



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



TRANSPORTATION POLICY COMMITTEE

12:30 pm, Thursday, June 25, 2026

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

Please review the following notes:

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

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *May TPC Meeting Minutes* – Review and approval (see enclosed). **Action Requested**
3. *Public Comment Period* – The TPC Chair will facilitate a review of comments submitted prior to the TPC meeting and entertain comments offered as part of Agenda Item #3.
4. *Public Involvement Report* – Staff will report on activities undertaken to engage the public, comments received, and future public involvement opportunities (see enclosed).
5. *Session Recap; Kentuckians for Better Transportation* – Jennifer Kirchner with Kentuckians for Better Transportation will speak on some highlights from the previous session in Frankfort.
6. *Moving Kentuckiana Forward 2050 Project Evaluation Rubric* – Staff will showcase the scoring rubric for development in the MKF 2050 MTP. **Action Requested**
7. *Project Management Guidebook (PMG) Final* – Staff will present the final draft for the development of the update to KIPDA's PMG. **Action Requested**
8. *Call for Projects Announcement* – Staff will announce the tentative schedule for the next Call for Projects in Kentucky and Indiana.
9. *Socioeconomic Forecast Wrap-Up* – Staff will discuss some highlights from the Socioeconomic Forecast meetings which were held throughout the region.
10. *Administrative Modifications to the FY 2025-FY 2028 Transportation Improvement Program (TIP) & Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* – Staff will present information on Administrative Modifications to the MTP and TIP.

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11. *MPO Director's Report*

12. *Other Business*

13. *Adjourn*

**MEETING MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
12:30 pm, May 28, 2026
In-Person and Via Video Conference**

Call to Order

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

Review and Approval of TPC Minutes

Matt Meunier, City of Jeffersontown, made a motion to approve the minutes for the March TPC meeting with the correction in attendees of Jerry Summers from Bullitt County. Keith Griffee, Bullitt County, seconded the motion. Motion carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Involvement Report

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

Unified Planning Work Program (UPWP)

Andy Rush, KIPDA staff, requested ratification of the UPWP. **J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the UPWP. Matt Meunier, City of Jeffersontown, seconded the motion. Motion carried with a unanimous vote.**

Call for Studies Planning Funds

Brady Hill, KIPDA staff, announced the applicant for the completed PL call for studies. There was discussion. **Darrell Watson, Louisville Regional Airport Authority, made a motion to approve the funds for the study. Keith Griffee, Bullitt County, seconded the motion. Motion carried with a unanimous vote.**

Surface Transportation Block Grant (STBG) Cost Increases

Brady Hill, KIPDA staff, presented the latest cost increase requests for STBG funding from both Indiana and Kentucky planning partners. There was discussion.

Keith Griffee, Bullitt County, made a motion to approve the requested cost increases from Indiana. Bernie Bowling, City of St. Matthews, seconded the motion. Motion carried with a unanimous vote.

Keith Griffee, Bullitt County, made a motion to approve the requested cost increases from Kentucky. Matt Meunier, City of Jeffersontown, seconded the motion. Motion carried with a unanimous vote.

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

Chris Nicolas, KIPDA staff, presented information on the latest amendment to the TIP and MTP. There was discussion.

J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the amendment to the MTP. Keith Griffiee, Bullitt County, seconded the motion. Motion carried with a unanimous vote.

Matt Meunier, City of Jeffersontown, made a motion to approve the amendment to the TIP. Isidro Delgado, Kentucky Transportation Cabinet (KYTC), seconded the motion. Motion carried with a unanimous vote.

Project Management Guidebook (PMG)

Brady Hill, KIPDA staff, presented the latest recommendations for the development of the PMG. There was discussion. **Matt Meunier, City of Jeffersontown, made a motion to approve the core changes and move ahead with acquiring a third-party consultant. Bernie Bowling, City of St. Matthews, seconded the motion. Motion carried with a unanimous vote.**

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

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

Federal Certification Review

Andy Rush, KIPDA staff, discussed the MPO's Federal Certification Review which took place on May 6-7. There was discussion. No action was required.

MPO Director's Report

Andy Rush, KIPDA staff, provided the following:

- Recognized committee members who joined after roll call
- There will be no KIPDA meetings in July
- Provided info on the BUILD America 250 Act

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:57 pm.

Members Present:

Keith Griffiee
Matt Muenier
Claire Johnson
Bernie Bowling
Brian Dixon
Tony McClellan
J. Byron Chapman
Isidro Delgado
*Tom Hall
Nicole George (Vice Chair)
*Brian Davis
Darrell Watson
Liann Alfaro
Kevin Baity

Representing:

Bullitt County
City of Jeffersontown
City of New Albany
City of St. Matthews
Clark County
Indiana Department of Transportation – Seymour
Jefferson County League of Cities
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
Louisville Metro Government
Louisville Metro Planning & Design Services
Louisville Regional Airport Authority
TARC
Town of Clarksville

Members Absent:

City of Charlestown
City of Jeffersonville
City of Shively

Agenda Item #2

*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Federal Transit Administration – Region 4
Floyd County
Indiana Department of Transportation
Oldham County
TARC
*U.S. Department of Housing and Urban Development

Other Attendees

| | |
|------------------------|---|
| Jerry Summers | Bullitt County |
| Diana Mitchen | Burgess & Niple |
| Stephen Rusie | City of Jeffersontown |
| Tracy Jones | Civil Design Inc. |
| Julie Feltner | Indiana Department of Transportation – Seymour |
| Hayley Thomas | Indiana Department of Transportation – Seymour |
| John Barter | Kentucky Transportation Cabinet |
| Stephen De Witt | Kentucky Transportation Cabinet |
| Tracy Lovell | Kentucky Transportation Cabinet – District 5 |
| Greg Burress | KIPDA |
| Eronmonsele Esekhaigbe | KIPDA |
| Jarrett Haley | KIPDA |
| Zach Herzog | KIPDA |
| Brady Hill | KIPDA |
| Darian Koch | KIPDA |
| Chris Nicolas | KIPDA |
| Andy Rush | KIPDA |
| Jennifer Wilson | KIPDA |
| Kate Muspell | Lochmueller Group |
| Flannery O’Neil | Louisville Metro Air Pollution Control District |
| Haley Thayer | Louisville Metro Air Pollution Control District |
| Mike King | Louisville Metro Government |
| Wesley Sydnor | Louisville Metro Government |
| Geoffrey Hobin | TARC |
| Robert Monsma | TARC |
| Brendan Kemp | Stand Associates |

* Denotes Advisory Members



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Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: June 18, 2026

SUBJECT: Public Involvement Report

The attached report outlines outreach efforts from May of 2026. KIPDA completed a public comment period for an amendment to our core planning documents. Social media analytics reflect that with strong numbers in Facebook and Instagram, X, (formerly known as Twitter) saw a decline in the month. This is believed to be due to election algorithm driving down non follower views.

KIPDA attended the Alberta O. Jones Park Day in continuing efforts to promote outreach for our update to *Moving Kentuckiana Forward 2050*.

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TRANSPORTATION OUTREACH REPORT



SOCIAL MEDIA

May 2026



12 Posts
1,776 Views
1,333 Impressions/Interactions

.....

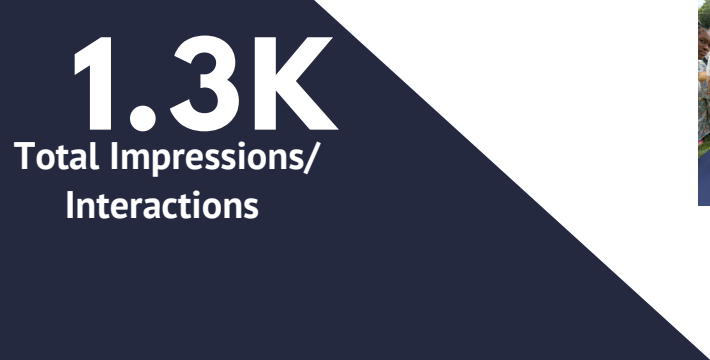


11 Posts
933 Views
40 Engagements

.....



9 Posts
335 Views



TRANSPORTATION WEBSITE VISITS

May 2026

Main Page - 179

TIP Page - 116

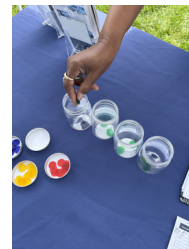
MTP Page - 64

EVENTS AND OUTREACH

Alberta O. Jones Park Day

PUBLIC COMMENTS

“Free Bus Service”
“More Limes (scooters) or able ways to travel”
“More bike lanes toward Dixie!!!”





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Agenda Item #6

MEMORANDUM

TO: Transportation Policy Committee (TPC)
FROM: Chris Nicolas
DATE: June 18, 2026
SUBJECT: Project Evaluation Rubric Update

KIPDA staff will present the proposed changes to our current project evaluation rubric. This rubric is used to score projects by KIPDA staff during the project application process. The project evaluation rubric is being updated in conjunction with our MTP update.

The scoring rubric can be found at: <https://bit.ly/MKF2050rubric>

Action is Requested

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Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee

FROM: Brady Hill

DATE: June 18, 2026

SUBJECT: Project Management Guidebook Update

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

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

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

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

In May, the TTCC and TPC approved the core policy changes recommended by the TTCC working group. These core policy changes as well as other minor improvements are represented in the newly proposed Project Management Guidebook. As promised, the finalized version of the document is now available (via the QR code or link on the following page) for committee review.

Action Requested

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Kentuckiana
Regional Planning &
Development Agency

PROJECT MANAGEMENT GUIDEBOOK - **DRAFT**

Metropolitan Planning Organization (MPO)
Dedicated Funding Programs

June 25, 2026

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INTRODUCTION

Background and History

The Project Management Guidebook (PMG) is intended to provide guidance for programming and managing KIPDA's MPO-dedicated funding sources. This document outlines KIPDA's call for projects process, provides policies for MPO-dedicated projects with cost overruns and/or schedule changes, and includes procedures for tracking and reporting on MPO-dedicated projects. Brief summaries of previous PMG updates are described in the paragraphs below.

In August 2016, KIPDA's Transportation Policy Committee (TPC) approved a Project Management Process (now titled Project Management Guidebook) for the Surface Transportation Block Grant (STBG-MPO) Program to clarify requirements and procedures and to increase transparency and accountability. It was a new process for planning, programming and prioritizing STBG-MPO funds for which the TPC has sole authority to award.

In February 2020, a Transportation Technical Coordinating Committee (TTCC) working group was formed to examine the Project Management Guidebook (PMG) rules and procedures to identify improvements to further the original goals and reduce administrative burdens. Updates included moving the project application process to an online format and restructuring rules regarding project phase shifts and cost increases. This guidance would be used to develop recommendations to the TPC without limiting the TPC's ability to make decisions in the best interest of the Metropolitan Planning Organization (MPO).

In August 2022, the TPC approved the new [Complete Streets Policy](#). This policy requires that all projects receiving KIPDA MPO-dedicated funds adhere to this policy in order to be eligible. The PMG was updated to incorporate the new requirement. More information about the policy can be found in the [Call for Projects](#) (CFP) section of this document.

In May 2024, the TPC approved minor adjustments to the PMG. Clarifications were made to KIPDA's schedule management and KY cost increase reserve policy. This update also introduced the "Plan B" list of projects in Indiana, improved the project application process, and added an appendix with online resources for education, training, and support.

The need for a PMG update will be evaluated at least every three years.



Goals

The goals of the PMG are as follows:

- Support the goals of KIPDA's Metropolitan Transportation Plan (MTP)
- Support the performance targets as defined by the [KIPDA Performance Management Plan](#)
- Establish a process that prioritizes awarding projects that represent high value per dollar invested
- Ensure projects advance in a timely and efficient manner so the community may benefit
- Establish a process that provides clear and understandable rules for project sponsors to follow
- Minimize administrative burdens to avoid impediments to project delivery

What's Changed?

A summary of changes for this iteration of the PMG (approved by the TTCC and TPC in June 2026) are outlined here:

- Project sponsors are now required to develop early project cost and timeline estimates in coordination with KIPDA staff and KIPDA's third party consultant. See these policy changes [here](#).
- In Kentucky, right-of-way, utilities, and construction funds for new projects will not be officially programmed until a project's post-PE cost and timeline estimates have been completed. These dollars will be held within a capped future funding reserve. See this policy change [here](#).
- In Kentucky, the KIPDA tracking sheet will display more realistic expectations for funding likely to be authorized in the current fiscal year. Project sponsors will have the opportunity to request funding adjustments for the current and upcoming fiscal year twice a year (in addition to the yearly call for projects) via the biannual project re-evaluation meeting. See this policy change [here](#).
- In Kentucky, projects now have a percentage-based cost increase cap based upon their post-PE cost estimate. See this new policy [here](#).
- In Kentucky, project scheduling expectations and consequences are based on a project's post-PE timeline estimate. See these new policies [here](#).
- The STBG cost increase reserve has been lowered to 10% and is now only available beginning with the Spring Kentucky Project Re-evaluation Meeting. See this policy change [here](#).



PROGRAMS

KIPDA currently manages annual sub-allocations for six federal funding programs in Indiana and three in Kentucky. These are known as the MPO-dedicated funding programs. The table below indicates which programs KIPDA receives an annual sub-allocation of funding for.

The purpose of each of these federal funding programs is outlined here:

[Carbon Reduction Program \(CRP-MPO\)](#): This program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

[Congestion Mitigation and Air Quality \(CMAQ-MPO\)](#): This is a funding source focused on reducing vehicle emissions in designated areas of the United States. Federal funding is available to government agencies for projects that will contribute greatly to air quality improvements and decreases in traffic congestion without adding vehicle capacity on roadways. Federal CMAQ funds must be spent in non-attainment or maintenance areas as determined by the Environmental Protection Agency (EPA).

[Highway Safety Improvement Program \(HSIP-MPO\)](#): This is a federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

[Promoting Resilient Operations for Transformative, Effective, and Cost-Saving Transportation \(PROTECT\)](#): This program is designed to help make surface transportation more resilient to natural hazards, including, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

[Surface Transportation Block Grant \(STBG-MPO\)](#): This is a federal-aid program that provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federalaid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

[Transportation Alternatives \(TA-MPO\)](#): This program provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

| PROGRAM | INDIANA | KENTUCKY |
|--|---------|----------|
| Carbon Reduction Program (CRP-MPO) | Y | Y |
| Congestion Mitigation and Air Quality (CMAQ-MPO) | Y | N |
| Highway Safety Improvement Program (HSIP-MPO) | Y | N |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT-MPO) | Y | N |
| Surface Transportation Block Grant (STBG-MPO) | Y | Y |
| Transportation Alternatives (TA-MPO) | Y | Y |

PROJECT APPLICATIONS

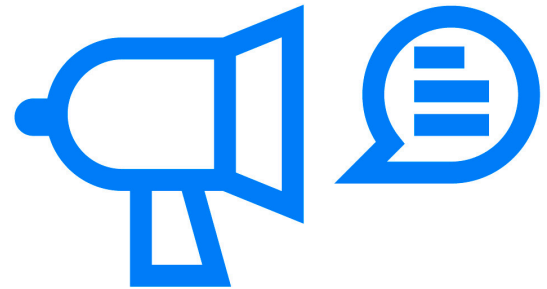
Any change to a project's funding, schedule, description, sponsor, state id/designation (DES) number, location, or scope of work will require the project sponsor to fill out a project application to notify KIPDA staff for the need to update the TIP to reflect these updates via an amendment or administrative modification (see KIPDA's current TIP for more details on amendments and administrative modifications).

KIPDA has two project applications for this purpose located in KIPDA's [Transportation Planning Portal](#)—a Full MPO-Dedicated CFP Application and an Expedited MPO-Dedicated CFP Application. The Full MPO-Dedicated CFP Application is more robust and required for providing projects with an MTP score. All new projects will be required to be submitted via the Full MPO-Dedicated CFP Application. Additionally, all existing projects with proposed changes that represent a substantive change in design concept, location, or scope must use the Full MPO-Dedicated CFP Application as their project will need to be re-scored. Minor project changes can be submitted using the Expedited MPO-Dedicated CFP Application, which is streamlined to ease the administrative burden for project sponsors.

CALLS FOR PROJECTS

Announcement

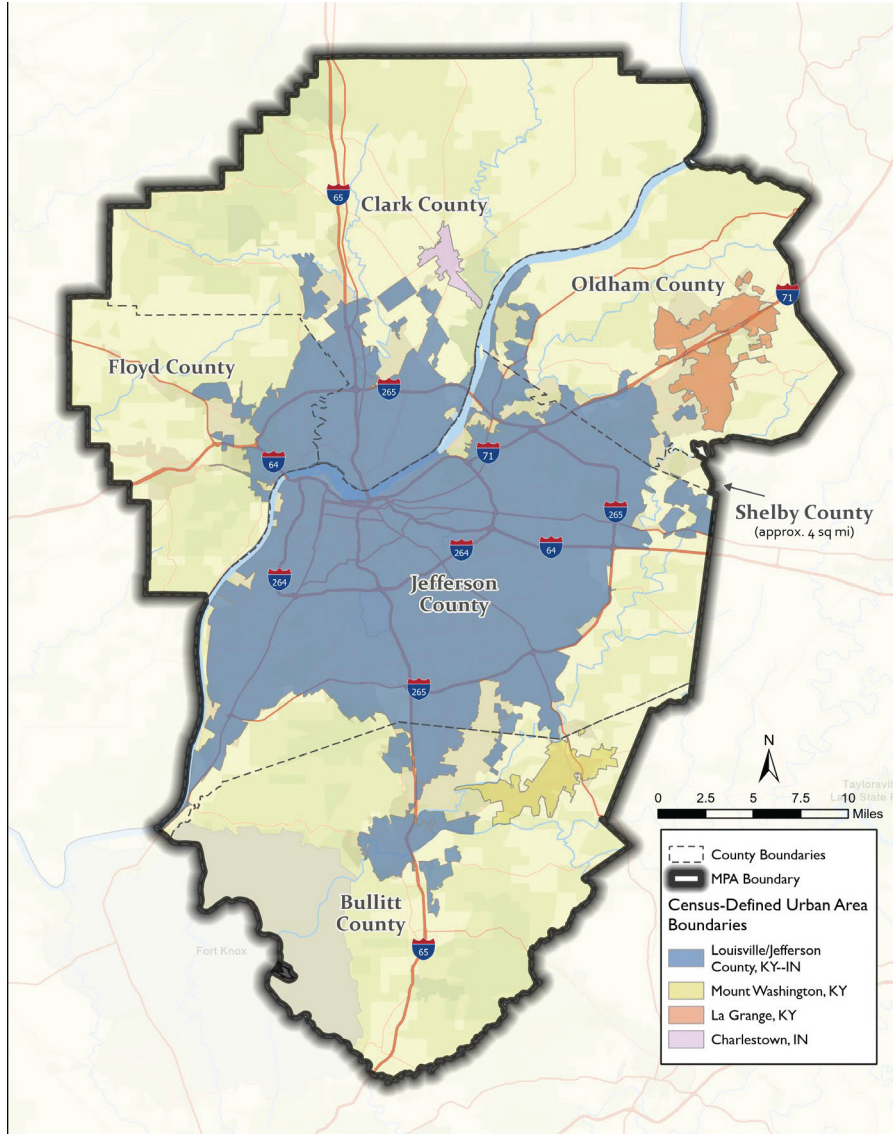
Calls for projects typically occur once every two years in Indiana and every year in Kentucky. When a call for projects is announced, KIPDA staff will provide a schedule of activities including the submittal deadline(s) for potential project sponsors. Ample time will be provided so that sponsors can adequately prepare documentation and complete the appropriate application(s).



Eligibility

All state and local public agencies in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) are eligible to compete for available funds. However, all projects awarded MPO-dedicated funding must be located within the MPA boundary to be eligible.

LOUISVILLE/JEFFERSON COUNTY, KY-IN METROPOLITAN PLANNING AREA



The MPA boundary is determined by agreement between the MPO and the state Governor/s and includes the areas of anticipated urban growth over the next 20 years. At a minimum, the MPA boundary must include the entirety of the Louisville-Jefferson County, KY-IN US Census Bureau defined urban area boundary (UAB). UAB updates are made every 10 years by the Census. There are currently four UABs within the Louisville-Jefferson County MPA. The Federal Highway Administration (FHWA) may approve adjustments to the urban area made for better accuracy and road classification; however, it is worth noting that the federal funding formula is based solely on the population of the Louisville-Jefferson County census-defined area. This directly affects how much money will be available for KIPDA’s MPO-dedicated funding programs. For more information on these concepts, click [here](#). All areas within the KIPDA MPA are eligible for MPO-dedicated funding through KIPDA.

All calls for projects are state specific. Only sponsors who are located or operate in Indiana can compete for Indiana funding programs, and only those who are located in Kentucky can compete for Kentucky funding programs.

Project eligibility depends on the specific MPO-dedicated funding program. Each of the six programs listed in the [Programs](#) section of this guidebook has their own federally defined project eligibility. The STBG-MPO program is the most flexible in terms of project eligibility, while the CMAQ-MPO, HSIP-MPO, PROTECT-MPO, CRP-MPO, and TA-MPO programs are all very specific in the types of projects that are eligible.

Planning studies are only eligible for MPO-dedicated funding through the STBG-MPO program and the PROTECT-MPO program. Up to 5% of the annual sub-allocation of STBG-MPO funds may be awarded to planning studies. Planning studies must be obligated in the year they are programmed, and they are not eligible for cost increases.

There is a cap on how much federal funding Kentucky project sponsors are eligible to receive for a single phase of a project through the STBG-MPO program. KIPDA annually receives approximately \$24M through the program. The most any single phase can initially be awarded post PE phase completion is 50% of the adjusted annual allocation of STBG-MPO funds. More information about the adjusted annual allocation of STBG-MPO can be found in the [Managing Costs](#) section. The reason the 50% rule does not apply to the programs in Indiana and the other Kentucky programs is that the amount of funding KIPDA receives annually is significantly lower, which already makes it difficult to fully fund a single phase of a project.

Project sponsors applying for MPO-dedicated funding will be asked to acknowledge that their project will adhere to KIPDA's [Complete Streets Policy](#) and explain how their project will safely and comfortably accommodate vulnerable road users. This should include a description of the pedestrian, bicycle, and/or transit facilities that will be included in the project. If the project does not provide any of these facilities, the project sponsor must explain why. Exemptions to the policy will be considered, but sponsors must provide justification as to why the specific exemption(s) applies to the project.

Funding Awards

In Kentucky, existing MPO-dedicated project phases with a high likelihood of obligating funds in the upcoming fiscal year that have not hit their cost increase cap will receive funding priority before the call for projects TTCC working group meets. These projects will be recommended at the Summer Kentucky Biannual Project Re-evaluation Meeting (for more information on this meeting click [here](#)) and ultimately approved by the TPC. Any remaining funding will be equally available to new and existing project funding requests at the discretion of the TTCC working group and ultimately the TPC.

Preliminary Engineering (PE) Phase Disclaimer

Kentucky and Indiana define the preliminary engineering phase, or PE phase, differently. For the purposes of this document, the PE phase refers to the first 30% of design work (phase 1 design) where NEPA evaluation begins, project alternatives have been identified (along with early estimates of potential risks, challenges, opportunities, and costs), initial meetings with the public are held, and concludes with a preferred project alternative selected.



Future Funding Reserve (Kentucky Only)

In addition to officially awarding funds to project phases within the current programming years, KIPDA utilizes a future funding reserve in Kentucky. The future funding reserve is a holding zone where new projects that have completed a planning level cost estimate and been officially awarded design funds reserve all of their remaining estimated project phases (ROW, U, C). Once a project sponsor has completed PE and developed the associated post-PE timeline and cost estimate ([for more information click here](#)), then the project sponsor can request to officially program the reserve funding from the future funding reserve at the next call for projects. Reserve funding can either be officially programmed one phase at a time, or all remaining funds can be programmed at once at the discretion of the TTCC working group and ultimately, the TPC.

The future funding reserve will have a cap of 25% of the combined STBG-MPO sub-allocations programmed (typically a 5-6 year period). For example, if KIPDA is sub-allocated \$25 million of STBG-MPO dollars for 5 years, then that would total \$125 million. 25% of \$125 million is just over \$31 million, so the STBG-MPO future funding reserve would be capped at just over \$31 million. The TA-MPO and CRP-MPO reserve amounts are 50% of their respective sub-allocations over the same period due to their smaller year-to-year sub-allocation amounts. These caps ensure that KIPDA isn't funding too many PE phases for new projects where funding for the later implementation phases may not be reasonably available in the near future.

Applying for Funds During a Call for Projects

Projects New to the MTP or TIP

Before applying for MPO-dedicated funding for a project that has not completed at least the PE phase, a project sponsor must complete a planning level cost estimate utilizing year-of-expenditure dollar projections. The project sponsor must then submit that estimate and all relevant project information to KIPDA's third-party consultant who will then review the planning level estimate. The project sponsor, KIPDA staff, and the third-party consultant will meet to come to terms with the most reasonable planning level cost estimate for the new project. With the agreed upon planning level estimate in hand, the project sponsor can then submit a project application to KIPDA for the call for projects.

Projects that are new to KIPDA's planning documents (i.e. MTP and TIP) must first submit a Full MPO-Dedicated CFP Application, which is found in [KIPDA's Transportation Planning Portal](#). Every transportation project in the current MTP and TIP must have submitted a Full MPO-Dedicated CFP Application at some point in time. The Full MPO-Dedicated CFP Application provides KIPDA staff with all of the relevant details about a project including the scope, mapped location, total cost, and anticipated open to public (OTP) date. Additional questions asked in the Full MPO-Dedicated CFP Application help KIPDA staff determine a project's potential contribution to the regional performance targets as well as its scoring in the MTP.

Staff will review the Full MPO-Dedicated CFP Application for completeness and will follow up with sponsors if any additional information or clarifications are required.

Existing Projects in the MTP or TIP

A call for projects is not only an opportunity for new projects to compete for funding but also provides project sponsors an opportunity to adjust their existing project schedules and compete for additional MPO-dedicated funds for existing projects.

NEW KENTUCKY PROJECT TIMELINE



How do eligible Kentucky transportation projects obtain and retain MPO-dedicated funding from KIPDA?

CALL FOR PROJECTS (CFP) ANNOUNCEMENT

Sponsor decides to request funds for new project via KIPDA's CFP process. Must consider project eligibility, reasonable scope, and connection to KIPDA long range goals and objectives.

1

REMEMBER: The most any single phase can initially be awarded post PE phase completion is 50% of the adjusted annual allocation of STBG-MPO funds.

PLANNING LEVEL ESTIMATE

Sponsor goes through KIPDA's third-party process to develop a reviewed planning level estimate for their proposed project.

2

With a realistic estimate now in hand, the project sponsor must also consider if they are politically and financially committed to completing this new project before starting to acquire right-of-way.

CALL FOR PROJECTS APPLICATION

Sponsor submits application for funding via KIPDA CFP process. A few months later, the TPC approves projects for funding. Assuming a sponsor is awarded funding, the design funds are officially programmed and later phases are held in Future Funding Reserve.

3

PRELIMINARY ENGINEERING (PE)

After the PE phase is completed the sponsor then must complete the post-PE timeline and cost estimate through KIPDA's third-party review process. Afterwards, the sponsor can request to officially program later phases currently held with future funding reserve via a future KIPDA CFP.

4

These post-PE estimates set the basis for KIPDA policy regarding future cost and schedule adjustments for the life of the project.

LATER PROJECT PHASES

Project sponsor continues to work on federally obligated phases of work. Progress reports are submitted and project review meetings are held every 6 months with KIPDA staff.

5

KIPDA staff will be available anytime to answer questions, provide assistance, and guide projects through the TPC approval and TIP coordination process.

BIANNUAL PROJECT RE-EVALUATION MEETINGS & CALLS FOR PROJECTS

Throughout the life of the project, the sponsor may request to shift phases and request cost increases at these meetings within the parameters of KIPDA's cost and schedule adjustment guidelines.

6

PROJECT LETTING

Project must let within two years of their post-PE estimated letting date (established in post-PE timeline estimate) to avoid PMG policy consequences.

7

For more detailed information regarding KIPDA policy for MPO-dedicated projects and the call for projects process, please review KIPDA's Project Management Guidebook (PMG).

[www.https://www.kipda.org/transportation/core-products/transportation-improvement-program/](https://www.kipda.org/transportation/core-products/transportation-improvement-program/)

Kentucky

For a Kentucky project that has completed the PE phase with all the remaining project funding held within the future funding reserve, a project sponsor must complete a post-PE cost estimate utilizing year-of-expenditure dollar projections. The project sponsor must then submit that estimate and all relevant project information to KIPDA's third-party consultant who will then review the post-PE level estimate. The project sponsor, KIPDA staff, and the third-party consultant will meet to come to terms on the most reasonable post-PE cost estimate and timeline for the remaining phases of the project. With the agreed upon post-PE estimate in hand, the project sponsor can then submit a project application to KIPDA for the call for projects for the remaining phases.

For a project that has already completed a post-PE timeline and cost estimate and is requesting additional funding for an existing phase already officially programmed, an updated cost estimate will be required as a part of the application process, but a review from KIPDA's third-party consultant as described in the paragraph above will not be required.

Indiana

For an Indiana project that has completed the PE phase, a project sponsor must complete a post-PE cost estimate utilizing year-of-expenditure dollar projections. The project sponsor must then submit that estimate and all relevant project information to KIPDA's third-party consultant who will then review the post-PE level estimate. The project sponsor, KIPDA staff, and the third-party consultant will meet to come to terms on the most reasonable post-PE cost estimate and timeline for the remaining phases of the project. With the agreed upon post-PE estimate in hand, the project sponsor can then submit a project application to KIPDA for the call for projects for the remaining phases.

For a project that has already completed a post-PE timeline and cost estimate and is requesting additional funding for an existing phase already officially programmed, an updated cost estimate will be required as a part of the application process, but a review from KIPDA's third-party consultant as described in the paragraph above will not be required.



Both States

The type of application project sponsors will need to submit for these projects will follow guidelines outlined in the [Project Applications](#) section of this document (most project changes for these projects will only require an Expedited MPO-Dedicated CFP Application). If an existing project requires no changes at all, then no application submission is required. It is assumed that the project will continue as previously programmed.

Typically, MPO-dedicated projects should keep the same funding source through each programmed phase to ease administrative processing and avoid delays in project delivery. (Ex: An existing STBG-MPO project should not transition to a CRP-MPO or TA-MPO project during a call for projects or visa-versa.)

Staff will review the Full MPO-Dedicated CFP Application or Expedited MPO-Dedicated CFP Application (as applicable) for completeness and will follow up with sponsors if any additional information or clarifications are required.

General Call for Projects Schedule:

| State Applicability | Cyclical Timeline | Projected Call for Projects Process Activity |
|---------------------------------------|---------------------------------|--|
| Both States* | May | KIPDA staff announces upcoming call for projects |
| Both States* | June - July | KIPDA's 3rd party consultant reviews LPA cost estimates as appropriate before the call for projects application period opens |
| Kentucky Only | June - July | KIPDA staff requests applications for cost increases and programming adjustments before the Summer Kentucky Biannual Project Reevaluation Meeting |
| Kentucky Only | Late July | Summer Kentucky Biannual Project Re-evaluation Meeting (reset upcoming FY programming for only realistic project phases) |
| Both States* | August 15th - August 31st | Call for projects application period is open |
| Kentucky Only | August TTCC and TPC | Reviews and approves cost increases and programming adjustments for existing project phases deemed likely to authorize funding in the upcoming fiscal year per the discussion at the Summer Kentucky Biannual Project Reevaluation Meeting |
| Both States* | September | Call for projects application evaluation period, which includes TTCC working group rankings and internal project sponsor rankings among other tasks |
| Both States* | September 15th - September 30th | Public comment period |
| Both States* | October | TTCC working group meetings are held |
| Both States* | November | TTCC and TPC review and approval for the call for projects |
| Kentucky Only | February - March | KIPDA staff requests applications for cost increases and programming adjustments before Spring Kentucky Biannual Project Reevaluation Meeting |
| Kentucky Only | March | Spring Kentucky Biannual Project Reevaluation Meeting (reset current FY programming for only realistic project phases) (10% cost increase reserve becomes available.) |
| *annual for KY and semi-annual for IN | Repeat | |

DECISION-MAKING

There are occasions when a TTCC Working Group must be formed. It could be related to a new Call for Projects or an instance where there are not enough funds available to cover every cost increase request. In each of these instances KIPDA staff will convene a TTCC Working Group comprised of representatives from the following agencies:

- Indiana Department of Transportation (INDOT)
- Kentucky Transportation Cabinet (KYTC)
- Kentuckiana Regional Planning and Development Agency (KIPDA)
- Louisville Metro Government
- Transit Authority of River City (TARC)
- Two rotating TTCC member agencies with voting status from Indiana
- Two rotating TTCC member agencies with voting status from Kentucky

If a rotating TTCC member agency prefers not to participate, then the next member agency on the rotating list of agencies will be asked to participate. It is not required that all nine TTCC Working Group members participate, but it is recommended.

The TTCC Working Group members must reach a consensus on any recommendations. Members have discretion as to how they reach their decision, but the following factors should be considered when applicable:

- Project's MTP scoring
- Project's cost/benefit proposition
- Project's potential contribution to achieving KIPDA's MTP goals, objectives, and performance targets
- Ability of project sponsor to provide necessary non-federal match
- Project sponsor's history of advancing projects in a timely and efficient manner
- Information provided via any applications
- Relationship of the project to the Transportation Environmental Impact Areas
- Justification for cost increase or phase shift
- Amount of a cost increase relative to the original cost estimate
- Amount of a cost increase relative to the available balance

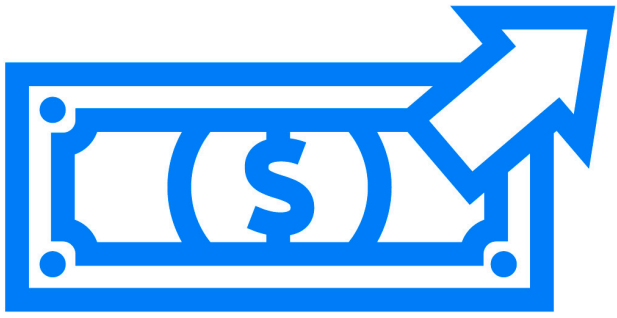
Once the TTCC Working Group has reached consensus, a KIPDA staff member will draft a recommendation report. The TTCC Working Group recommendation will then be presented to the TTCC for their consideration and recommendation to the TPC. The TTCC has discretion to modify the TTCC Working Group's recommendation. The TPC also has discretion to modify the recommendation from TTCC. Ultimately, it is up to TPC to make any final decisions. Once the TPC takes action, then the next step is to incorporate the newly awarded projects into the MTP, and TIP as needed. Some projects can be processed through an administrative modification to the TIP. All other projects must be added to the MTP and TIP through an amendment which typically takes 3-4 months. View KIPDA's TIP for more information on administrative modifications and amendments. Once the projects have been added to the planning documents, project sponsors can work with their respective state Department of Transportation to seek federal authorization and ultimately obligate federal funds for a particular phase.



GENERAL PROJECT CHANGES

Managing Costs

There are opportunities for sponsors, with projects funded through one of the MPO-dedicated programs, to request a cost increase for a particular phase. Whether funds are available depends on the particular funding program and the state in which the project is located. Cost increases are only available to projects that were previously awarded MPO-dedicated program funds.



Indiana

KIPDA receives annual sub-allocations for six funding programs in Indiana. The total amount of funding received through the programs is typically around \$6-7M annually. Due to the limited availability of funds coupled with the typical cost of a transportation project no funds are set aside for cost increases through any of the programs. The result is that cost increase opportunities are random and may not occur every year. Federal Highway Administration (FHWA) and INDOT rules provide some flexibility to shift funds among MPO-dedicated funding programs which increases the probability that there may be funds available for cost increases. Typically, the availability of funds for cost increases depends on five questions:

- During the last Call for Projects, were sponsors awarded 100% of the estimated funds available?
- Was the actual amount of funds sub-allocated by INDOT greater than the estimated amount?
- Was the actual cost for a particular project phase less than the amount awarded to a sponsor?
- Were any projects and/or a phase of a project cancelled or delayed?
- Is there an opportunity to swap funds with another Indiana MPO and is such a deal justified?

The answers to these five questions will determine whether there are opportunities for Indiana sponsors to request cost increases in a particular fiscal year. If there are funds available only existing MPO-dedicated projects and projects on KIPDA's "Plan B" list can request these available funds. Existing MPO-dedicated projects will always receive greater funding priority compared to projects on KIPDA's "Plan B" list. For more information on the "Plan B" list, click [here](#). All available funds are co-mingled, so it does not matter which of the four dedicated programs a particular project was originally awarded funds from.

Kentucky

KIPDA manages annual sub-allocations for three funding programs, each with their own unique circumstances.

Existing Kentucky projects will have the opportunity to compete for additional STBG-MPO, CRP-MPO, and TA-MPO funding via the annual call for projects process and at each Kentucky biannual project re-evaluation meeting.

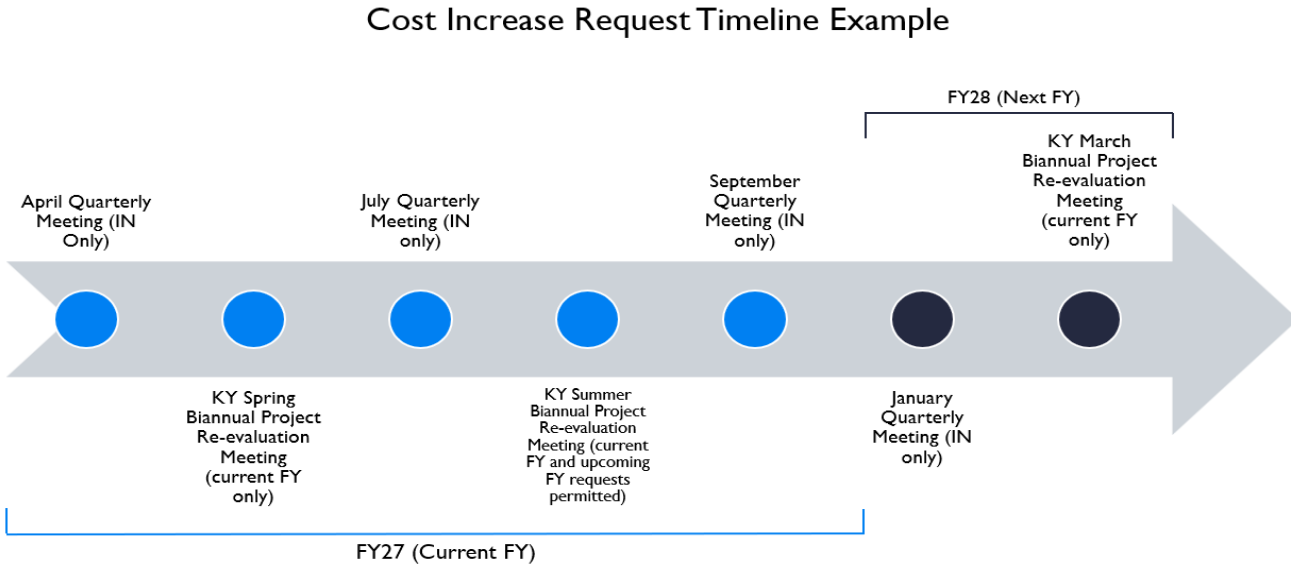
In the STBG-MPO program, there is a cost increase reserve that is set aside annually for anticipated cost increases. The amount set aside each year is equal to 10% of the annual sub-allocated amount. Therefore, the adjusted annual allocation of STBG-MPO funds is 90% of the annual sub-allocated amount.

There will be 2 distinct calls for cost increase requests each fiscal year at the Spring and Summer Kentucky Biannual Project Re-evaluation Meetings. If cost increase reserve funds remain after the Spring meeting, then cost increase requests for project phases in the current fiscal year will also be accepted at any time between the Spring Kentucky Project Re-evaluation Meeting and the next Summer Kentucky Biannual Project Re-evaluation Meeting near the end of the fiscal year. Project sponsors may not submit a cost increase request from the cost increase reserve for

a project phase programmed in the upcoming fiscal year until the Summer Kentucky Biannual Project Re-evaluation Meeting. Requests for a cost increase from the STBG-MPO Cost Increase Reserve for a project phase programmed later than the upcoming fiscal year will not be permitted. Any leftover funds from the STBG cost increase reserve will be made available at the Summer Kentucky Biannual Project Re-evaluation Meeting for phases in the upcoming fiscal year.

Cost increases allowed per project are capped at 25% beyond the total project cost estimate established by the agreed upon post-PE cost estimate for the life of the project. Any costs beyond the 25% cap will be the responsibility of the project sponsor.

An example of the cost increase request timeline is shown below:



Cost increase requests for project phases in the current fiscal year will also be accepted at any time in between the spring and summer biannual project re-evaluation meetings.

The STBG-MPO Cost Increase Reserve is available to existing CRP-MPO and TA-MPO projects in addition to existing STBG-MPO projects. However, the cost increase reserve will only be allowed for CRP-MPO and TA-MPO projects if the project sponsor is able to provide a prior commitment from KYTC that the office of administration of the project will not change after adding STBG-MPO funds (as this can lead to project delays). The project must also meet the qualifications and requirements of both federal funding sources (TA & STBG or CRP & STBG).

Bi-State Process

KIPDA will follow the same process in both states for each call for cost increase requests. An announcement will be made regarding how much funding is available for cost increases and an application deadline will be specified. Planning studies and programs are not eligible for cost increases. All requests must be made by submitting both an MPO Cost Increase Application and an Expedited MPO-Dedicated CFP Application. Both applications are found in the [Transportation Planning Portal](#). If there are more federal funds available than requested all eligible applications will be sent to TPC for final approval. The only exception is if KIPDA staff determines that the request is extremely unusual or excessive.



If there are not enough funds available to cover every request, then the process will require the formation of a TTCC Working Group or be recommended by the participants of the KY biannual project re-evaluation meetings and/or Indiana quarterly meetings. More information about this process is explained in the Decision-making section of this guidebook.

Shifting Funds Between Project Phases

During the life of a project, sponsors may realize that one phase requires more funding than originally anticipated, while another phase of the same project requires less funding. If this is the case, project sponsors may shift funds between phases of the same project by simply emailing KIPDA staff and attaching an updated engineer’s cost estimate. Upon review and approval, KIPDA staff will instruct the sponsor to submit the change via the Expedited MPO-Dedicated CFP Application found in the [Transportation Planning Portal](#).

Managing Schedules

TPC strongly encourages project sponsors to set reasonable schedules that can be maintained to minimize delays and expedite project delivery. For example, if the construction phase of Project X is scheduled for FY 2030 per the post-PE timeline estimate then the sponsor will be expected to seek federal authorization to obligate the funds in FY 2030. Additionally, project cost estimates should be calculated in year-of-expenditure dollar amounts based upon reasonable timelines.

However, there will inevitably be issues that arise which force a sponsor to delay a phase of a project. Due to state specific rules from INDOT and KYTC there are differences as to whether KIPDA staff can accommodate a project delay.

Indiana

INDOT does not allow KIPDA to carryover MPO-dedicated program funds from one fiscal year to the next. Therefore, Indiana project sponsors cannot request that funds associated with a particular phase of a project be shifted back to another fiscal year. The initial design phase of a project must be obligated in the year in which it was programmed in the TIP. Failure to obligate the initial design phase on schedule will automatically remove the design funds and all future phases from the funding program. The project must then sit out at least one call for projects cycle before recompeting for funds in a future call for projects. If for some reason a project sponsor does not obligate MPO-dedicated funds in the fiscal year they are programmed then the sponsor will have to pay for the phase with 100% local funds, consider cancelling the project, or swap MPO-dedicated funds with another project sponsor. Sponsors should alert KIPDA staff as early as possible if there is any chance that the MPO-dedicated funds will not be obligated within the fiscal year in which they are programmed. KIPDA staff will attempt to reprogram those funds to another project(s) that needs a cost increase.

If there is not enough time for unobligated funding to be reprogrammed within the same fiscal year, then INDOT will repurpose those KIPDA-managed funds toward projects of their own choosing—possibly outside of the Southern Indiana region. To reduce the likelihood of this outcome, all Indiana LPA’s work with KIPDA staff to develop a “Plan B” list of small projects and planning studies. The intention of the “Plan B” list is to provide contingency options that can quickly absorb unprogrammed KIPDA funds if an Indiana project were to falter and not achieve authorization by the end of the fiscal year.



- Examples of “Plan B” projects could include portions of simple projects—like a traffic light timing reconfiguration project where no right of way or utility relocation is required. However, the most common and practical “Plan B” project would be a planning study, data collection study, or providing additional funds to a pre-existing federal project.
- Projects and planning studies within the “Plan B” list sometimes exist informally outside of the TIP and MTP. If approved by the TPC, a Plan B project or planning study from the list can be added quickly as a group project if the appropriate criteria are met. See KIPDA’s [Group Project Policy](#) for more information.

Kentucky

KYTC does allow KIPDA to carryover MPO-dedicated program funds from one fiscal year to the next.

A phase shift is defined as adjusting the funding schedule of an awarded project forward or backward any number of years. The initial design phase of a project must be obligated in the year in which it was programmed in the TIP. Failure to obligate the initial design phase on schedule will automatically remove the design funds and all future phases from the funding program. The project must then sit out at least one call for projects cycle before re-competing for funds in a future call for projects.

If a sponsor would like to advance a phase of a project to an earlier fiscal year, please contact KIPDA staff. This adjustment can potentially occur during one of the biannual project re-evaluation meetings in Kentucky or during the call for projects process pending funding availability.

As a part of the call for projects process, all MPO-dedicated projects will be required to establish an estimated project timeline in conjunction with their post-PE cost estimate. This timeline will establish a reasonable projected letting date along with milestones along the project’s critical path.

- Projects will be allowed two grace years beyond their post-PE estimated letting date (which should already include some level of contingency for right-of-way and utility-related delays).
- If a project is not let by the end of this two-year grace period, then all future programmed MPO dedicated funds will be removed from the TIP (and MPO-dedicated tracking sheet) and the project must sit out at least the next call for projects. The project may then re-compete for funding after this 1-year penalty period. The project’s original 25% cap will still apply; however, if a project is re-awarded funds, then a monetary inflationary cost increase for each year beyond the year the project was removed from the funding matrix will be permitted at a rate according to the most recent version of the Consumer Price Index released by the Bureau of Labor Statistics.
- Projects exclusively delayed due to the lack of available KIPDA funding (not due to overshooting their 25% cost increase cap) would be provided an additional grace year(s).

Project sponsors should consider their programmed funding schedules according to the bulleted list below:

- **Funding Officially Programmed Within the Current Fiscal Year*:**
 - This funding is officially awarded by the TPC.
 - Project phases programmed are able and expected to request funding authorization at any time within the current fiscal year up to the current programmed amount.
 - Project phases programmed in the current fiscal year can request cost increases at any time. If funding is available and other PMG policies are met, then the request will go to the TTCC and TPC for review and potential approval. Requests can also occur via a biannual project review meeting.

- **Funding Officially Programmed Beyond the Current Fiscal Year*:**
 - This funding is officially awarded by the TPC, but since project phase timelines are re-evaluated and adjusted every six months via the biannual project re-evaluation meeting process, project sponsors should not be too attached to specific fiscal year programmed. For example, a project phase programmed one year beyond the current fiscal year has the same potential of phase shifting into the current fiscal year as a project phase programmed 4 years beyond the current fiscal year if both project phases are equally prepared to authorize their associated funding. Therefore, the "perceived value" of programmed dollars one year beyond the current fiscal year is the same as any other officially programmed fiscal year beyond the current one.
 - Project phases programmed beyond the current fiscal year cannot request funding authorization until their programmed year matches the current fiscal year.
 - Project phases programmed beyond the current fiscal year can request cost increases via the call for projects. They can also request to be phase shifted into the current fiscal year via a biannual project reevaluation meeting in keeping with other PMG policies. If granted a phase shift into the current fiscal year, then the associated project phases follow the expectations of a project phase programmed in the current fiscal year (shown below).

- **Funding Programmed in the Future Funding Reserve:**
 - This funding has been reserved for the specific project by the TPC, so the project sponsor should expect that funding to eventually be officially programmed in the future in keeping with other PMG policies. However, it is not officially programmed at this stage.
 - Project phases programmed beyond the current fiscal year cannot request funding authorization until their programmed year matches the current fiscal year.
 - Project phases programmed in the future funding reserve cannot compete to be officially programmed until their post-PE timeline and cost estimate has been completed. These phases can be officially programmed in any available fiscal year at the discretion of the TTCC working group and TPC. In other words, project phases coming in from the future funding reserve don't necessarily have to be programmed in the last fiscal year if they are ready to proceed with in earlier years (or even the current fiscal year). Once funding is officially programmed, each phase follows the guidance of the columns to the left as appropriate.

* Programmed years within the current TIP years must remain fiscally restrained per federal requirements

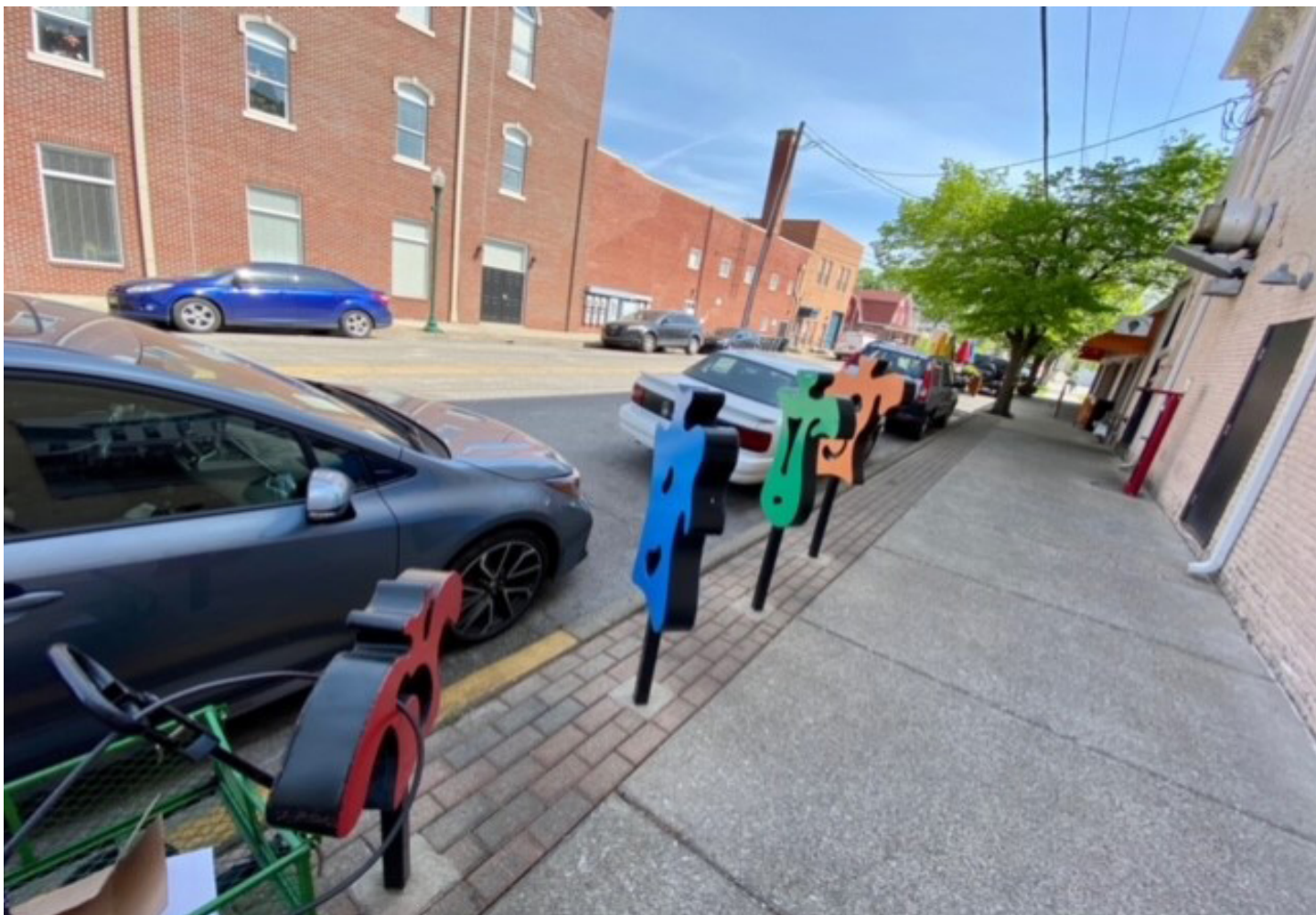
PROJECT PROGRESS

Tracking

KIPDA staff maintain a project tracking sheet for all projects awarded MPO-dedicated program funds. The tracking sheet reflects how much federal funding each phase of a project has been awarded by the TPC. It also indicates how much federal funding has been obligated towards a particular phase of a project. In addition to tracking the progress of projects, the sheet also indicates how much funding KIPDA anticipates receiving in future fiscal years. Future fiscal year suballocations in the tracking sheet are conservatively assumed to remain the same as the current fiscal year (as opposed to projecting future increases). Sub-allocation estimates are updated yearly as current fiscal year sub-allocations are finalized. Sponsors can also find information about whether there will be funding available for cost increases. This is a living, working document that is updated regularly. New tracking sheet updates are posted every month—typically after the TPC meets. The tracking sheet can be found on [KIPDA's TIP webpage](#) under the MPO-Dedicated Funding Programs section.

Reporting

Each project sponsor with an MPO-dedicated project must submit progress reports. These reports request the month and year in which the sponsor anticipates obligating funds for a particular phase of a project. Sponsors should indicate when funds have been obligated in the progress report. In Indiana, project sponsors are required to submit progress reports quarterly, whereas Kentucky sponsors will only submit reports semi-annually. KIPDA staff will prompt sponsors in advance of the deadline for progress reports.



Project Review Meetings

KIPDA staff will hold project review meetings to discuss in greater detail the progress that sponsors have made on each active MPO dedicated project. During the meeting sponsors will make note of any significant project delays, upcoming funding obligations and projects that are now open to the public.

In Indiana project sponsors are required to meet quarterly, whereas Kentucky sponsors will meet individually with KIPDA staff semi-annually. KIPDA staff coordinate these meetings.

Kentucky Biannual Project Re-evaluation Meetings

KIPDA staff will host two project re-evaluation meetings each year, typically around March and July. The primary purpose of these meetings will be to adjust MPO-dedicated funding (shown in the tracking sheet) to prioritize existing project phases that are realistically able to obligate funds within the current fiscal year (or upcoming fiscal year in the case of the Summer version of this meeting). Prioritization comes in the form of both cost increases and phase shifts (within the boundaries set forth by the PMG).

Program Review

Sponsors that have recurring/ongoing programs funded with MPO-dedicated funds may be asked by KIPDA staff to provide a written progress summary and/or formal presentation to the TTCC and/or TPC on an annual basis.



APPENDIX: PROJECT MANAGEMENT RESOURCES

The process for constructing federal aid transportation projects is complicated and sometimes arduous. This appendix provides a short list of helpful project management guidance and training for project sponsors from FHWA, KYTC, INDOT, and other relevant planning organizations.

Federal Highway Administration (FHWA) Resources

- This [link](#) contains informational training videos regarding federal-aid transportation projects from FHWA
- [Federal Aid Essentials for LPAs](#)
- [FHWA Transportation Planning Process Briefing Book](#)
- [FHWA's Local Aid Support Training Library](#)
- The [Federal Highway Administration's National Highway Institute](#) offers many free training courses for those with a Login.gov account.
- [Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970 \(Uniform Act\)](#)

Kentucky Transportation Cabinet (KYTC) Resources

- [KYTC's Local Public Agency \(LPA\) Guide](#)
- [KYTC training for Person in Responsible Charge](#)
- [KYTC Prequalified Firms](#)
- [University of Kentucky Highway Knowledge Portal – LPA Project Administration](#)

Indiana Department of Transportation (INDOT) Resources

- [INDOT's Local Public Agency Project Development Process Guidance Document for Local Federal-Aid Projects](#)
- [INDOT's Brochures and Fliers](#) are intended to provide basic information about INDOT projects, programs, and policies
- [Purdue University Local Technical Assistance Program \(LTAP\)](#)
- [INDOT LPA Resources](#)



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



Agenda Item #8

MEMORANDUM

TO: Transportation Policy Committee

FROM: Brady Hill

DATE: June 18, 2026

SUBJECT: 2026 Call for Projects Announcement

The 2026 MPO-Dedicated Call for Projects will be held this fall.

In Indiana, two years of funding (FY31 and FY32) will be made available. The conservatively estimated funding availability for these fiscal years is \$5,832,101 each year or \$11,664,202 in total for both years combined. The BUILD America 250 Act suggests that the CRP and PROTECT programs are unlikely to continue to be sub-allocated to MPOs in future years, so funding program availability for this call in Indiana will include CMAQ, STBG, TA, and HSIP.

In Kentucky, two years of STBG and TA funding (FY30 and FY31) will be made available for existing MPO-dedicated projects only. (With the likelihood of CRP repeal—not rescission—via the next federal authorization, assuming additional CRP funding availability beyond FY27 would be unwise at this time.) This equates to a conservatively estimated funding availability of \$42,435,416 of STBG funds and \$4,891,520 of TA funds over the two-year period. This cycle, each existing project will receive an updated cost estimate and timeline estimate as a part of KIPDA's new PMG policy (pending final TPC approval) thereby setting the future expectations for all existing projects. Existing CRP projects will also be asked to go through the cost estimate and timeline estimate process. The future projects reserve will not be utilized via this call for projects as no new Kentucky projects will be considered in this call.

Staff plans to follow the general schedule outlined on the following page with exact dates to be announced at a later date:

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5047
TDD: 1.800.648.6057





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



| State Applicability | Cyclical Timeline | Projected Call for Projects Process Activity |
|----------------------------|--------------------------|---|
| Both States | June | KIPDA staff announces upcoming call for projects |
| Kentucky Only | July/August | FY26/FY27 phases are adjusted via biannual project re-evaluation meeting to meet realistic timeline expectations |
| N/A | July-August | KIPDA hires third party consultant(s) to perform work discussed in the new PMG (pending final approval) |
| N/A | August/September | KIPDA staff works with consultant(s) to develop cost estimate/timeline template and project sponsor coordination process |
| Both States | October | Project sponsors submit their own cost and timeline estimates to consultant and KIPDA for review |
| Both States | October/November | KIPDA's 3rd party consultant reviews LPA cost estimates as appropriate before the call for projects application period opens |
| Both States | November | Call for projects application period |
| Both States | December | Call for projects application evaluation period, which includes TTCC working group rankings and internal project sponsor rankings among other tasks |
| Both States | December/January | Public comment period |
| Both States | January | TTCC working group meetings are held |
| Both States | February | TTCC and TPC review and approval for the call for projects |



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



Agenda Item #10

MEMORANDUM

TO: Transportation Policy Committee (TPC)

FROM: Chris Nicolas

DATE: June 18, 2026

SUBJECT: Administrative Modifications to the *FY 2025-2028 Transportation Improvement Program (TIP)*

KIPDA Staff will present Administrative Modification 13 made to the *FY 2025-FY 2028 Transportation Improvement Program (TIP)*. The TPC, as well as INDOT and KYTC STIP staff, were notified of the updates on June 18, 2026.

Qualifying criteria for administrative modifications include the following actions:

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

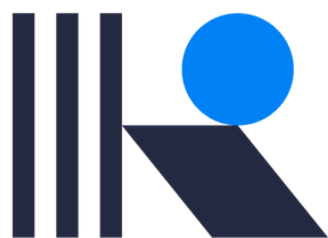
The changes do not affect the fiscal constraint of the TIP or progress of other projects in the program.

No Action is Requested

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 1.800.648.6057





K I P D A

Kentuckiana Regional Planning
& Development Agency

June 18, 2026

Administrative Modification 13
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)



| | | | | | |
|--|---|------------------------|--|-----------------------------------|---------|
| MTP Action: | None | | | | |
| TIP Action: | Update TIP funding | | | | |
| Project Sponsor: | Clark County | KIPDA ID: | 3364 | DES: | 2401840 |
| County: | Clark | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | CR-311 and Sellersburg Improvements | Funding Source: | Congestion Mitigation Air Quality - MPO (CMAQ-MPO) | Open to Public (OTP) Date: | 2030 |
| Total Estimated Project Cost: | \$14,628,416 | | Total Cost Programmed in TIP to date: | \$2,728,416 \$2,791,342 | |
| Description: | Corridor improvements will extend along CR-311 from SR-60 to US-31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area | | | | |
| Justification: | KIPDA Funded Corridor study recommended a center left turn lane for the CR-311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents. | | | | |
| FY 25-28 TIP Funding: | FY 2026 Preliminary Engineering (PE) phase with Group III Funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total) FY 2026 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: \$50,341 (Federal) + \$12,585 (Other) = \$62,926 (Total) FY 2026 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: \$142,733 (Federal) + \$35,683 (Other) = \$178,416 (Total) FY 2028 Right of Way (ROW) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total) *FY 2029 Right of Way (ROW) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total) *FY 2030 Utilities (U) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Update TIP funding | | | | |
| Project Sponsor: | Floyd County Board of Commissioners | KIPDA ID: | 1558 | DES Number: | 1700788 |
| County: | Floyd | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Replacement of Bridge 51 | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public (OTP) Date: | 2027 |
| Total Estimated Project Cost: | \$11,397,323 | | Total Cost Programmed in TIP to date: | \$11,397,323 | |
| Description: | Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles. | | | | |
| Justification: | The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating. | | | | |
| FY 25-28 TIP Funding: | <p>*FY 2024 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$202,688 (Federal) + \$50,672 (Other) = \$253,360 (Total)</p> <p>*FY 2024 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$191,414 (Federal) + \$47,854 (Other) = \$239,268 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$11,274 (Federal) + \$2,818 (Other) = \$14,092 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with Local Bridge Funds: \$158,348 (Federal) + \$39,587 (Other) = \$197,935 (Total)</p> <p>FY 2026 Construction Engineering (CE) phase with STBG-MPO Funds: \$675,891 (Federal) + \$168,973 (Other) = \$844,864 (Total)</p> <p>FY 2026 Construction (CN) phase with STBG-MPO Funds: \$5,632,428 (Federal) + \$1,408,107 (Other) = \$7,040,535 (Total)</p> <p>FY 2026 Construction (CN) phase with Local Bridge Funds: \$1,046,771 (Federal) + \$261,693 (Other) = \$1,308,464 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Update OTP and TIP funding | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 2971 | State ID: | 2100744 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | SR 60 Bridge Deck Overlay Over Muddy Fork | Funding Source: | National Highway System (NHS) | Open to Public (OTP) Date: | 2028 2031 |
| Total Estimated Project Cost: | \$2,401,952 | | Total Cost Programmed in TIP to date: | \$2,401,952 | |
| Description: | Bridge deck overlay over Muddy Fork 4.70 east of SR 335. | | | | |
| Justification: | <p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs. This bridge was built in 1995 and has never received a wearing surface treatment to date. There are several small concrete patches visible in the wearing surface and there are several patches and cracks in the concrete bridge approach slabs. The east joint is partially filled with debris and the bridge would benefit from the installation of semi-integral abutments to eliminate the joints.</p> | | | | |
| FY 25-28 TIP Funding: | <p>FY 2028 Construction (CN) phase with NHS funds: \$1,978,218 (Federal) + \$219,802 (Other) = \$2,198,020 (Total)</p> <p>*FY 2031 Construction (CN) phase with NHS funds: \$1,978,218 (Federal) + \$219,802 (Other) = \$2,198,020 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2025 -2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Phase shift and update TIP funding | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 3485 | State ID: | 2500451, 2500452 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Charlestown SR 3 Drainage Project | Funding Source: | National Highway Performance Plan (NHPP) | Open to Public (OTP) Date: | 2031 |
| Total Estimated Project Cost: | \$14,285,000 \$14,759,812 | | Total Cost Programmed in TIP to date: | \$14,285,000 \$14,759,812 | |
| Description: | The purpose of this project is to extend the functional life of the pavement by addressing functional and structural deficiencies and to improve the drainage system along SR 3 near SR 62 so the road will not flood during standard storm events. The need for this project is evidenced by cracks in the surface layer of the pavement, and by a history of large rain events resulting in closure of SR 3 that limits local mobility. | | | | |
| Justification: | The anticipated outcome of this project is improved drainage and extending the life of the pavement along SR 3. A portion of the smalltown project will address the small structures and drainage of the total project, which includes replacement of the pavement. This will improve the mobility of the traveling public. | | | | |
| FY 25-28 TIP Funding: | FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) FY 2027 Preliminary Engineering (PE) phase with NHPP funds: \$540,000 (Federal) + \$135,000 (Other) = \$675,000 (Total) FY 2027 Preliminary Engineering (PE) phase with NHPP funds: \$919,850 (Federal) + \$229,962 (Other) = \$1,149,812 (Total) FY 2027 Construction (CN) phase with NHPP funds: \$8,448,000 (Federal) + \$2,112,000 (Other) = \$10,560,000 (Total) *FY 2031 Construction (CN) phase with NHPP funds: \$8,448,000 (Federal) + \$2,112,000 (Other) = \$10,560,000 (Total) *FY 2031 Construction (CN) phase with NHPP funds: \$2,080,000 (Federal) + \$520,000 (Other) = \$2,600,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025 -2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Update TIP funding | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 3246 | State ID: | 2300810 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | SR 62 Bridge Deck Overlay over Fourteen Mile Creek | Funding Source: | National Highway Performance Plan (NHPP) | Open to Public (OTP) Date: | 2028 |
| Total Estimated Project Cost: | \$2,105,683 \$3,149,904 | | Total Cost Programmed in TIP to date: | \$2,105,683 \$3,149,904 | |
| Description: | Bridge deck overlay on SR 62 Bridge over Fourteen Mile Creek, 0.286 mi E SR 3 | | | | |
| Justification: | Repair a post missing from the north guardrail at the east joint and correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge. | | | | |
| FY 25-28 TIP Funding: | <p>*FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$328,099 (Federal) + \$36,455 (Other) = \$364,554 (Total)</p> <p>*FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$271,075 (Federal) + \$67,769 (Other) = \$338,844 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$44,080 (Federal) + \$11,020 (Other) = \$55,100 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2027 Right of Way (ROW) phase with NHPP funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP funds: \$72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP funds: \$64,000 (Federal) + \$16,000 (Other) = \$80,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$1,486,016 (Federal) + \$165,113 (Other) = \$1,651,129 (Total)</p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$2,176,848 (Federal) + \$544,212 (Other) = \$2,721,060 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2025 - 2028 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Update OTP and TIP funding | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 2967 | State ID: | 2100036 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | SR-64 Added Travel Lane | Funding Source: | Surface Transportation Block Grant (STBG) - State | Open to Public (OTP) Date: | 2031 2033 |
| Total Estimated Project Cost: | \$23,600,512 | | Total Cost Programmed in TIP to date: | \$23,600,512 | |
| Description: | Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County. | | | | |
| Justification: | The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64. | | | | |
| FY 25-28 TIP Funding: | <p>FY 2025 Preliminary Engineering (PE) phase with STBG-State funds: \$568,312 (Federal) + \$142,078 (Other) = \$710,390 (Total)</p> <p>FY 2027 Preliminary Engineering (PE) phase with STBG-State funds: \$568,312 (Federal) + \$142,078 (Other) = \$710,390 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-State funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (Total)</p> <p>FY 2028 Right of Way (ROW) phase with STBG-State funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (Total)</p> <p>FY 2028 Utilities (U) phase with STBG-State funds: \$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)</p> <p>*FY 2031 Construction (CN) phase with STBG-State funds: \$15,360,098 (Federal) + \$3,840,024 (Other) = \$19,200,122 (Total)</p> <p>*FY 2033 Construction (CN) phase with STBG-State funds: \$15,360,098 (Federal) + \$3,840,024 (Other) = \$19,200,122 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Update OTP and TIP funding and clarify project name and description | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 3323 | State ID: | 2300707 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2678 |
| Project Name: | SR 62 Intersection Improvement at Charlestown Pike and Logistics Ave | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2030 2031 |
| Total Estimated Project Cost: | \$877,471 \$1,177,471 | | Total Cost Programmed in TIP to date: | \$877,471 \$1,177,471 | |
| Description: | The proposed project will begin approximately 0.39 mile north of SR 265 in Watson and travel north for approximately 6.25 miles to terminate at SR 3 in Charlestown. The proposed Intersection Improvement project is on SR 62 at the Charlestown Pike and Logistics Ave intersection. | | | | |
| Justification: | The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access. | | | | |
| FY 25-28 TIP Funding: | <p>FY 2025 Preliminary Engineering phase with HSIP-State funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2025 Planning (P) phase with HSIP-ST funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2027 Planning (P) phase with HSIP-ST funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with HSIP-ST funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2027 Utilities (U) phase with HSIP-ST funds: \$22,500 (Federal) + \$2,500 (Other) = \$25,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with HSIP-ST funds: \$488,224 (Federal) + \$54,247 (Other) = \$542,471 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Remove redundant project and move FY25 PE to KIPDA ID 3323 | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 3254 | State ID: | 2300707 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2680 |
| Project Name: | SR 62 and Charlestown Pike | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2030 |
| Total Estimated Project Cost: | \$877,471 | | Total Cost Programmed in TIP to date: | \$300,000 | |
| Description: | Project is an intersection improvement that will take place over 6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3. | | | | |
| Justification: | The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. | | | | |
| FY 25-28 TIP Funding: | FY 2025 Preliminary Engineering phase with HSIP- State funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total) | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2501085 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | I-65 Median Drain work at Silver Creek | Funding Source: | National Highway Performance Plan (NHPP) | Open to Public (OTP) Date: | 2028 |
| Total Estimated Project Cost: | \$674,841 | | Total Cost Programmed in TIP to date: | \$674,841 | |
| Description: | Replacement of median inlets and drainage on I-65 at Silver Creek | | | | |
| Justification: | To repair and replace, inlets and drainage structure on I-65 at Silver Creek | | | | |
| FY 25-28 TIP Funding: | FY 2028 Construction (CN) phase with NHPP funds: \$607,357 (Federal) + \$67,484 (Other) = \$674,841 (Total) | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2600814 |
| County: | Clark, Floyd | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Raised Pavement Markings Refurbishment - FY 2029 | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2029 |
| Total Estimated Project Cost: | \$1,000,000 | | Total Cost Programmed in TIP to date: | \$1,000,000 | |
| Description: | Replace raised pavement markings, various locations Seymour District | | | | |
| Justification: | Replace raised pavement markings throughout the Seymour district in various locations | | | | |
| FY 25-28 TIP Funding: | *FY 2029 Construction (CN) phase with HSIP-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2600815 |
| County: | Clark, Floyd | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Traffic Signal Modernization - FY 2029 | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2029 |
| Total Estimated Project Cost: | \$2,892,000 | | Total Cost Programmed in TIP to date: | \$2,892,000 | |
| Description: | Replacement of traffic signals, various locations Seymour District. | | | | |
| Justification: | To replace traffic signals throughout the Seymour District | | | | |
| FY 25-28 TIP Funding: | *FY 2029 Construction (CN) phase with HSIP-ST funds: \$2,313,600 (Federal) + \$578,400 (Other) = \$2,892,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2600816 |
| County: | Clark, Floyd | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Raised Pavement Markings Refurbishment - FY 2030 | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2030 |
| Total Estimated Project Cost: | \$1,000,000 | | Total Cost Programmed in TIP to date: | \$1,000,000 | |
| Description: | Raised pavement markings in various locations in Seymour district | | | | |
| Justification: | Replace raised pavement markings throughout the Seymour district in various locations | | | | |
| FY 25-28 TIP Funding: | *FY 2030 Construction (CN) phase with HSIP-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2600817 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | I-65 Concrete pavement markings | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2030 |
| Total Estimated Project Cost: | \$4,000,000 | | Total Cost Programmed in TIP to date: | \$4,000,000 | |
| Description: | Concrete pavement markings, I-65 from 0.63 miles N of US 31 to 2.62 miles S of SR 160 | | | | |
| Justification: | To add grooved concrete markings on I-65 | | | | |
| FY 25-28 TIP Funding: | *FY 2030 Construction (CN) phase with HSIP-ST funds: \$3,600,000 (Federal) + \$400,000 (Other) = \$4,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Add new Maintenance Group Project | | | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2600818 |
| County: | Clark, Floyd | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | Traffic Signal Modernization - FY 2030 | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public (OTP) Date: | 2030 |
| Total Estimated Project Cost: | \$3,615,000 | | Total Cost Programmed in TIP to date: | \$3,615,000 | |
| Description: | Traffic signal modernization, various locations throughout Seymour District | | | | |
| Justification: | To replace traffic signals throughout the Seymour district in fiscal year 2030 | | | | |
| FY 25-28 TIP Funding: | *FY 2030 Construction (CN) phase with HSIP-ST funds: \$2,892,000 (Federal) + \$723,000 (Other) = \$3,615,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2025-2028 TIP years | | | | | |
| MTP Action: | N/A | | | | |
| TIP Action: | Update TIP funding | | | | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3125 | State ID: | 5-10057.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-64 Bridges at Tucker Station Road | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public (OTP) Date: | 2028 |
| Total Estimated Project Cost: | \$6,896,641 \$11,939,236 | | Total Cost Programmed in TIP to date: | \$6,896,641 \$11,939,236 | |
| Description: | Bridge project in Jefferson County on (056B00039R) I-64 EB and (056B00039L) I-64 WB at Tucker Station Road. | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | FY 2026 Design (D) phase with BRO funds: \$0 (Federal) + \$831,736 (Other) = \$831,736 (Total) FY 2026 Construction (C) phase with BRO funds:- \$4,435,924 (Federal) + \$1,108,981 (Other) = \$5,544,905 (Total) FY 2026 Construction (C) phase with BRO funds: \$8,470,000 (Federal) + \$2,117,500 (Other) = \$10,587,500 (Total) | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Update TIP funding | | | | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3042 | State ID: | 5-80110.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2673 |
| Project Name: | KY 2055 | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public (OTP) Date: | 2028 |
| Total Estimated Project Cost: | \$850,000 | | Total Cost Programmed in TIP to date: | \$850,000 \$775,000 | |
| Description: | Construct a sidewalk along Mount Holly Road from Charlene Drive to Fox Avenue for Coral Ridge Elementary. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual. | | | | |
| Justification: | The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the KIPDA Online Resource Center through their Gap Analysis. | | | | |
| FY 25-28 TIP Funding: | <p>FY 2026 Design (D) phase with STBG-MPO funds: \$212,000 (Federal) + \$53,000 (Other) = \$265,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$280,000 (Other) = \$280,000 (Total)</p> | | | | |