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

KIPDA

TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, August 12, 2026
KIPDA Burke Room
11520 Commonwealth Drive, Louisville, Kentucky 40299

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

AGENDA

1. *Call to Order, Welcome, Roll Call*
2. *June TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested**
3. *Transportation Policy Committee (TPC) Report* – Review of the June TPC meeting activities.
4. *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item #4.
5. *Participation Plan Update* – An amendment to the Participation Plan was created for the Administrative Modification policy. **Action Requested**
6. *Socioeconomic Forecast Results* – Staff will showcase the latest data for socioeconomic development of *Moving Kentuckiana Forward 2050*. **Action Requested**
7. *CMAQ Performance Target Update* – Staff are updating the performance measure targets ahead of the 2027 MTP update. **Action Requested**
8. *Indiana Funding Adjustments* – Staff will provide the latest funding adjustments for the state of Indiana. **Action Requested**
9. *Functional Classification* – Staff will present the final results of the roadway functional classification updates approved in the KIPDA region.
10. *Build America 250 Act* – Staff will provide information surrounding the newest bipartisan, five-year surface transportation reauthorization bill called Build America 250 Act.

11. *Moving Kentuckiana Forward 2050 Metropolitan Transportation Plan and the FY 2027-FY 2030 Transportation Improvement Program Update* – The process of how new and existing project details and updates will be collected for the new MTP and TIP will be discussed.

12. *Other Business*

13. *Adjourn*

MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
June 10, 2026, 1:00 p.m.
In-Person and Via Video Conference

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

Review and Approval of TTCC Minutes
Flannery O'Neil, Louisville Metro Air Pollution Control District (APCD), made a motion to approve the minutes for the May TTCC meeting. Brian Davis, Louisville Metro Planning & Design Services, seconded the motion. Jim Silliman, Oldham County, abstained from voting due to being absent from the May meeting. Motion carried with a majority vote.

Transportation Policy Committee (TPC) Report
Andy Rush, KIPDA staff, reported on the May TPC meeting. No action was required.

Public Comment Period
There were no public comments.

Moving Kentuckiana Forward 2050 Metropolitan Transportation Plan (MTP) Project Evaluation Rubric
Darian Koch, KIPDA staff, highlighted the project scoring rubric for the update to the MTP. There was discussion. **Arthur Jones, City of Shepherdsville, made a motion to recommend TPC approval of the proposed MTP project evaluation rubric. Flannery O'Neil, Louisville Metro APCD, seconded the motion. Motion carried with a unanimous vote.**

Project Management Guidebook (PMG) Update
Brady Hill, KIPDA staff, showcased the recently completed PMG. There was discussion. **Bob Tally, Indiana Department of Transportation (INDOT) – Public Transportation, made a motion to recommend TPC approval of the updated PMG with the understanding that the changes are not substantive and that the PMG will be attached to the meeting minutes for this meeting. Brian Dixon, Clark County, seconded the motion. Motion carried with a unanimous vote.**

Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP) & FY 2025-FY 2028 Transportation Improvement Program (TIP) Amendment Schedule
Chris Nicolas, KIPDA staff, unveiled the schedule for the latest amendment to the MTP and TIP. There was discussion. No action was required.

Other Business
Andy Rush, KIPDA staff, covered the following:
- Acknowledged committee members who arrived after roll call
- RFP/RFQ for the Project Management Guidebook will be coming out soon
- No TTCC, TPC, or KIPDA Board meetings in July
- Rachael Hamilton of Louisville Metro APCD will be retiring at the end of June
- Provided information on the BUILD America 250 Act

Adjournment
The meeting was adjourned at 1:46 p.m.

Andy Rush
Recording Secretary

Members Present:	**Representing:**
Keith Griffee	Bullitt County
Andy Crouch	City of Jeffersonville
Larry Summers	City of New Albany
Arthur Jones	City of Shepherdsville
Brian Dixon	Clark County
*Camille Robinson	Federal Highway Administration – Kentucky
Bob Tally	Indiana Department of Transportation – Public Transportation
Hayley Thomas	Indiana Department of Transportation – Seymour
Emma Moreo	Kentucky Division of Air Quality
Isidro Delgado	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Andy Rush	KIPDA
Flannery O'Neil	Louisville Metro Air Pollution Control District
Brian Davis	Louisville Metro Planning & Design Services
Jim Silliman	Oldham County
Liann Alfaro	TARC
Brad Cummings	Town of Clarksville
*Bruce Bohne	TRIMARC

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

Other Attendees

Brian Meade	AECOM
Diana Mitchen	Burgess & Niple
Jose Cubero	City of Shepherdsville
Amanda Deatherage	GSP

Jennifer Caummisar-Kern	HWC Engineering
Julie Feltner	Indiana Department of Transportation – Seymour
Greg Burress	KIPDA
Eronmonsele Esekhaigbe	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Brady Hill	KIPDA
Darian Koch	KIPDA
Mick Logsdon	KIPDA
Chris Nicolas	KIPDA
Randy Simon	KIPDA
Haley Thayer	Louisville Metro Air Pollution Control District
Tom Springer	QK4
Geoffrey Hobin	TARC
Chris Ward	TARC

* Denotes Advisory Members

Agenda Item #2

Kentuckiana
Regional Planning &
Development Agency

PROJECT MANAGEMENT GUIDEBOOK - DRAFT

Metropolitan Planning Organization (MPO)

Dedicated Funding Programs

June 25, 2026

CONTENTS

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 KIDPA'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

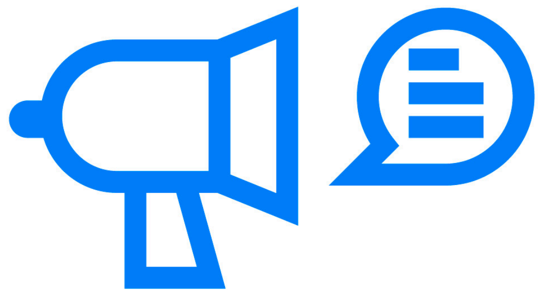
Any change to a project's funding, schedule, description, sponsor, state id/designation (DES) number, location, or scope of work will require the project sponsor to fill out a project application to notify KIPDA staff for the need to update the TIP to reflect these updates via an amendment or administrative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

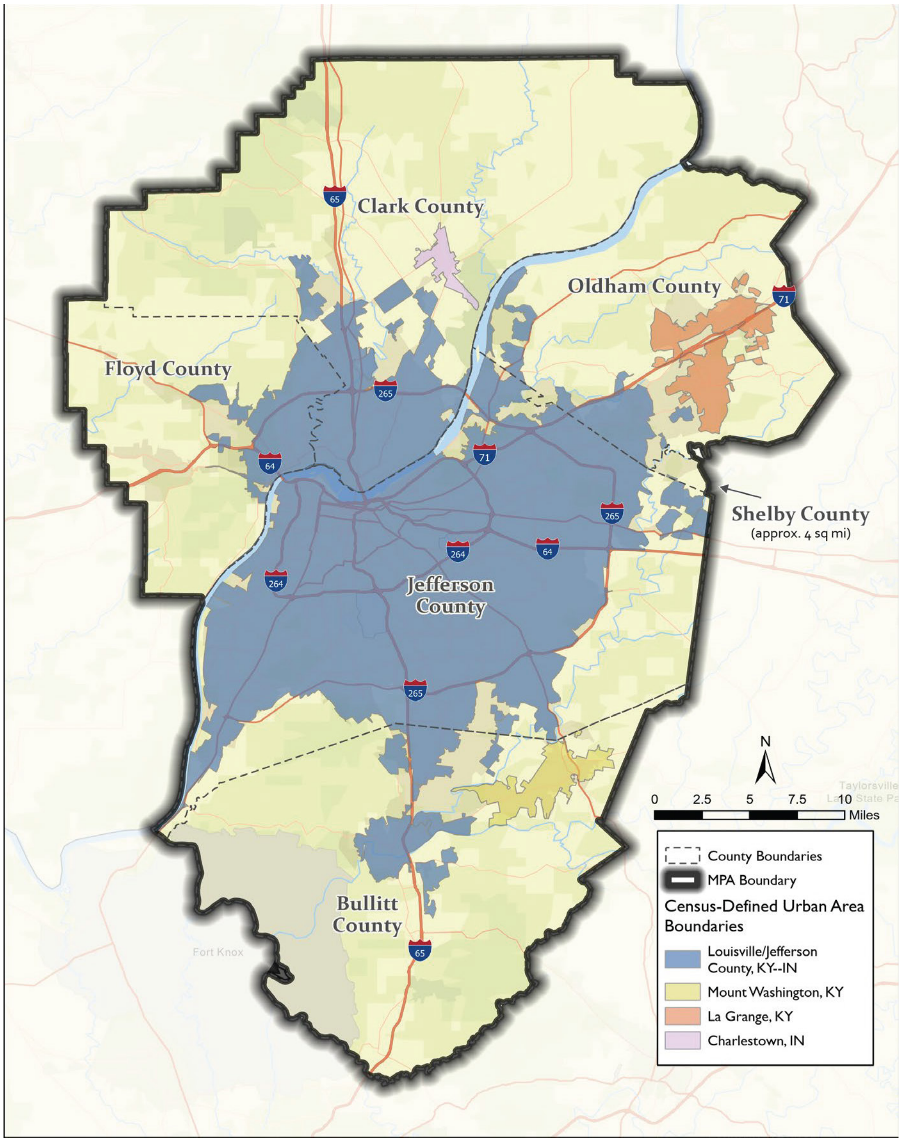
Calls for projects typically occur once every two years in Indiana and every year in Kentucky. When a call for projects is announced, KIPDA staff will provide a schedule of activities including the submittal deadline(s) for potential project sponsors. Ample time will be provided so that sponsors can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


NO
MOTOR
VEHICLES

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

KIPDA

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

1

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.

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.

2

PLANNING LEVEL ESTIMATE

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

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.

3

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.

4

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.

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

5

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.

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

6

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.

7

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.

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/

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.

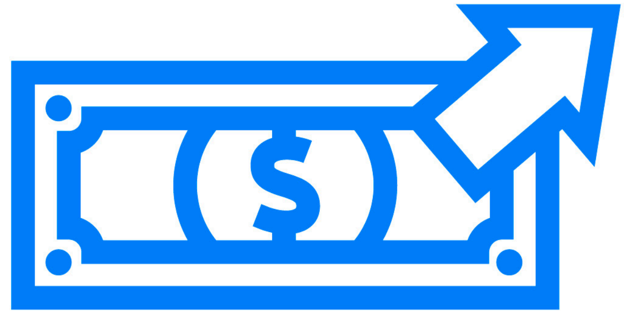
The TTCC Working Group members must reach a consensus on any recommendations. Members have discretion as to how they reach their decision, but the following factors should be considered when applicable:

- 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.

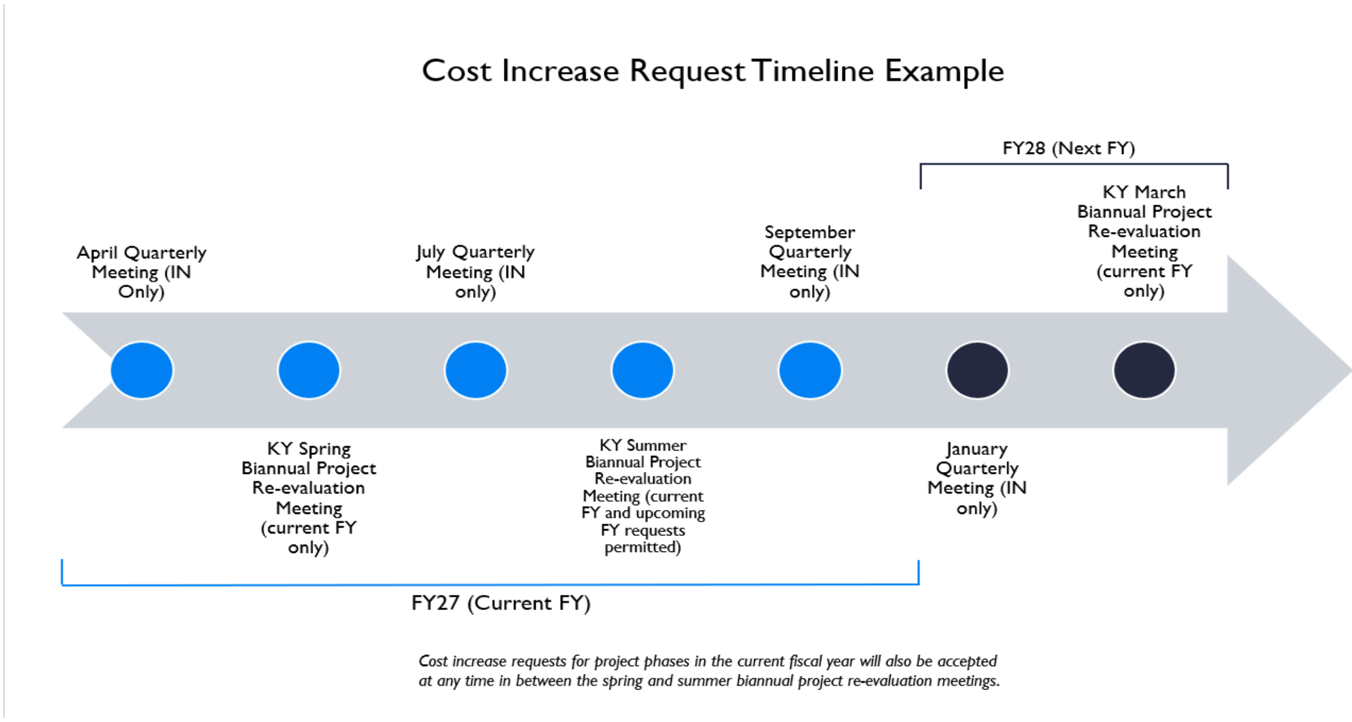
Existing Kentucky projects will have the opportunity to compete for additional STBG-MPO, CRP-MPO, and TA-MPO funding via the annual call for projects process and at each Kentucky biannual project re-evaluation meeting.

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 theupcoming 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.

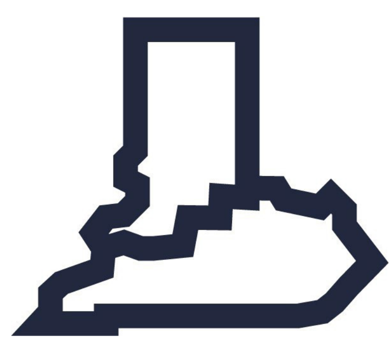
An example of the cost increase request timeline is shown below:



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 recompeting 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

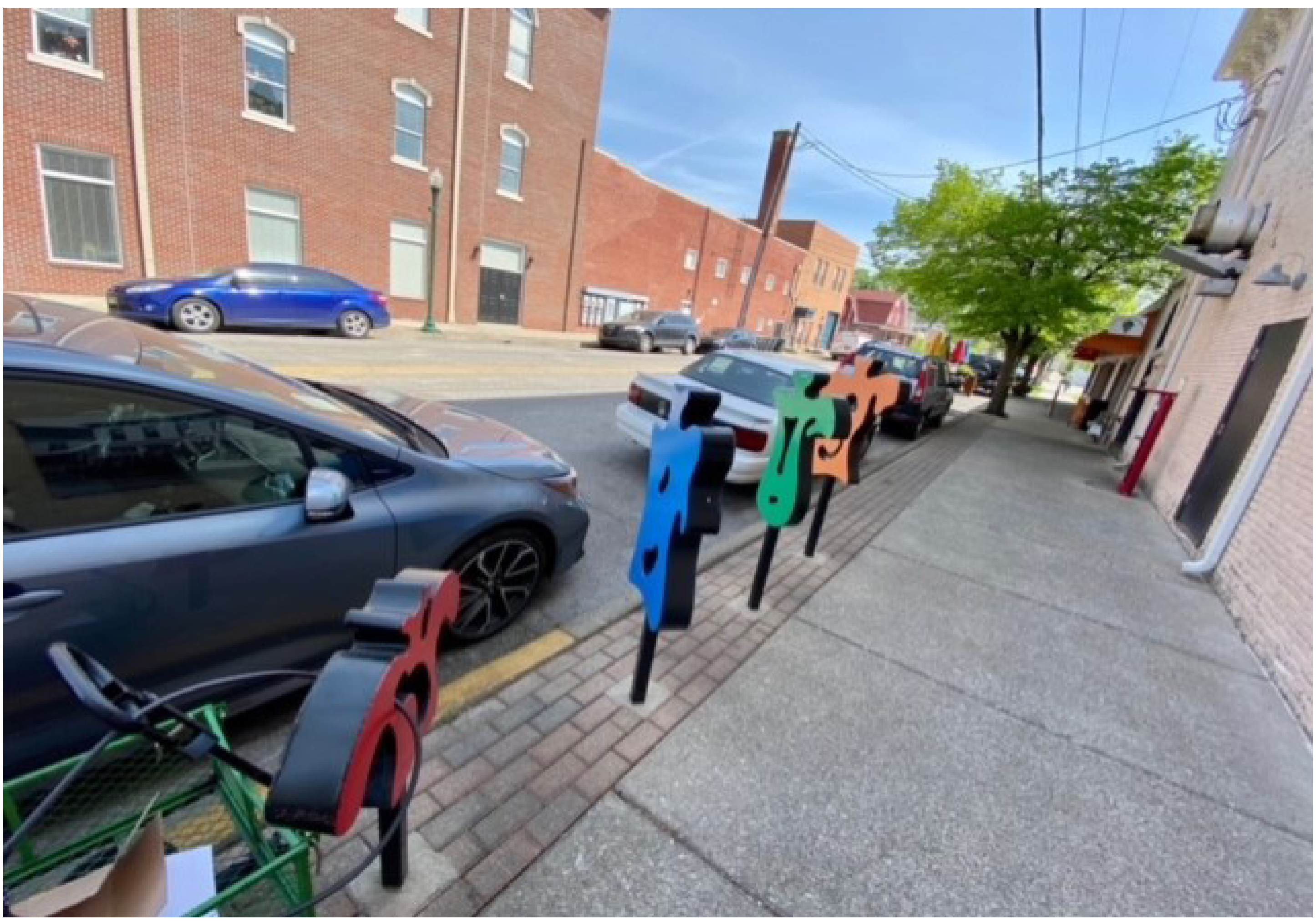
PROJECT PROGRESS

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

Agenda Item #5

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Greg Burress

DATE: August 5, 2026

SUBJECT: Amendment to the Participation Plan

KIPDA adopted a policy in November 2023 that allows limited administrative modifications to the Metropolitan Transportation Plan (MTP). While the policy took effect at that time, staff did not include it in the current MTP or the Participation Plan.

Based on recommendations from our federal partners, staff updated the Participation Plan to include the administrative modification policy and explain how it applies to the MTP. Because this update changed the Participation Plan, it required a formal amendment. The attached document highlights the revisions.

KIPDA conducted a 15-day public comment period in accordance with the Participation Plan. Staff received no public comments.

Action is Requested

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

Phone: 502.266.6084
Fax: 502.266.5047
TDD: 1.800.648.6057

Plans & Programs

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) establishes transportation priorities and identifies surface transportation improvements for the next 20 years within the Metropolitan Planning Area. Transportation projects must be identified in the MTP to utilize federal transportation funds. Updated every four years, the MTP provides a vision of how our transportation system will evolve throughout the KIPDA region.

The MTP may be amended to reflect transportation project changes, the inclusion of new projects, and the removal of projects from the current MTP. Amendments are subject to the guidelines of the Participation Plan. Please see Appendix for more on the participation process.

The Metropolitan Transportation Plan and additional information can be found on the MTP page on the KIPDA website

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a short-range, multi-year program of transportation projects approved for funding with federal, state and local funds within the KIPDA region. All MPOs are required to develop a fiscally constrained TIP and to update it at least every four years. The basic purpose of the TIP is to provide the mechanism for scheduling Federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision for the area.

Every federally funded transportation project must be included in the TIP, as well as any State or locally funded projects that are considered regionally significant. A secondary purpose of the TIP is to provide information to the public about these federally funded projects as well as other regionally significant projects that do not utilize federal funds.

Due to the dynamic nature of transportation projects as they move through the implementation process, the TIP is modified on a regular basis. See Appendix for more on the participation process.

Additional information about the Transportation Improvement Program can be found on the TIP page located on the KIPDA website.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) outlines the activities of KIPDA staff in completing the MPO process. The UPWP forecasts staff hours and budget allocation associated with planning activities and documents.

Additional information about the Unified Planning Work Program can be found on the Transportation section of the KIPDA website. Amendments are subject to the guidelines of the Participation Plan.

Congestion Management Process

The Congestion Management Process (CMP) is a process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods.

The CMP is a medium-term planning effort that advances the goals of Connecting Kentuckiana 2050 and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP is an ongoing and systematic process that uses performance-based and other CMP objective measures to identify and prioritize congested locations on the regional transportation network, analyzes potential causes, develops multimodal transportation strategies to mitigate congestion, and evaluates the effectiveness of implemented strategies to improve mobility, and enhance safety across the region. The plan in its entirety can be found on the CMP page on the KIPDA website.

Performance Management Plan

KIPDA developed a Performance Management Plan (PMP) to utilize the framework established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). KIPDA has also developed additional performance Kmeasures outlined in this plan and referred to as "MPO-developed performance measures." These were developed to support KIPDA's long-range, regional goals as identified in the Metropolitan Transportation Plan (MTP). The PMP is located on the KIPDA website.

Appendix

In November of 2023, the Transportation Policy Committee approved a new policy where Administrative Modifications will now be included in the Metropolitan Transportation Plan (MTP). Administrative Modifications are project changes to the Transportation Improvement Program (TIP) and MTP that are considered minor. Previously, Administrative Modifications were only showcased in the TIP. The new policy now includes Administrative Policies in both the TIP and MTP, beginning with Administrative Modification 7 of the 2023-2026 TIP. A list of all Administrative Modifications can be found on both the TIP & MTP pages.

Agenda Item #6

MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Darian Koch and Chris Nicolas

DATE: August 5, 2026

SUBJECT: Socioeconomic Forecast Results

KIPDA staff will present the socioeconomic forecast maps for employment and households in each county in the KIPDA region. The planning process used to develop the data was presented to TTCC in March 2026. KIPDA staff worked with planners and officials in each county to incorporate local land-use knowledge into the data. The maps include the up and coming Moving Kentuckiana Forward, Metropolitan Transportation Plan (MTP) horizon year (2050) numbers and the change from 2025 base year to 2050.

The links below will take you to online interactive maps with household and employment data for each county. To open the legend, click the small white box in the upper right corner. It displays the range of values and how they correspond with the shade range to show an increase or decrease in data. The county-level data is divided into Census block groups. If you click on a block group, a table will pop-up with data including the numbers for 2025, 2050, and the change.

For our purposes, households are defined as people living in houses and employment means the amount of any jobs (fulltime, part-time, seasonal, etc.). The initial KIPDA prepared data was reviewed and adjusted during or following the individual county working meetings to incorporate local long-range plans into the final socioeconomic forecast maps that will be used in the new MTP and for the development of the KIPDA Traffic Demand Model calibration.

Oldham County Household Map
Oldham County Employment Map
2050 Households: 31,694, Change 2025-2050: 7,562
2050 Employment: 27,148, Change 2025-2050: 6,728

Bullitt County Household Map
Bullitt County Employment Map
2050 Households: 44,432, Change 2025-2050: 10,986
2050 Employment: 39,703, Change 2025-2050: 15,417

Jefferson County Household Map
Jefferson County Employment Map
2050 Households: 360,212, Change 2025-2050: 17,843
2050 Employment: 617,286, Change 2025-2050: 82,646

Floyd County Household Map
Floyd County Employment Map
2050 Households: 37,352, Change 2025-2050: 2,254
2050 Employment: 42,259, Change 2025-2050: 6,480

Clark County Household Map
Clark County Employment Map
2050 Households: 60,645, Change 2025-2050: 3,822
2050 Employment: 81,164, Change 2025-2050: 21,259

Action is Requested

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

KIPDA

Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee

FROM: Kyle Thorne

DATE: August 12, 2026

SUBJECT: CMAQ Performance Target Update

KIPDA staff are updating the performance measure targets ahead of the 2027 MTP update. Preliminary CMAQ performance targets for the region were updated in coordination with INDOT and KYTC staff. Updated targets include 2-year and 4-year targets for Peak Hour Excessive Delay (PHED), cumulative CMAQ emission reductions, and the percentage of non-single occupancy vehicle travel to work.

MPOs serving populations over 200,000 must adopt these targets in coordination with state partners.

Action is Requested

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

KIPDA

Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: August 5, 2026

SUBJECT: Indiana Funding Adjustments

KIPDA staff will provide MPO-dedicated funding adjustment proposals for Indiana projects based upon the recent Summer Indiana quarterly project review meeting discussion.

- $84,161 remains unprogrammed of FY 2027 MPO-dedicated funding in Indiana

- Due to PE authorization delay and a previously unknown historical property within the project scope, KIPDA ID 3136/DES 2301550 (Intersection of East Spring Street & Beharrell Avenue) will not be able to authorize the $400,000 programmed for ROW in FY 2027

- Due to PE authorization delay and a previously unknown historical property within the project scope, KIPDA ID 3369/DES 2401854 (Slate Run Road Phase II) will not be able to authorize the $402,940 programmed for ROW in FY 2027

As a result, a total of $887,101 needs to be programmed to FY 2027 phases that can be authorized before the end of this fiscal year.

FY 2027 Programming Recommendation:
- Program $100,800 of STBG-MPO dollars to PE phase of KIPDA ID 3367/DES 2401834 (Baylor Wissman Hilltop)
- Program $786,301 of CMAQ-MPO dollars to PE phase of KIPDA ID 3364/DES 2401840 (CR-311 and Sellersburg Improvements)

Action is Requested

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

Phone: 502.266.6084
Fax: 502.266.5047
TDD: 1.800.648.6057

HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA

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

KIPDA

Agenda Item #9

MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Chris Nicolas

DATE: August 5, 2026

SUBJECT: Roadway Functional Classification Final Update

KIPDA staff will make a final presentation on the roadway functional classification changes made following the update to the FHWA Adjusted Urbanized Area Boundary (UAB) which was completed after the release of the 2020 Census UAB update on December 29, 2022.

Roadway functional classification updates are possible at any time and because the UAB update presumedly leads to necessary updates to roadways changing between urban and rural status, KIPDA determined it an opportune time to review the overall region for additional updates.

After county-wide, collaborative meetings with local planning partners and regional INDOT and KYTC staff, KIPDA compiled lists of recommended updates in Spring of 2025. To inform the process, we used FHWA highway functional classification guidelines, the 2020 adjusted UAB update, and local knowledge. Many considerations were made to support requests for the appropriate update, such as viewing the region/roadways in the present tense, current classification consistency as per FHWA guidelines, and regional development following the previous UAB update.

State GIS staff in Kentucky and Indiana reviewed the lists and made additional adjustments before ultimately submitting the regional recommendations to FHWA before the deadline for Census-derived functional classification changes on December 29, 2025. Those adjustments were presented at the September 2025 TTCC meeting.

This presentation will cover any differences between the final state submissions and what FHWA accepted. The full list can be viewed here.

No Action is Requested

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

KIPDA

Agenda Item #11

MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Chris Nicolas

DATE: August 5, 2026

SUBJECT: Moving Kentuckiana Forward 2050, MTP and FY 2027-FY 2030 TIP Project Update Details

The anticipated date for the approval request of the new Metropolitan Transportation Plan (MTP), *Moving Kentuckiana Forward 2050* is May 27, 2027. This will be a complete update to the existing plan. The next Transportation Improvement Program (TIP), Fiscal Years 2027-2030, will be a subset to the new MTP and created in conjunction with the plan update. The preparations for the new TIP will coincide with the MTP development and anticipated approval request date.

KIPDA staff will discuss the steps we anticipate making to collect and include new and existing project details with this major update and what project sponsors can expect in the coming months. Discussion points include:

- Gathering potential new MTP projects with open to public dates up to horizon year 2050
- Updates to the open to public dates of existing MTP projects that have not yet secured TIP funding
- How the new MTP/TIP scoring rubric (approved in June) will be applied to existing projects expected to be included in the update
- Other timeline information and tentative deadlines

The update process has been designed with the goal of making the update process as smooth as possible by removing administrative burdens from the sponsors when possible while allowing for complete and accurate project information to be listed in the new MTP and TIP.

No Action is Requested

11520 Commonwealth Drive
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TDD: 800.648.6056

HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA