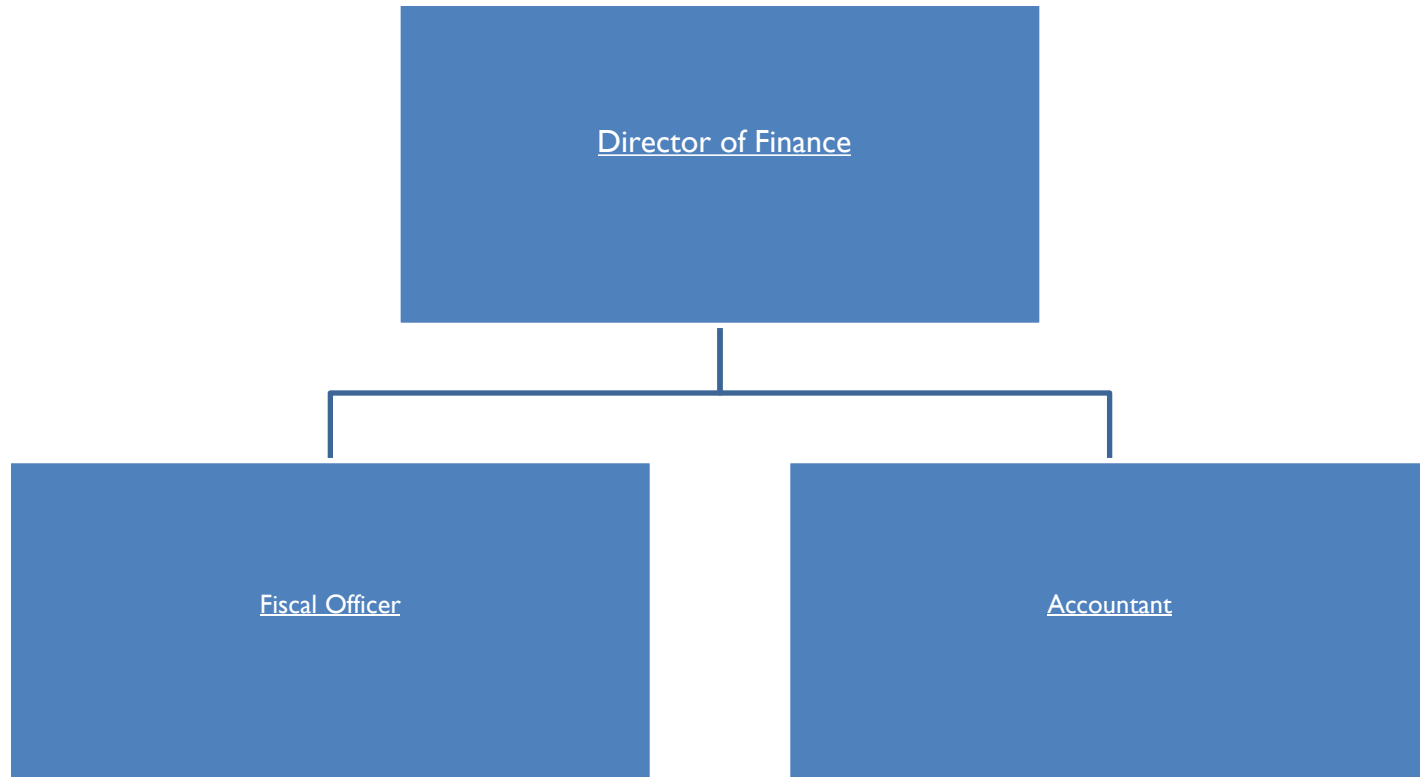
Community & Economic Development Division



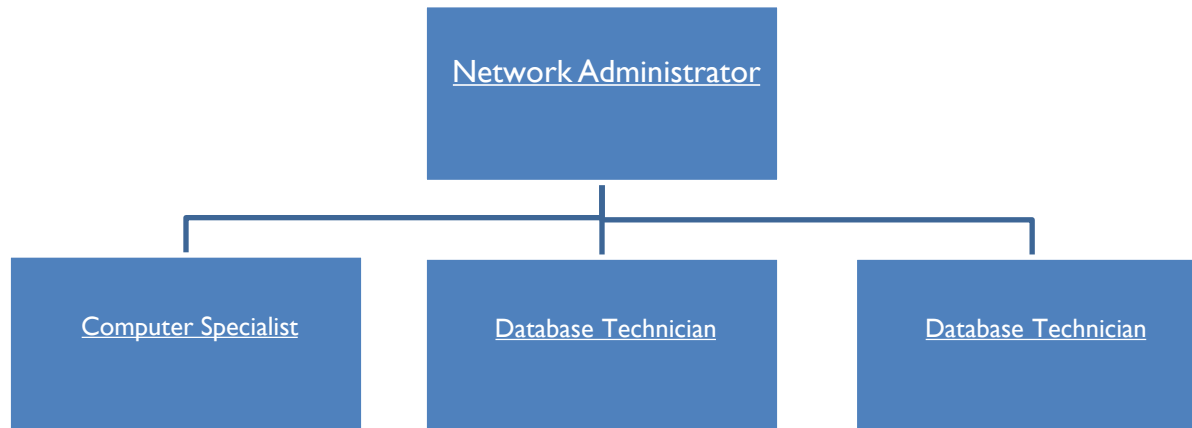
Administrative Services Division



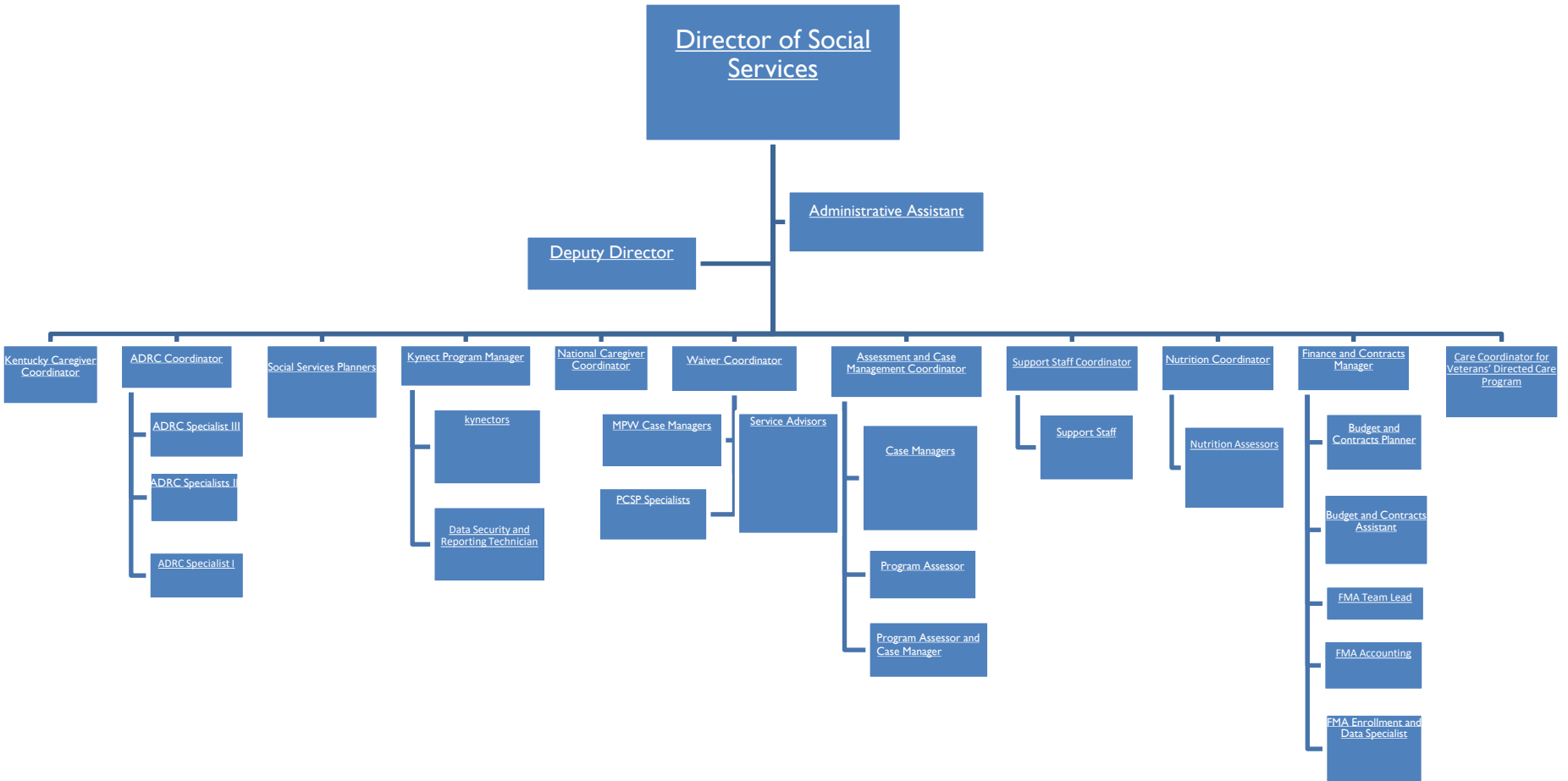
Finance Division



Computer Services Division



Social Services Division





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Mike Braun, Governor
Lyndsay Quist, Commissioner

March 5, 2026

Andy Rush, Transportation Director
Kentuckiana Regional Planning and Development Agency (KIPDA)
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Rush,

INDOT has reviewed the FY 2027 Cost Allocation Plan presented by KIPDA MPO for the period of July 1, 2026 through June 30, 2027.

In accordance with 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates formular which will be monitored with respect to your Unified Planning Work Program (UPWP) Grant. Please include a copy of this letter in your FY 2026 UPWP for future reference. Should the indirect rates formular change during the FY 2026 grant period, please provide the revised information for re-approval and inclusion of the new rate formular as modification/inclusion in your UPWP Appendix.

The approved rates formulars are as follows:

- Indirect Rate
- Fringe Rate

| | | | | |
|--|---|---|---|---|
| A Program's Portion of Total Indirect Costs | = | That Program's Direct Salary Wages and Leave Plus Fringe Benefits | / | Total of All Program's Salary and Leave Plus Fringe Benefits |
|--|---|---|---|---|

| | | | | |
|--|---|---|---|--|
| A Program's Portion of Leave Costs and Fringe Benefits | = | That Program's Actual Charged Salary and Wages | / | Total of All Program's Actual Actual Charged Salary and Wages |
|--|---|---|---|--|

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
P. Story
R. Nunnally
J. Mitchell
File

APPENDIX H

PLANNING MEMORANDUM OF AGREEMENT

Updated April 1, 2026

MEMORANDUM OF AGREEMENT

By and Between the

Kentuckiana Regional Planning and Development Agency,

Indiana Department of Transportation,

Kentucky Transportation Cabinet,

and

Transit Authority of River City

This Memorandum of Agreement (MOA) is made by and between the Kentuckiana Regional Planning and Development Agency (hereinafter referred to as KIPDA), the Indiana Department of Transportation (hereinafter referred to as INDOT), the Kentucky Transportation Cabinet (hereinafter referred to as KYTC), and the Transit Authority of River City (hereinafter referred to as TARC),

Whereas, the current federal transportation authorization legislation requires the establishment of agreements among certain agencies involved in the transportation planning process, and

Whereas, the aforementioned agreement shall include specific provisions for the Metropolitan Planning Organization, the State(s), and the public transportation operator(s) to clearly identify their mutual responsibilities in carrying out the continuing, cooperative, and comprehensive metropolitan transportation planning process; and

Whereas, KIPDA is the designated Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, consisting of Clark and Floyd counties in Indiana and Bullitt, Jefferson, Oldham and a portion of Shelby counties in Kentucky; and

Whereas, INDOT and KYTC are the state agencies responsible for the planning, operation, and maintenance of the transportation systems of Indiana and Kentucky, respectively, and are members of the Metropolitan Planning Organization; and

Whereas, TARC is the provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area and is a member of the Metropolitan Planning Organization; and

Whereas, TARC is the designated recipient for Section 5307, 5310 and 5339 funds in the Louisville/Jefferson County KY-IN Urbanized Area.

Now, therefore, KIPDA, INDOT, KYTC, and TARC mutually agree as follows:

RESPONSIBILITIES OF THE KIPDA METROPOLITAN PLANNING ORGANIZATION (MPO):

KIPDA Structure

1. The Metropolitan Planning Organization (MPO) organizational structure consists of the Transportation Policy Committee (TPC) and the Transportation Technical Coordinating Committee (TTTC).
2. The TPC serves as the decision-making body of the MPO, and has responsibilities including approval of plans, implementation of programs, provision of transportation planning and guidance, and other similar related actions. Membership includes the chief elected official from each unit of local government within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area that is represented on the KIPDA Board of Directors, as well as the state departments of transportation from Indiana and Kentucky, provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, Regional Airport Authority, and other agencies as defined by the TPC. Membership may be updated from time to time at the discretion of the TPC. Voting members include:
 - Bullitt County
 - Charlestown
 - Clark County
 - Clarksville
 - Floyd County
 - Indiana Department of Transportation
 - Indiana Department of Transportation – Seymour District
 - Jefferson County League of Cities
 - Jeffersontown
 - Jeffersonville
 - Kentucky Transportation Cabinet
 - Louisville Metro
 - Louisville Regional Airport Authority
 - New Albany
 - Oldham County
 - Shively
 - St. Matthews
 - Transit Authority of River City
3. The TTCC serves as an advisory body to the TPC and provides transportation related technical review and assistance. Membership on the TTCC may be updated from time to time with a recommendation from the TTCC to the TPC, who retains final approval of TTCC membership. Voting members include:
 - Bullitt County
 - Charlestown
 - Clark County
 - Clark County Air Board
 - Clark County Planning Commission
 - Clarksville
 - Floyd County
 - Indiana Department of Environmental Management
 - Indiana Department of Transportation – Technical Planning and Programming
 - Indiana Department of Transportation – Public Transportation
 - Indiana Department of Transportation – Seymour District
 - Jeffersontown
 - Jeffersonville

- Kentuckiana Regional Planning and Development Agency
 - Kentucky Division of Air Quality
 - Kentucky Transportation Cabinet – District 5
 - Kentucky Transportation Cabinet – Division of Planning
 - Kentucky Transportation Cabinet – Office of Transportation Delivery
 - Louisville Metro Air Pollution Control District
 - Louisville Metro Economic Development
 - Louisville Metro Planning & Design Services
 - Louisville Metro Public Works
 - Louisville Regional Airport Authority
 - Louisville Riverport Authority
 - Mt. Washington
 - New Albany
 - Oldham County
 - Oldham County Planning Commission
 - Port of Indiana – Jeffersonville
 - Shepherdsville
 - St. Matthews
 - TARC Accessibility Advisory Council
 - Transit Authority of River City
4. KIPDA utilizes advisory committees, subcommittees and working groups, which may include members such as: transit consumers, bicycle groups, various technical staff, members of the TPC and/or TTCC, and other interested parties.
 5. The TPC and the TTCC generally meet on the fourth Thursday and the second Wednesday, respectively, of each month. When utilized, the other committees and working groups meet on an as-needed basis.
 6. KIPDA will concur with the planning regulations for Self-Certification to INDOT, KYTC and the Federal Highway Administration (FHWA) regarding the MPO's ability and intention to provide and fulfill the transportation planning requirements for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Performance-Based Transportation Planning Coordination

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC and other agency partners, will develop a Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. The Performance Management Plan will utilize the framework established by the Federal Highway Administration and the Federal Transit Administration by incorporating the National Performance Measures and Planning Factors as defined by Federal Transportation legislation.
3. The Performance Management Plan will identify goals, objectives, performance measures, and performance targets that will be reflected in KIPDA's:
 - a. Metropolitan Transportation Plan
 - b. Transportation Improvement Program
 - c. Congestion Management Process
 - d. Unified Planning Work Program
 - e. Safety Plan

- f. Coordinated Human Services Transportation Plan
 - g. Other relevant KIPDA planning documents, programs, and procedures
4. Through the TPC, and other means, KIPDA, KYTC, INDOT, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
 5. KIPDA will consider integration of relevant goals, objectives, and performance measures developed by KYTC, INDOT, and TARC into KIPDA's Performance Management Plan within 180 days of the establishment of performance targets by those agencies.
 6. KYTC, INDOT, TARC, and other agency partners will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
 7. KIPDA will participate in the development of and provision of data for performance-based asset management plans developed by KYTC, INDOT, TARC and other agency partners.
 8. The Performance Management Plan will be approved by the TPC.

KIPDA Metropolitan Transportation Plan (MTP)

1. KIPDA will develop (and subsequently maintain) a Metropolitan Transportation Plan (MTP) in cooperation with INDOT, KYTC, TARC and other agency partners at least every four years as required by law. The KIPDA MTP shall cover at least 20 years at the time of its adoption by the TPC.
2. KIPDA will utilize 23 CFR Part 450 in the development of the MTP.
3. As stated in 23 CFR Part 450, and as a reflection of good planning practice, KIPDA is responsible for developing a financially reasonable MTP in consultation with INDOT, KYTC, TARC and other agency partners.
4. The MTP Financial Plan will be developed by KIPDA in consultation with KYTC, INDOT, TARC and other agency partners. The process for completing the financial plan will be as follows:
 - a. Using previous annual elements from the Transportation Improvement Program (TIP), KIPDA will identify an average annual dollar amount based on what has been programmed in the TIP for any given annual element. Projects whose primary funding source in the TIP is not from federal formula funds will be removed from the analysis. The average annual dollar amount will be identified by state.
 - b. KIPDA will straight-line project the average annual dollar amount to the horizon year of the MTP in order to identify, by state, the amount of federal formula funds that, for planning purposes only, may be used in developing the MTP Financial Plan.
 - c. KIPDA, in collaboration with KYTC, INDOT, TARC, and other agency partners will review and consider proposals for funding projects where all or part of the anticipated dollars for implementation are not federal formula dollars, and considered innovation funding, etc. Input from FHWA and FTA may be sought relative to the reasonableness of the funding proposal.
 - d. In order to reflect Year of Expenditure of anticipated federal funds in the Financial Plan, KIPDA will modify the straight-line projections by adjusting each year of the MTP estimated available funds by 5% (compounded annually). The Year of Expenditure rate for anticipated funds may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.

- e. KIPDA, working with KYTC, INDOT, TARC and other agency partners, will identify planning level project costs for each project or line item in the KIPDA MTP.
 - f. In order to reflect Year of Expenditure for project costs, KIPDA or the assumed project sponsor will adjust the identified project costs at a rate of 4% compounded annually. The Year of Expenditure rate for project cost may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
 - g. KIPDA will initiate a cooperative review with KYTC, INDOT, and TARC in order to collaboratively develop, for TPC consideration, the dollar amounts for planning purposes of estimated available funds and estimated project costs. KIPDA will provide first drafts for consideration that include:
 - Draft of anticipated federal funds available for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the estimated federal funds.
 - Draft of estimated project costs identified for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the identified project costs.
 - h. The MTP Financial Plan is considered reasonable when the total estimated federal funds by state and the total identified project costs, also by state, are within 10% of each other. The defined range for a reasonable MTP Financial Plan may be modified following collaboration and cooperation between KYTC, INDOT, TARC, and other agency partners, with final approval by the TPC.
 - i. At any time, KIPDA, KYTC, INDOT, or TARC may propose modifications to the process for developing a MTP Financial Plan. KIPDA, KYTC, INDOT, and TARC shall review and discuss any proposed modifications. Changes to the process used in developing the MTP Financial Plan must be approved by the TPC. Any modification to the above-described process for completing the MTP Financial Plan will be done so with approval by all parties and will be documented in the appropriate MTP update.
 - j. The TPC will approve the MTP Financial Plan.
5. Through the TPC and TTCC, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to collaboratively develop projects for inclusion in the KIPDA MTP that address the MTP Goals and Objectives and contribute to attaining the MTP performance measure targets as identified in the KIPDA Performance Management Plan. At a minimum, proposed projects must include:
 - a. Detailed description and purpose so as to further the public's understanding of the project and to adequately assess the project
 - b. The anticipated year the project will be open to the public and available for use
 - c. Estimated project costs in Year of Expenditure dollars
 6. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA MTP for both air quality conformity and for public information purposes.
 7. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a Congestion Management Process (CMP). Coordination and cooperation will include, but will not be limited to:
 - a. Collection of data necessary for completing the CMP document and implementation of the process
 - b. Review selection, and prioritization of projects (including those projects located on the State's highway network) to address congestion-related needs identified through the implementation of the CMP
 8. The CMP will be approved and modified by the TPC.
 9. At a minimum, KIPDA will provide opportunity for public input on the draft KIPDA MTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.

10. A Conformity review/determination shall be completed for each MTP developed by KIPDA, as well as for each amendment to the document, indicating that the plan maintains the area's air quality standard as identified by the Interagency Consultation Group (IAC) Procedures and the States' Implementation Plans for Air Quality.
11. The TPC will approve KIPDA MTP updates and MTP amendments.
12. Following TPC approval of the KIPDA MTP, KIPDA is responsible for forwarding copies of the TPC-approved KIPDA MTP to FHWA, EPA, FTA, and the IAC for the Federal Conformity review.
13. Following the federal conformity review, KIPDA will submit the MTP to KYTC, INDOT, and TARC for inclusion, directly or by reference, in the respective State's Long-Range Plan, as well as TARC's Long Range Plan.
14. All proposed changes to the KIPDA MTP must include a project description, project purpose, project cost, Open to Public (OTP) date, federal, state, local and total dollar amount and must be submitted to KIPDA using a KIPDA Project Application. The KIPDA MTP may be revised by amendment only.
15. Each project proposed for amendment to the KIPDA MTP will be assessed relative to its impact on the community and its contribution toward achieving the performance targets identified in the KIPDA Performance Management Plan.
16. KIPDA will provide and maintain a website that includes the MTP, its associated amendments, and the CMP for interested parties, public and agency consumption

KIPDA Transportation Improvement Program (TIP)

1. KIPDA will develop and maintain a Transportation Improvement Program (TIP), in cooperation and coordination with KYTC, INDOT, TARC, and other agency partners.
2. The KIPDA TIP will be updated at least every four years as required by 23 CFR Part 450. At the time of adoption by the TPC, the TIP shall cover no less than four years.
3. All federal aid funded transportation projects, regardless of funding category, must be consistent with the KIPDA MTP and be included in the fiscally constrained KIPDA TIP.
4. KIPDA is responsible for developing a fiscally constrained TIP. The cooperative process for completing the TIP Financial Plan shall be as follows:
 - a. For the federal funding categories not suballocated to the MPO, the financial plan is based on the fiscal constraint of the KYTC and INDOT STIPs
 - b. KYTC and INDOT will provide an estimate of available federal funds for the funding categories that are suballocated to the MPO
 - c. KIPDA is responsible for ensuring that the estimated available funds and project costs in the TIP reflect year of expenditure. KYTC, INDOT, TARC, and other agency partners will assist KIPDA in identifying Year of Expenditure costs for TIP projects. The rates for Year of Expenditure shall be consistent with the Year of Expenditure rates utilized in the development of the KIPDA MTP.
 - d. At any time, KIPDA, KYTC, INDOT, TARC, or other agency partners, may cooperatively review and update the estimated balances for those federal funds suballocated to the MPO. At a minimum, the above agencies will collaborate on ensuring accurate estimates of available funds for each funding category suballocated to the MPO.

5. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the Air Quality Conformity Determination for the TIP is based on the Air Quality Conformity of the MTP.
6. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the contribution of the TIP toward achieving the performance targets identified in the KIPDA Performance Management Plan is based on the contribution of the MTP to achieve the performance targets identified in that document.
7. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA TIP for conformity and public information purposes.
8. KIPDA, in collaboration and coordination with KYTC, INDOT, TARC and other agency partners, will develop and maintain a project priority process for federal funds that are suballocated to the MPO. The project priority process will be consistent with the MTP and may be modified at the discretion of the TPC.
9. During a TIP update, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners in order to identify projects and programs for the KIPDA TIP.
10. At a minimum, KIPDA will provide opportunity for public input on the draft TIP and proposed amendments as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
11. At the discretion of KIPDA, the TIP may be modified by completing a TIP update, amendment, or administrative modification. KIPDA will provide project sponsors an amendment timeline with an application deadline semi-annually and, if needed, process amendable updates semi-annually unless special circumstances require additional amendments.
12. There are two methods used to revise the KIPDA TIP: by Administrative Modification or by Amendment. All TIP modifications and amendments will be processed in consultation with the IAC and in accordance with MTP air quality conformity procedures.
13. All requests for administrative modification will be presented to the TPC for information purposes. No approval is required of the TPC for administrative modifications.
14. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners will develop and maintain a KIPDA Project Management Guidebook. The Project Management Guidebook will:
 - a. Focus its efforts toward addressing the National Goal of Reduced Project Delivery Delay
 - b. Strive to advance projects with the greatest benefit for the region and contribute to achieving the performance targets identified in the Performance Management Plan
 - c. Utilize limited funding sources in the most efficient and cost-effective manner
 - d. Provide the mechanism for monitoring and managing the obligation of federal funds
 - e. Assist in facilitating advancement of projects that are able to obligate federal funds in lieu of currently programmed projects that have suffered a delay in their implementation and/or are unable to obligate federal funds as originally scheduled
15. At a minimum, the KIPDA Project Management Guidebook will provide the basis for:
 - a. Establishing priority processes relative to the advancement of projects from the KIPDA MTP to the KIPDA TIP
 - b. Establishing priority processes for those projects in the KIPDA TIP that are programmed with federal formula funds suballocated to the KIPDA MPO

- c. Ensuring that projects proposed to use MPO suballocated federal funds are ready for programming/obligation and able to proceed in an expeditious manner and without delay
- d. Monitoring the progress of projects and programs in the KIPDA TIP

- 16. The Project Management Guidebook will be approved, and if necessary, may be modified by the TPC.
- 17. The TPC will approve KIPDA TIP updates and TIP amendments.
- 18. KIPDA, with cooperation from KYTC, INDOT, and TARC will produce and provide an Annual List of Obligated projects (ALOP) for placement on the KIPDA website.
- 19. The TPC approves the KIPDA TIP, followed by approvals from the INDOT Commissioner and the KYTC Secretary (on behalf of the respective Governors). It is then included in the Statewide Transportation Improvement Programs (STIPs) of both states by reference or amendment.
- 20. KIPDA will provide and maintain a website that includes the KIPDA TIP and associated amendments and administrative modifications for interested parties, public and agency consumption.

KIPDA Coordinated Human Services Transportation Plan

- 1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a KIPDA Coordinated Human Services Transportation Plan (CHSTP).
- 2. The CHSTP will include the MPO counties of Clark and Floyd counties in Indiana and Bullitt, Jefferson, Oldham, and a portion of Shelby County in Kentucky as well as non-MPO counties of Henry, Spencer, Trimble and the remaining portion of Shelby County outside the MPO area in Kentucky.
- 3. To the extent possible, the CHSTP will reflect the Goals and Objectives from the MTP.
- 4. The CHSTP will identify performance measures and targets that reflect the KIPDA Performance Management Plan.
- 5. Given the transit-oriented nature of the CHSTP, KIPDA will seek direct input and collaboration from TARC, its advisory committees, and other interested parties.
- 6. At a minimum, KIPDA will provide opportunity for public input on the draft CHSTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
- 7. The TPC and the Regional Transportation Committee (consisting of representatives from Shelby, Spencer, Henry, and Trimble Counties) will approve the CHSTP.
- 8. KIPDA will provide and maintain a website that includes the CHSTP and associated amendments for interested parties, public and agency consumption.

KIPDA Participation Plan

- 1. KIPDA will develop and maintain a KIPDA Participation Plan (PP) in accordance with 23 CFR Part 450, and good planning practice, that is adopted by the TPC. The PP will coordinate with the INDOT, KYTC and TARC participation processes.
- 2. The participation process identified in the PP shall be followed during the development of the MTP, TIP, CHSTP, PP and other studies, documents, programs, and procedures as defined in the PP.

3. The PP also defines opportunities and guidelines for engaging the public at KIPDA Committee meetings.
4. KIPDA will provide and maintain a website that includes the PP and associated amendments for interested parties, public and agency consumption.

KIPDA Regional Travel Demand Forecasting

1. KIPDA, with cooperation and consultation from KYTC, INDOT, TARC, and other agency partners, is responsible for developing and maintaining a travel demand forecasting model for the Louisville/Jefferson County KY-IN Metropolitan Planning Area.
2. KIPDA may make available to KYTC, INDOT, TARC, and other agency partners the inputs to and outputs from the KIPDA Regional Travel Demand forecasting model.

KIPDA Unified Planning Work Program

1. In accordance with 23 CFR Part 450, a Unified Planning Work Program (UPWP) will be prepared by KIPDA in cooperation and consultation with INDOT, KYTC, TARC, other agency partners, and FHWA, and FTA.
2. KIPDA will include the planning emphasis areas (PEA's) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received in a timely manner so that they can receive proper consideration.
3. KIPDA will develop annual MPO Planning Priorities for inclusion in the UPWP. The planning priorities will identify the key tasks and outcomes for the upcoming fiscal year that are necessary to maintain and advance the transportation planning activities at KIPDA.
4. Along with MPO Planning Priorities, KIPDA will include in the UPWP the MPO performance measures and their applicability to the transportation planning process.
5. In cooperation and coordination with KYTC, INDOT, TARC, and other agency partners, KIPDA will incorporate directly or by reference the roles and responsibilities associated with the tasks identified in the KIPDA Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
6. KIPDA, in collaboration with KYTC, INDOT, TARC and other agency partners will utilize the Planning/Studies Selection Process for identifying studies and projects that may utilize PL funds, should they be available. At a minimum, the projects and studies will:
 - a. Further the transportation planning process within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
 - b. Improve the community
 - c. Contribute to attaining the performance targets identified in the KIPDA Performance Management Plan, or providing necessary data relative to the performance measures
7. The TPC approves the UPWP.
8. KIPDA will submit to both states a final KIPDA Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.

9. KIPDA will provide and maintain a website that includes the KIPDA UPWP and associated amendments for interested parties, public and agency consumption.

KIPDA Title II & Title VI

1. KIPDA will comply with all appropriate federal assurances, civil rights and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.
2. In implementing its transportation planning process, KIPDA will, at a minimum, reflect the transportation related elements of the:
 - a. Americans with Disabilities Act of 1990, Title II
 - b. Civil Rights Act of 1964, Title VI
 - c. Civil Rights Restoration Act of 1987
 - d. FTA Circular 4702.1(b) (Title VI)
3. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain the KIPDA Community Impact and Assessment (CIA) resource document for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. The CIA ensures consideration of communities of concern in the KIPDA transportation planning process. At a minimum, the CIA will include:
 - a. Community socio-economic profiles
 - b. Benefits and Burdens Assessment and Planning
4. KIPDA, KYTC, INDOT, TARC and other agency partners will collaborate on the collection of data, the analysis of data, and the reporting of findings associated with completing the CIA and its subsequent implementation
5. The findings and analysis tools identified in the CIA will be reflected, at a minimum, in the KIPDA:
 - a. Metropolitan Transportation Plan
 - b. Transportation Improvement Program
 - c. Coordinated Human Services Transportation Plan
 - d. Participation Plan
 - e. Unified Planning Work Program
 - f. Performance Management Plan
6. The CIA will be approved, and may be modified, by the TPC.
7. KIPDA will monitor, and report to the TPC, the progress of the development and implementation of ADA Transition Plans by KIPDA MPO member agencies.

RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT):

The Indiana Department of Transportation (INDOT) Commissioner (or designee) and an INDOT – Seymour District Representative (or designee) will attend the Transportation Policy Committee (TPC), and both will have voting representation for INDOT. INDOT representatives (or designees) from INDOT – Asset Planning and Management, INDOT – Public Transportation, and INDOT – Seymour District will attend Transportation Technical Coordinating Committee (TTCC) meetings and all Sections will have voting representation for INDOT.

Performance Based Transportation Planning Coordination

1. INDOT will cooperate and collaborate with KIPDA, KYTC, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, INDOT and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from INDOT and other agency partners into KIPDA's Performance Management Plan.
4. INDOT will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. INDOT will participate in updates to KIPDA's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications
2. The INDOT Long-Range Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. INDOT will develop a list of planned improvement needs on State jurisdiction highways, developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. INDOT will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. INDOT will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Indiana portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
 - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP

- d. Initiated at the request of either KIPDA or INDOT, collaboration in the development of funding estimates and project costs for updates to the KIPDA TIP. The cooperation between KIPDA and INDOT concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.
5. INDOT will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the TIP
6. INDOT will develop the Indiana Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety.
7. INDOT will provide timely lists (based upon KIPDA's TIP update schedule) of INDOT projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, INDOT will provide the following project information for updates, amendments, and administrative modifications: project name, project limits, description, justification, total estimated project cost, and funding source of programmed phases, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed updates to the KIPDA TIP must be submitted using one of KIPDA's Project Applications.
8. INDOT will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
9. INDOT will provide Central and District Office coordination for KIPDA on all matters including the KIPDA MTP and TIP.
10. INDOT Central and District Offices will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

1. INDOT will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP) (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
2. INDOT will provide updated consolidated PL (FHWA) and Transit 5303 (FTA) estimates based on the current PL Distribution formula approved by FHWA and INDOT. INDOT will provide these figures in a timely manner each year to allow for development of the KIPDA UPWP.
3. INDOT will review and provide approval of the KIPDA UPWP and concurrence with the Cost Allocation Plan in a timely manner and will develop required contracts and purchase orders.

RESPONSIBILITIES OF THE KENTUCKY TRANSPORTATION CABINET (KYTC):

The Kentucky Transportation Cabinet (KYTC) Secretary of Transportation (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for KYTC. The KYTC Chief District Engineer for District 5-Louisville (or designee) and a representative from the KYTC Division of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and both will have voting representation for KYTC.

Performance Based Transportation Planning Coordination

1. KYTC will cooperate and collaborate with KIPDA, INDOT, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, KYTC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from KYTC and other agency partners into KIPDA's Performance Management Plan.
4. KYTC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. KYTC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and administrative modifications.
2. The KYTC Long-Range Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. KYTC will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. KYTC will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. KYTC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Kentucky portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
 - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
 - d. Initiated at the request of either KIPDA or KYTC, collaboration in the development of funding estimates and project costs for updates to the KIPDA Transportation Improvement Program. The cooperation between KIPDA and KYTC concerning the KIPDA TIP Financial Plan is not limited to updates.

Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.

5. KYTC will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
6. KYTC will develop the Kentucky Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety.
7. KYTC will provide timely lists (based upon KIPDA's TIP update schedule) of KYTC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, KYTC will provide the following project information for updates, amendments, and administrative modifications: project name, project location, description, justification, total estimated project cost, and funding source by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed updates to the KIPDA TIP must be submitted using one of KIPDA's Project Applications.
8. KYTC will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) from the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
9. KYTC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

1. KYTC will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP) (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
2. KYTC will provide updated consolidated PL (FHWA) and Section 5303 (FTA) figures based on the current PL Distribution formula approved by FHWA and KYTC. KYTC will provide these figures in a timely manner each year to allow for development of the UPWP.
3. KYTC will review and provide approval of the KIPDA UPWP and concurrence with the Cost Allocation Plan in a timely manner and will develop required contracts and purchase orders.

RESPONSIBILITIES OF THE TRANSIT AUTHORITY OF RIVER CITY (TARC):

The Transit Authority of River City (TARC) Board Chairman (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for TARC. The TARC Director of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and have voting representation for TARC.

Performance-Based Transportation Planning

1. TARC will cooperate and collaborate with KIPDA, INDOT, KYTC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
 - a. Goals and Objectives
 - b. Performance Measures
 - c. Data and Data Collection Responsibilities
 - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from TARC and other agency partners into KIPDA's Performance Management Plan, including, but not limited to the:
 - a. TARC Public Transportation Agency Safety Plan (PTASP)
 - b. TARC Transit Asset Management (TAM) Plan
4. TARC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. TARC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.
2. TARC will develop a list of planned improvement transit needs in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. TARC will also review and consider projects and programs identified through the KIPDA development of the MTP.
3. Upon KIPDA request, TARC will provide a Capital Improvement Program (Program of Projects) to KIPDA for inclusion in the KIPDA TIP.
4. TARC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
 - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
 - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes for Transit activities
 - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
 - d. Initiated at the request of either KIPDA or TARC, collaboration in the development of funding estimates and project costs for updates to the KIPDA Transportation Improvement Program. The cooperation between KIPDA and TARC concerning the KIPDA TIP Financial Plan is not limited to updates.

5. TARC will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
 - a. Review of the project priority processes and outcomes
 - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
6. TARC will provide timely lists (based upon KIPDA's TIP update schedule) of TARC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum TARC will provide the following project information for updates, amendments, and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Application.
7. TARC will provide in a timely manner lists of projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
8. TARC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

KIPDA UPWP Coordination Activities

TARC will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP), such as review of the document, and preparation of contracts following its approval.

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

INDIANA DEPARTMENT OF TRANSPORTATION

Lyndsay Quist

Lyndsay Quist
Commissioner

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

KENTUCKY TRANSPORTATION CABINET



Jim Gray, Secretary



Will Fogle, KYTC Legal Counsel

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

TRANSIT AUTHORITY OF RIVER CITY

Ozzy Gibson

Ozzy Gibson (Mar 13, 2026 09:14:01 EDT)

Ozzy Gibson, Executive Director

JL

John Hardesty (Mar 6, 2026 15:12:06 EST)

John L. Hardesty, TARC Legal Counsel

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY

Jarrett Haley

Jarrett Haley (Mar 19, 2026 19:02:20 EDT)

Jarrett Haley, Executive Director

Mitzi Wyrick

Mitzi Wyrick (Apr 1, 2026 14:48:24 EDT)

Mitzi D. Wyrick, KIPDA Legal Counsel

APPENDIX I

UPWP CHECKLIST – KYTC



Unified Planning Work Program Checklist

| Item | Page # | Comment | Regulation or Law Cited |
|--|-------------|---------|--|
| 1 FORMAT GUIDELINES | | | |
| Dated (left hand corner) | | | |
| Page numbers | | | |
| 2 COVER/TITLE PAGE | | | |
| Name of MPO agency and area represented | Cover/Title | | |
| FY of UPWP, contact information, web site | Cover/Title | | |
| Agencies providing funds or support | Title | | |
| 3 INTRODUCTION/PREFACE | | | |
| Table of Contents | i | | |
| MPO Approval Resolution (signed) | App. B | | |
| Committee Members & Responsibilities | App. C | | [See 23 CFR 450.310 (d)] |
| Staff Members, Positions & Responsibilities | App. D | | |
| Maps - MPO Planning, Urbanized & A.Q. Areas | 9-10 | | [See 23 CFR 450.312] |
| Planning Factors | 2-3 | | [See 23 CFR 450.306 (b)] |
| UPWP - Definition of UPWP and purpose | 1 | | [See 23 CFR 420.111] |
| 4 WORK ELEMENTS* - Each Work Item should include the following: | | | |
| Work Element Number & Title | | | |
| Description, including Goals, Objectives and Products | | | 23 CFR 420.111(b)(1) & |
| Schedule for Completion | | | 23 CFR 450.308(c) |
| Agency Responsible | | | 23 CFR 450.308(c) |
| Estimated Cost | | | 23 CFR 420.111(e) |
| Funding Sources | | | 23 CFR 450.308(c) |
| ISSUES TO ADDRESS (May be addressed under various work elements listed below or as standalone work elements) | | | |
| Safety/Security | 28-29 | | |
| Resilience/Reliability (Consider KYTC evaluations of damage-prone areas) | 29-30 | | 23 CFR 667 |
| Multimodal Planning | | | |
| -Freight | 24-25 | | 23 U.S.C. 134(h), (i)(6) |
| -Transit | 22-24 | | 23 U.S.C. 134(c)(2), (i)(2)(H) |
| -Bike/Pedestrian | 25-26 | | 23 U.S.C. 134(i)(6)(A), 135(f)(3)(A) |
| Travel Demand Modeling: MTP update, project analysis, report of housing and employment changes and employment-based traffic patterns to KYTC. If not a standalone work element, include summary of modeling-related tasks. | 18-19 | | [See 23 CFR 450.104, Regionally significant project] |
| Air Quality Analysis/Conformity Consultation | 20-21 | | |
| ITS Architecture | 21 | | 23 CFR 940 |
| Congestion Management Process (TMAs only) | 21-22 | | 23 CFR 450.322 |
| ADA Transition Plans | 25-26 | | FHWA Civil Rights Guidance: www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q12 |
| ADMINISTRATION Work Element | | | |
| Major Purchases/Training/Audits | 39-40 | | |
| General Committee Meetings | 38-39 | | |
| Planning Agreement: Update as needed | App. H | | 23 CFR 450.314 |
| UNIFIED PLANNING WORK PROGRAM Work Element | | | |
| UPWP Development & Maintenance | 36 | | 23 CFR 420.111 & 450.308 |
| Annual Performance & Expenditure Report | 36 | | 23 CFR 420.117(b) |
| PUBLIC INVOLVEMENT & REPORTING Work Element | | | |
| Participation Plan Development & Maintenance | 37-38 | | 23 CFR 450.316 |
| Annual Listing of Obligated Projects | 31 | | 23 CFR 450.334 |
| DATA COLLECTION & ANALYSIS Work Element | | | |
| Census/Socioeconomic Data | 13-14 | | |
| Transportation Systems/Urban Boundaries | 13-14 | | |
| Performance Measures & Targets | 15-16 | | 23 CFR 450.306(d) |
| PROJECT IDENTIFICATION & PRIORITIZATION Work Element | | | |
| Identify and Update Projects in CHAF | 32 | | |
| Assist with SHIFT Project Prioritization Activities | 31 | | |
| Assist with CMAQ Prioritization (CMAQ-eligible areas only) | 31 | | |
| Dedicated-STP & Dedicated-TAP Project Selection (TMAs only) | 31 | | |
| TRANSPORTATION IMPROVEMENT PROGRAM Work Element | | | |
| TIP Development & Maintenance | 31-32 | | 23 CFR 450.326 |
| METROPOLITAN TRANSPORTATION PLAN Work Element | | | |
| MTP Development & Maintenance | 17 | | 23 CFR 450.324 |
| TRANSIT Work Element | | | |
| SPECIAL STUDIES Work Element(s): Corridor studies, sub-area studies, etc. (as needed) | | | |
| 5 UPWP SUMMARY | | | |
| Funding Sources & Matching Rates | App. A | | 23 CFR 450.308(c) & 420.111(b) |
| Indirect Costs (if applicable) | App. A | | |
| Estimated Effort - Person-Weeks/Hours | App. A | | |
| Expenditures by Work Item & Funding Source | App. A | | |
| 2.5% Setaside: Describe how the MPO will meet (or opt out of) the requirement to spend 2.5% of PL funds on activities to increase safe and accessible options for multiple travel modes | App. A | | IIJA § 11206 |
| 6 APPENDICES | | | |
| Planning Agreement | App. H | | |
| CAP Approval Letter from KYTC (if charging indirect costs) | App. G | | |

* The Work Elements organizational structure presented in this table is provided as an example only; MPOs may adjust the organizational structure to suit their needs.