



K I P D A

Kentuckiana Regional Planning
& Development Agency

DRAFT

Amendment 2
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Amendment 11
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

Anticipated TPC Approval for January 22, 2026

Please note - Amendment 2 and 11 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.



WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

KEY STEPS & TIMING

<i>Project applications (new or modified) are due from sponsors</i>	November 7, 2025
<i>KIPDA staff completes project review</i>	November 21, 2025
<i>Air quality conformity activities</i>	November 24, 2025 - December 22, 2025
<i>Interagency Consultation Group (IAC) Coordination</i>	December 15, 2025
<i>Public comment period</i>	December 29, 2025 - January 12, 2026
<i>Comments sent to the Transportation Policy Committee (TPC)</i>	January 13, 2026
<i>Transportation Technical Coordinating Committee (TTCC) Recommendation</i>	January 22, 2026
<i>TPC Action</i>	January 23, 2026

ADDITIONAL INFORMATION

Amendment 2 to the TIP and Amendment 11 to the MTP are identical lists of project updates. TIP amendment numbering restarted with the adoption of the FY25-FY28 TIP. MTP amendment numbering will continue until a new MTP is adopted.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address: <https://kipdatransportation.org/forms/>



MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Clark County	KIPDA ID:	NEW	DES:	2401797
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bethany Road CR-403 Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2032
Total Estimated Project Cost:	\$6,756,066		Total Cost Programmed in TIP to date:	\$6,756,066	
Description:	Intersection Improvements at CR-403 and Bethany Road. A roundabout may be considered for this intersection.				
Justification:	Clark County has applied for and received HSIP approval for this intersection. The number of serious accidents at this intersection has increased and we are looking to improve the safety of the intersection.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$247,500 (Federal) + \$362,300 (Other) = \$609,800 (Total) FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$495,000 (Federal) + \$55,000 (Other) = \$550,000 (Total) FY 2027 Utilities (U) phase with HSIP-ST funds: \$198,000 (Federal) + \$22,000 (Other) = \$220,000 (Total) *FY 2031 Construction Engineering (CE) phase with HSIP-ST funds: \$742,500 (Federal) + \$82,500 (Other) = \$825,000 (Total) *FY 2031 Construction (CN) phase with HSIP-ST funds: \$4,096,139 (Federal) + \$455,127 (Other) = \$4,551,266 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
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 Date:	2030
Total Estimated Project Cost:	\$2,100,000 \$14,628,416		Total Cost Programmed in TIP to date:	\$928,416 \$2,728,416	
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:	<p>FY 2026 Preliminary Engineering (PE) phase with Group III Funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: \$142,733 (Federal) + \$35,683 (Other) = \$178,416 (Total)</p> <p>FY 2028 Right of Way (ROW) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</p> <p>*FY 2029 Right of Way (ROW) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</p> <p>*FY 2030 Utilities (U) phase with CMAQ-MPO Funds: \$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	2032	DES:	
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Floyd Central - Highland Hills Safe Routes to School Project	Funding Source:		Open to Public (OTP) Date:	2025 2031
Total Estimated Project Cost:	\$3,770,000		Total Cost Programmed in TIP to date:	\$0	
Description:	Multi-use path to connect Floyd Central High School and Highland Hills Middle School in Georgetown. Current area lacks any pedestrian/multi-modal infrastructure. Project could be located along Edwardsville-Galena Road and would provide pedestrian/multi-modal access to existing neighborhoods around both schools.				
Justification:	After school, many students from Highland Hills Middle School use the athletic fields at Floyd Central High School. However, they do not have any safe access between the schools besides walking on Edwardsville Galena Road. Existing neighborhoods around schools do not have sidewalks, discouraging students from being able to walk to school safely.				
FY 25-28 TIP Funding:	N/A				
MTP Action:	Update OTP				
TIP Action:	Add to TIP				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	542	DES:	
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Old Vincennes Road Reconstruction Phase 3	Funding Source:	Local	Open to Public (OTP) Date:	2026 2030
Total Estimated Project Cost:	\$5,000,000		Total Cost Programmed in TIP to date:	\$2,032,677	
Description:	Phase 3 of Reconstruction of Old Vincennes Road from south of Luther Road to US 150 in Floyds Knobs. Reconstruction includes widening of lanes/shoulders, drainage infrastructure, and reduction of unsafe sight lines. Improvement of intersections at Schrieber Road with turn lanes, and reconfiguration at Duffy Road/Highlander Point Drive.				
Justification:	Old Vincennes Road is the main route from US 150 to Floyd Central High School and Highland Hills Middle School. This section is also used for one of Floyd County's main commercial nodes, Highlander Point. Current infrastructure does not meet growing needs of area.				
FY 25-28 TIP Funding:	FY 2025 Construction (CN) phase with Local Funds: \$0 (Federal) + \$2,032,677 (Other) = \$2,032,677 (Total)				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	2103	DES:	
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Little Indian Creek Trail - Phase 1	Funding Source:		Open to Public (OTP) Date:	2027 2032
Total Estimated Project Cost:	\$2,000,000		Total Cost Programmed in TIP to date:	\$0	
Description:	Project is a multi-use path connecting Highlander Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.				
Justification:	Project was identified in the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	3075	DES:	
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	North Tucker Road Improvement Project	Funding Source:		Open to Public (OTP) Date:	2027 2030
Total Estimated Project Cost:	\$1,950,000		Total Cost Programmed in TIP to date:	\$0	
Description:	<p>Proposed project would widen North Tucker Road. North Tucker Road is located in Georgetown Township in Floyd County. It has an intersection with State Road 64 and would be connected to the Brookstone Subdivision and future connector road through the County Regional Park.</p> <p>Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues.</p> <p>The proposed project would install 11 foot lanes in each direction with a 2 foot paved shoulder and 1 foot aggregate shoulder. It would replace the exist culvert and would align with the current rail crossing. New safety crossing are proposed pending approval by the Norfolk Southern Railroad.</p>				
Justification:	<p>Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues.</p> <p>Brookstone subdivision currently has 200 residents with an additional 125 single-family residential homes recently approved. There currently is one way in and out of the subdivision. North Tucker does connect to the subdivision, however, it is a undersized and narrow road with an undersized culvert that can not handle heavy traffic. By upgrading the road and culvert, a safe second entrance to the subdivision will be accomplished and it will also serve as a second entrance into the County's new Regional Park complex under construction.</p>				
FY 25-28 TIP Funding:	N/A				

MTP Action:	None				
TIP Action:	Remove funding phase				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	New Albany	KIPDA ID:	309	DES:	2000188
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Mt. Tabor Road	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2026 2031
Total Estimated Project Cost:	\$13,468,719		Total Cost Programmed in TIP to date:	\$8,878,719	
Description:	<p>Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.</p> <p>Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.</p>				
Justification:	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Road, and add audible pedestrian signals.				
FY 25-28 TIP Funding:	FY 2025 Construction (CN) phase with STBG-MPO Funds: \$3,672,000 (Federal) + \$918,000 (Other) = \$4,590,000 (Total)				

MTP Action:	Remove project				
TIP Action:	Remove project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3194	DES:	2200050
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 60 & Perry Crossing Road Intersection Improvement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027
Total Estimated Project Cost:	\$3,626,722		Total Cost Programmed in TIP to date:	\$362,6722 \$919,700	
Description:	Intersection improvement at SR 60 and Perry Crossing Road.				
Justification:	This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.				
FY 25-28 TIP Funding:	FY 2025 ROW phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total) FY 2027 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) FY 2027 Construction (CN) phase with NHPP funds: \$2,045,618 (Federal) + \$511,404 (Other) = \$2,557,022 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	DES:	2500051
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	AASHTO Safety Software	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2030
Total Estimated Project Cost:	\$2,670,000		Total Cost Programmed in TIP to date:	\$2,670,000	
Description:	Purchase safety software from the American Association of State Highway and Transportation Officials (AASHTO).				
Justification:	Purchase AASHTO safety software for internal use				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$696,000 (Federal) + \$174,000 (Other) = \$870,000 (Total) FY 2027 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) FY 2028 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) *FY 2029 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) *FY 2030 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Create parent project				
TIP Action:	Remove TIP funding and add it to new child project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3431	DES:	2500811
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 62 Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$2,878,272 \$3,000,000		Total Cost Programmed in TIP to date:	\$2,878,272 \$0	
Description:	Various intersection improvements 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. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST Funds:- \$332,800 (Federal) + \$83,200 (Other) = \$416,000 (Total) FY 2027 Right of Way (ROW) phase with HSIP-ST Funds:- \$34,944 (Federal) + \$8,736 (Other) = \$43,680 (Total) FY 2027 Utilities (U) phase with HSIP-ST Funds:- \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total) *FY 2030 Construction (CN) phase with HSIP-ST Funds:- \$1,854,874 (Federal) + \$463,718 (Other) = \$2,318,592 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Reprogram existing TIP funding and add new child project to KIPDA ID 3431				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	DES:	2500811
County:	Clark	Parent ID:	3431	Group ID:	N/A
Project Name:	SR 62 at Utica Sellersburg Road Safety Improvement	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$2,878,272		Total Cost Programmed in TIP to date:	\$2,878,272	
Description:	SR 62 at Utica Sellersburg Road Intersection Improvement				
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. SR 62 at Utica Sellersburg Road is one of fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST Funds: \$332,800 (Federal) + \$83,200 (Other) = \$416,000 (Total) FY 2027 Right of Way (ROW) phase with HSIP-ST Funds: \$34,944 (Federal) + \$8,736 (Other) = \$43,680 (Total) FY 2027 Utilities (U) phase with HSIP-ST Funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total) *FY 2030 Construction (CN) phase with HSIP-ST Funds: \$1,854,874 (Federal) + \$463,718 (Other) = \$2,318,592 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and add phases				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$215,883,686 \$325,988,585		Total Cost Programmed in TIP to date:	\$215,883,686 \$325,988,585	
Description:	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Justification:	To improve traffic congestion and accessibility.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with State funds: \$0 (Federal) + \$11,583,350 (Other) = \$11,583,350 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with State funds: \$0 (Federal) + \$10,000 (Other) = \$10,000 (Total)</p> <p>FY 2025 Utilities (U) phase with State funds: \$0 (Federal) + \$106,000 (Other) = \$106,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$64,987 (Federal) + \$7,221 (Other) = \$72,208 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$216,000 (Federal) + \$24,000 (Other) = \$240,000 (Total)</p> <p>FY 2026 Utilities (U) phase with State funds: \$43,775 (Federal) + \$4,864 (Other) = \$48,639 (Total)</p>				

<p>KIPDA ID 2899 cont. FY 25-28 TIP Funding:</p>	<p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$2,089,987 (Federal) + \$232,221 (Other) = \$2,322,207 (Total)</p>
	<p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p>
	<p>FY 2026 Utilities (U) phase with NHPP funds: \$99,172 (Federal) + \$11,019 (Other) = \$110,191 (Total)</p>
	<p>FY 2026 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p>
	<p>FY 2026 Construction (CN) phase with INFRA Grant funds: \$103,036,994 (Federal) + \$0 (Other) = \$103,036,994 (Total)</p>
	<p>FY 2026 Construction (CN) phase with NHPP funds: \$80,733,648 (Federal) + \$8,970,405 (Other) = \$89,704,053 (Total)</p>
	<p>FY 2026 Construction (CN) phase with NHPP funds: \$15,021,635 (Federal) + \$1,669,070 (Other) = \$16,690,705 (Total)</p>
	<p>FY 2027 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p>
	<p>FY 2027 Construction (CN) phase with NHPP funds: \$28,345,655 (Federal) + \$3,149,517 (Other) = \$31,495,172 (Total)</p>
	<p>FY 2028 Construction (CN) phase with NHPP funds: \$31,500,000 (Federal) + \$3,500,000 (Other) = \$35,000,000 (Total)</p>

MTP Action:	Remove project				
TIP Action:	Relinquish funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Jeffersontown	KIPDA ID:	3110	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Signalization Improvements	Funding Source:	Surface Transportation Block Group - MPO	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$1,265,000		Total Cost Programmed in TIP to date:	\$1,265,000 \$0	
Description:	This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Biltown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).				
Justification:	Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase 1 (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckriegel Parkway at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Biltown/Maple and Shelby/Old Taylorsville Road. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.				
FY 25-28 TIP Funding:	FY25 Design phase with STBG-MPO funds: \$132,000 (Federal) + \$33,000 (Other) = \$165,000 (Total) FY26 Construction phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)				

MTP Action:	Remove project				
TIP Action:	Relinquish funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Jeffersontown	KIPDA ID:	3109	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Taylorsville Road Shared Use Path	Funding Source:	Carbon Reduction Program - MPO (CRP-MPO)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$1,155,000		Total Cost Programmed in TIP to date:	\$1,155,000 \$0	
Description:	Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blankenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.				
Justification:	The project would be the first segment of the Jeffersontown to Parklands Connector, a shared use path initiative to link neighborhoods along Taylorsville Road to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Road and Blankenbaker Parkway. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blankenbaker Parkway. There is an existing sidewalk along Blankenbaker Parkway connecting these residential areas to Taylorsville Road, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Road, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blankenbaker Parkway. This would link residents to recreational amenities at the park, to the historic Gaslight Square District in Jeffersontown, and to Bluegrass Commerce Park.				
FY 25-28 TIP Funding:	FY25 Design phase with CRP-MPO funds: \$132,000 (Federal) + \$33,000 (Other) = \$165,000 (Total) FY26 Construction phase with CRP-MPO funds: \$792,000 (Federal) + \$198,000 (Other) = \$990,000 (Total)				

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3115	State ID:	5-10068.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 Bridge at Jacob, Broadway, Gray St	Funding Source:	Federal Bridge Program (FBP)	Open to Public Date:	2032 2028
Total Estimated Project Cost:	\$116,742,000 \$75,520,000		Total Cost Programmed in TIP to date:	\$52,372,000 \$75,520,000	
Description:	Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray St (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	<p>FY 2026 Right of Way (ROW) phase with FBP funds: \$408,000 (Federal) + \$102,000 (Other) = \$510,000 (Total)</p> <p>FY 2026 Utilities (U) phase with FBP funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2027 Construction (C) phase with FBP funds: \$60,000,000 (Federal) + \$14,800,000 (Other) = \$74,800,000 (Total)</p> <p>FY 2027 Design (D) phase with BRO funds: \$8,489,600 (Federal) + \$2,122,400 (Other) = \$10,612,000 (Total)</p> <p>FY 2027 Construction (C) phase with FBP funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2028 Construction (C) phase with FBP funds: \$20,800,000 (Federal) + \$5,200,000 (Other) = \$26,000,000 (Total)</p>				

MTP Action:	Remove Group ID and add project				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	KYTC	KIPDA ID:	3206	State ID:	5-10099.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	I-65 Bridge at Brook/Muhammad Ali	Funding Source:	Bridge	Open to Public (OTP) Date:	2026 2032
Total Estimated Project Cost:	\$12,625,000 \$68,510,000		Total Cost Programmed in TIP to date:	\$12,625,000 \$510,000	
Description:	Bridge project in Jefferson County on (O56B00193N) I-65 at Brook/Muhammad Ali (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	<p>FY 2026 Right of Way (ROW) phase with Bridge funds: \$408,000 (Federal) + \$102,000 (Other) = \$510,000 (Total)</p> <p>*FY 2024 Construction phase with BRO funds: \$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Remove inactive Parent ID and add to MTP				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	City of Middletown	KIPDA ID:	2320	State ID:	
County:	Jefferson	Parent ID:	329	Group ID:	N/A
Project Name:	South Madison Avenue	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public (OTP) Date:	2019 2026
Total Estimated Project Cost:	\$312,500 \$860,430		Total Cost Programmed in TIP to date:	\$312,500 \$860,430	
Description:	Construct sidewalks on South Madison Avenue from Main Street to Tucker Station Road.				
Justification:	Project will improve pedestrian safety. The addition of a new sidewalk will allow people to walk to downtown and the Main Street area. This will help support the local businesses, increasing their revenue. We will also see an increase in pedestrian traffic as these sidewalks will connect with existing sidewalks.				
FY 25-28 TIP Funding:	FY 2026 Construction (C) phase with STBG-MPO funds: \$438,343 (Federal) + \$109,587 (Other) = \$547,930 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Add additional Construction funding and re-enter the TIP				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Louisville Metro	KIPDA ID:	2540	State ID:	5-3217.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Multi-Modal Improvements - 3rd Street to 7th Street	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2024 2026
Total Estimated Project Cost:	\$3,037,500 \$3,037,500 \$3,537,500		Total Cost Programmed in TIP to date:	\$3,037,500 \$3,037,500 \$3,537,500	
Description:	<p>Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.</p>				
Justification:	<p>Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate.</p> <p>The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.</p>				
FY 25-28 TIP Funding:	<p>FY 2026 Construction phase with STBG-MPO funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</p>				

MTP Action:	Remove Project				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Louisville Metro	KIPDA ID:	3084	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Electric Vehicle Charging Infrastructure for Louisville Metro and TARC Fleet	Funding Source:		Open to Public (OTP) Date:	2025
Total Estimated Project Cost:	\$4,638,000		Total Cost Programmed in TIP to date:	\$0	
Description:	<p>Install forty (40) level II charging stations to serve Louisville Metro Government (LMG)'s light-duty fleet and TARC's non-revenue fleet. Thirty (30) stations will also be available for public use. Ten (10), located in secure areas and/or only accessible with a key fob, to be used by LMG/TARC fleet and/or employees' personal vehicles. All forty (40) charging stations will have ten (10) ports installed at each site, for a total of 400 ports. The electrical panels within the municipal buildings at all forty (40) charging station sites will be upgraded for the ability to provide 600 amp service. This will meet the operational demand of ten (10) charging ports at each site.</p>				
Justification:	<p>Kentucky is the electric vehicle battery production capital of the United States. This project leverages other state investments to increase the number of battery electric vehicles (BEVs) in the light-duty fleet of the largest local government in Kentucky and increase the availability of charging infrastructure county-wide, supporting accelerated adoption of BEVs across all fleet sectors. Additionally, many of the publicly-available charging sites will be located in areas of Jefferson County that are identified as "disadvantaged" under the federal Justice40 initiative. Upgrading municipal building electrical service to meet the operational demand of charging BEVs will help Louisville Metro and the state of Kentucky take foundational steps to reaching their air quality and sustainability goals.</p>				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Remove Project				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Louisville Metro	KIPDA ID:	3095	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Electrification of Louisville Metro's Heavy-Duty Fleet	Funding Source:		Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$1,584,000		Total Cost Programmed in TIP to date:	\$0	
Description:	Fund the purchase of approximately four (4) electric vehicles in Louisville Metro's heavy duty fleet. Depending on availability, purchases could include: garbage trucks, dump trucks, street sweepers, and any other heavy-duty equipment utilized by various Louisville Metro departments such as Public Works and Solid Waste.				
Justification:	Taking heavy-duty vehicles out of service, particularly diesel engines, and replacing them with electric alternatives will improve human and environmental health. Exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses. Emissions from diesel engines contribute to the production of ground-level ozone which damages crops, trees, and other vegetation. Taking standard gas vehicles out of service and replacing with EVs will result in a reduction of ozone precursors (NOx and VOCs) and fine particulates (PM2.5), as well as greenhouse gas (GHG) emissions.				
FY 25-28 TIP Funding:	N/A				
MTP Action:	N/A				
TIP Action:	Update Total Estimated Project Cost				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Louisville Metro	KIPDA ID:	2627	State ID:	5-506.00
County:	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 6	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$1,922,544 \$7,548,544		Total Cost Programmed in TIP to date:	\$1,922,544	
Description:	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
Justification:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 25-28 TIP Funding:	FY25 Right of Way (ROW) phase with STBG-MPO funds: \$500,000 (Federal) + \$113,000 (Other) = \$613,000 (Total) FY 2027 Utilities (U) Phase with STBG-MPO Funds: \$515,200 (Federal) + \$128,800 (Other) = \$644,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update Total Estimated Project Cost				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Louisville Metro	KIPDA ID:	2628	State ID:	5-506.00
County:	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 7	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$1,294,744 \$6,206,744		Total Cost Programmed in TIP to date:	\$1,294,744	
Description:	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
Justification:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 25-28 TIP Funding:	FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$484,000 (Federal) + \$109,000 (Other) = \$593,000 (Total) FY 2027 Utilities (U) Phase with STBG-MPO Funds: \$145,200 (Federal) + \$36,300 (State/Local) = \$181,500 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP Funding				
Exempt/Non Exempt:	Non-exempt		Model Impact:	Relies on a previous analysis	
Project Sponsor:	Oldham County	KIPDA ID:	321	State ID:	5-434.00
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	LaGrange Underpass West of LaGrange	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$25,053,750 \$39,016,250		Total Cost Programmed in TIP to date:	\$25,053,750 \$39,016,250	
Description:	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
Justification:	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
FY 25-28 TIP Funding:	<p>FY25 Utilities phase with STBG-MPO funds: \$3,100,000 (Federal) + \$775,000 (Other) = \$3,875,000 (Total)</p> <p>FY25 Utilities phase with STBG-MPO funds: \$1,012,000 (Federal) + \$253,000 (Other) = \$1,265,000 (Total)</p> <p>FY26 Utilities phase with STBG-MPO funds: \$2,088,000 (Federal) + \$522,000 (Other) = \$2,610,000 (Total)</p> <p>FY26 Design phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY26 Construction phase with STBG-MPO funds: \$11,455,000 (Federal) + \$2,863,750 (Other) = \$14,318,750 (Total)</p> <p>FY26 Construction phase with STBG-MPO funds: \$22,625,000 (Federal) + \$5,656,250 (State/Local) = \$28,281,250 (Total)</p>				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		Model Impact:	Relies on a previous analysis	
Project Sponsor:	Prospect	KIPDA ID:	3082	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	City of Prospect US 42 Safety Improvement Project	Funding Source:		Open to Public (OTP) Date:	2025 2027
Total Estimated Project Cost:	\$3,330,000		Total Cost Programmed in TIP to date:	\$0	
Description:	<p>Addition of left turn lanes from US 42 at the following intersections: Greenmere Boulevard, Sutherland Farm Road, Hunting Creek Drive entrance, and Rose Island Road. Addition of dynamic signage, rumble strips. Guardrails and lighting from Bridgepointe Boulevard to Harrods Creek Bridge.</p> <p>Lighting from River Road to Hunting Creek Drive. Narrow lanes on US 42 (12" to 11") from Gene Snyder Freeway ramp to existing 11 foot wide lanes.</p>				
Justification:	<p>To make US 42 a safer highway. This is the result of a detailed Planning Study that as approved by KIPDA last year. The outcome is to reduce traffic accidents, improve pedestrian, bicycle, vehicular safety and mobility, and reduce pollution.</p>				
FY 25-28 TIP Funding:	N/A				

MTP Action:	None				
TIP Action:	Update TIP funding and add new child project IDs				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	2291	Transit ALL:	
County:	Bullitt, Clark, Floyd, Jefferson, Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Section 5310 Program	Funding Source:	Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Open to Public (OTP) Date:	Ongoing
Total Estimated Project Cost:	\$47,926,672		Total Cost Programmed in TIP to date:	\$8,716,765 \$0	
Description:	TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.				
Justification:	Transit improvements for seniors and individuals with disabilities.				
FY 25-28 TIP Funding:	<p>FY 2026 Transit Capital Phase with Section 5310 Funds: \$1,539,600 (Federal) + \$384,900 (Other) = \$1,924,500 (Total)</p> <p>FY 2025 Transit Capital Phase with Section 5310 Funds: \$1,505,550 (Federal) + \$376,388 (Other) = \$1,881,938 (Total)</p> <p>*FY 2024 Transit Capital Phase with Section 5310 Funds: \$1,478,422 (Federal) + \$369,610 (Other) = \$1,848,032 (Total)</p> <p>*FY 2023 Transit Capital Phase with Section 5310 Funds: \$1,445,049 (Federal) + \$361,262 (Other) = \$1,806,311 (Total)</p> <p>*FY 2022 Transit Capital Phase with Section 5310 Funds: \$1,004,787 (Federal) + \$251,197 (Other) = \$1,255,984 (Total)</p>				

**Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 11 and
Amendment 12
FY 2025-2028 Transportation Improvement Program- Amendment 2 and Amendment 3
Interagency Consultation Group Conference Call Meeting Minutes
December 15, 2025
10:00 AM EDT**

Participants:

EPA – Simone Jarvis, Sunday Gotvald, Tony Maietta
FHWA – Tonya Higdon, Paige Story
KYTC – Tom Hall, Isidro Delgado, Larry Chaney
INDOT – Gabrielle Herin, Jay Mitchell
LMAPCD – Flannery O’Neil, Rachel Hamilton
KYDAQ – Claire Oyler, Kevin Davis
IDEM – Shawn Seals
TARC – Robert Monsma
KIPDA – Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles, Andy Rush

Welcome/Roll Call:

A total of 22 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendments 11 and 12 of KIPDA’s *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) cross listed as Amendments 2 and 3 of the *FY 2025-2028 Transportation Improvement Program (TIP)*. Andy Rush started the meeting at 10:00am and took the roll. Chris Nicolas reviewed the keys steps and schedule for these amendments.

Project Discussion:

Chris Nicolas began to review the list of projects slated for Amendment 2. Ms. Nicolas explained what changes are being proposed for each project and why each project adjustment was considered by KIPDA staff to be classified as an “exempt” or “non-exempt” project in terms of air quality. Ms. Nicolas notes a typo for the project name of DES 2500051. This typo was fixed in the meeting by Ms. Nicolas. After explaining all of the Indiana projects in Amendment 2, Ms. Nicolas asked for questions from the group. No questions were raised by the group. Ms. Nicolas then began to review the Kentucky projects listed in Amendment 2. Simone Jarvis notes that there are

three projects in the draft missing the “Exempt/Nonexempt” box, and the “Model Impact” boxes. Mr. Rush clarified the status of these projects, and Ms. Nicolas committed to fixing those typos. Ms. Nicolas continued to review Kentucky projects listed in Amendment 2 without comment from the group. The group agrees that none of the projects listed in Amendment 2 should have any effect on the model.

Ms. Nicolas begins to review the projects listed in Amendment 3—all of which will require air quality model analysis and federal review. Isidro Delgado stated that the “joint project with Indiana” portion of the description of KIPDA ID 3459 may need to be removed. KYTC will need to confirm. Mr. Rush asked if this project is intended to have one lane southbound and two lanes northbound. Tom Hall confirmed that the project intends to have 1 southbound lane and 2 northbound lanes. Paige Story and Tonya Higdon committed to reaching out to find out if this project is a joint project with Kentucky and Indiana or just a Kentucky project. Ms. Higdon asked if this project was added later to the list of projects. Ms. Nicolas confirmed that this project update was submitted just before the meeting and added to be reviewed with the Amendment 3 packet to avoid waiting until for future amendment.

Ms. Nicolas then continued to review the remaining projects on the Amendment 3 list with additional clarification provided from Mr. Rush and Eronmonsele Esekhaigbe.

Randy Simon reviewed the potential need to create a new 2027 model analysis year. Ms. Jarvis could not confirm if EPA agrees with KIPDA staff’s interpretation of previous federal guidance. However, she did commit to obtaining a response from EPA headquarters to answer the questions posed by KIPDA staff regarding the need for a 2027 model year. Mr. Simon continued to discuss questions KIPDA has regarding model analysis years and how to potentially incorporate adjusted reformulated gasoline requirements. Ms. Jarvis recommended that KIPDA not incorporate gasoline adjustments until the EPA makes these adjustments officially take effect. Tony Maietta stated that EPA region 5 is also working to potentially adjust gasoline requirements in the future. Rachel Hamilton stated that EPA region 4’s request regarding reformulated gasoline is still under review. KIPDA staff will await further information regarding their questions to EPA.

Tonya Higdon stated that the Clark Memorial Bridge is 100% owned and maintained by the state of Kentucky. Ms. Higdon asked for additional confirmation to be provided after the meeting to the IAC group members regarding the lane adjustments planned for Clark Memorial Bridge.

Meeting adjourned at 10:56am.



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



PLEASE NOTE - All project updates included in TIP Amendment 2 (MTP 11) and TIP Amendment 3 (MTP 12) were reviewed during the December 15, 2025 IAC meeting. For this reason, the meeting minutes reference both project lists and are included in both amendment packets.

The project updates included in Amendment 2 have no affect on the model. Amendment 3 includes project updates which did have an affect on the model. The Air Quality Conformity Documentation is included with the Amendment 3 packet only.

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