



K I P D A

Kentuckiana Regional Planning
& Development Agency

DRAFT

Amendment 4
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Amendment 13
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

Anticipated TPC Approval for May 29, 2026

Please note - Amendment 4 and 13 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.



AMENDMENT SCHEDULE

Amendment 4 to the *Fiscal Year (FY) 2025 - 2028 Transportation Improvement Program (TIP)* Amendment 13 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)*

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>	March 20, 2026
<i>KIPDA staff completes project review</i>	March 31, 2026
<i>Air quality conformity activities</i>	April 1, 2026 - April 27, 2026
<i>Interagency Consultation Group (IAC) Coordination</i>	April 17, 2026
<i>Public comment period</i>	April 28 2026 - May 12, 2026
<i>Comments sent to the Transportation Policy Committee (TPC)</i>	May 13, 2026
<i>Transportation Technical Coordinating Committee (TTCC) Recommendation</i>	May 13, 2026
<i>TPC Action</i>	May 29, 2026

ADDITIONAL INFORMATION

Amendment 4 to the TIP and Amendment 13 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:	Clarify description details, update OTP and remove from 2030 modeling scenario				
TIP Action:	Phase shifts and update OTP				
Exempt/Non Exempt:	Non-Exempt		Model Impact:	Remove from 2030 Scenario	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2943	State ID:	2000288
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 and Spring Street Interchange Modification	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2029 2033
Total Estimated Project Cost:	\$3,597,837		Total Cost Programmed in TIP to date:	\$3,597,837	
Description:	Interchange modification at ramp junctions with Spring Street, including Spring Street from W. 5th Street to State Street and W. 5th St. from Main St. to Spring St and Spring Street from 5th Street to Washington Place.				
Justification:	The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between W. 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.				
FY 25-28 TIP Funding:	FY 2028 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) *FY 2030 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) *FY 2029 Construction (CN) phase with NHPP funds: \$2,541,470 (Federal) + \$282,386 (Other) = \$2,823,856 (Total) *FY 2033 Construction (CN) phase with NHPP funds: \$2,541,470 (Federal) + \$282,386 (Other) = \$2,823,856 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

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	State ID:	2400094
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	ADA Ramp Junctions on Spring Street from W. 5th to State St, and on W. 5th at Market St. and Main St.	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2030
Total Estimated Project Cost:	\$137,145		Total Cost Programmed in TIP to date:	\$137,145	
Description:	In conjunction with the I-64 and Spring Street Interchange Modification project (Des. No. 2000288), this project includes the removal of existing non-compliant curb ramps and their replacement with ADA compliant curb ramps that are presently located within the project limits of Des. No. 2000288.				
Justification:	The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.				
FY 25-28 TIP Funding:	*FY 2030 Construction (CN) phase with HSIP-ST funds: \$109,716 (Federal) + \$27,429 (Other) = \$137,145 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update Total Estimated Project Cost and Re-enter Removed Project				
TIP Action:	Re-enter Removed Project and Update TIP Funding and Source				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3194	State ID:	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) Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2027 2029
Total Estimated Project Cost:	\$3,626,722 \$3,577,445		Total Cost Programmed in TIP to date:	\$3,626,722 \$3,577,445	
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:	<p>*FY 2024 Preliminary Engineering (PE) phase with NHS funds: \$827,730 (Federal) + \$91,970 (Other) = \$919,700 (Total)</p> <p>*FY 2024 Preliminary Engineering (PE) phase with Safety funds: \$284,000 (Federal) + \$0 (Other) = \$284,000 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$635,945 (Federal) + \$0 (Other) = \$635,945 (Total)</p> <p>FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$100,000 (Federal) + \$0 (Other) = \$100,000 (Total)</p> <p>FY 2027 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2027 Construction (CN) phase with NHPP funds: \$2,045,618 (Federal) + \$511,404 (Other) = \$2,557,022 (Total)</p> <p>FY 2027 Construction (CN) phase with HSIP-ST funds: \$2,557,500 (Federal) + \$0 (Other) = \$2,557,500 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add to MTP				
TIP Action:	Update TIP Funding, Remove Group ID and Correct Clerical Error				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3155	DES Number:	1900373
County:	Clark	Parent ID:	N/A	Group ID:	2678
Project Name:	SR 60 Intersection Improvement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028 2029
Total Estimated Project Cost:	\$1,264,876 \$1,498,808		Total Cost Programmed in TIP to date:	\$1,264,876 \$1,498,808	
Description:	Intersection improvement with added turn lanes at the intersection of SR 60 and Twinbrook Drive/Old SR 60 in Sellersburg.				
Justification:	This project will improve the safety of the intersection by adding eastbound and westbound left turn lanes on SR 60.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$116,800 (Federal) + \$29,200 (Other) = \$146,000 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$278,960 (Federal) + \$69,740 (Other) = \$348,700 (Total) FY 2027 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total) FY 2028 Construction (CN) phase with NHPP funds: \$889,101 (Federal) + \$222,275 (Other) = \$1,111,376 (Total) *FY 2029 Construction (CN) phase with NHPP funds: \$914,086 (Federal) + \$228,522 (Other) = \$1,142,608 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add to MTP				
TIP Action:	Remove Group ID and Correct Clerical Error				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3054	State ID:	2200052
County:	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	SR 60 at St. Joe Road West Intersection Improvement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,421,116		Total Cost Programmed in TIP to date:	\$2,421,116	
Description:	Intersection improvement with added turn lanes at SR 60 and St. Joe Road West.				
Justification:	This project will improve safety concerns at the intersection of SR 60 and St. Joe Road West.				
FY 25-28 TIP Funding:	FY 2025 ROW phase with NHS funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total) FY 2027 Utilities phase with NHS funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) FY 2027 Construction (CN) phase with NHS funds: \$1,072,813 (Federal) + \$268,203 (Other) = \$1,341,016 (Total)				

PLEASE NOTE - KIPDA ID 3054 / DES 2200052 should be removed from the Amendment 4 packet per INDOT request at the May 13, 2026 Transportation Technical Committee Meeting.

MTP Action:	Add New Project				
TIP Action:	Add New Project				
Exempt/Non Exempt:	Non-Exempt		Model Impact:	Add to 2030, 2025, 2040 and 2050 Scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Louisville Transportation Safety Improvement Project	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$15,900,000		Total Cost Programmed in TIP to date:	\$15,900,000	
Description:	The Project will deliver a data-driven program of multimodal safety improvements across Jefferson County, targeting corridors and signalized intersections along the High Injury Network (HIN). Using a Progressive Design Build approach, anticipated improvements could include: road reconfigurations, striping enhancements, signage, pedestrian crossing improvements, etc.				
Justification:	This project is needed because vulnerable roadway users account for a disproportionate number of fatalities and serious injuries from traffic crashes. There is a gap in the multimodal network and current designs, limiting consistency and user awareness.				
FY 25-28 TIP Funding:	FY 2026 Design (D) phase with HSIP-ST funds: \$2,700,000 (Federal) + \$300,000 (Other) = \$3,000,000 (Total) FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total) FY 2027 Utilities (U) phase with HSIP-ST funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total) FY 2028 Construction (C) phase with HSIP-ST funds: \$10,710,000 (Federal) + \$1,190,000 (Other) = \$11,900,000 (Total)				

MTP Action:	Add to MTP				
TIP Action:	Remove Group ID, update TIP funding, OTP and total cost				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3312	State ID:	5-9046.00
County:	Bullitt, Jefferson, Oldham	Parent ID:	N/A	Group ID:	2675
Project Name:	Pavement Markers and Lens Replacements	Funding Source:	Highway Safety Improvement Program HSIP-State	Open to Public (OTP) Date:	2027 2029
Total Estimated Project Cost:	\$1,455,000 \$4,350,000		Total Cost Programmed in TIP to date:	\$1,455,000 \$4,350,000	
Description:	Installation of Pavement Markers on Various Routes in District 5				
Justification:	To increase the safety level on portions of several routes in Bullitt, Jefferson, and Oldham counties				
FY 25-28 TIP Funding:	<p>*FY 2024 Construction phase with HSIP-State funds: \$995,000 (Federal) + \$0 (Other) = \$995,000 (Total)</p> <p>FY 2026 Construction phase with HSIP-State funds: \$460,000 (Federal) + \$0 (Other) = \$460,000 (Total)</p> <p>*FY 2024 Construction phase with HSIP-State funds: \$620,000 (Federal) + \$0 (Other) = \$620,000 (Total)</p> <p>FY 2025 Construction phase with HSIP-State funds: \$835,000 (Federal) + \$0 (Other) = \$835,000 (Total)</p> <p>FY 2026 Construction phase with HSIP-State funds: \$945,000 (Federal) + \$0 (Other) = \$945,000 (Total)</p> <p>FY 2027 Construction phase with HSIP-State funds: \$950,000 (Federal) + \$0 (Other) = \$950,000 (Total)</p> <p>FY 2028 Construction phase with HSIP-State funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71 Rest Area Renovation	Funding Source:	National Highway System (NHS)	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$4,400,000		Total Cost Programmed in TIP to date:	\$4,400,000	
Description:	KYTC D-5 Oldham Co Rest Area NB & SB I-71 Renovations (MP 13)				
Justification:	To maintain the infrastructure in state of good repair				
FY 25-28 TIP Funding:	FY 2026 Design (D) phase with NHS funds: \$400,000 (Federal) + \$0 (Other) = \$400,000 (Total) FY 2027 Construction (C) phase with NHS funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)				
MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Non-Exempt		Model Impact:	Remove from the 2027 scenario	
Project Sponsor:	Louisville Metro	KIPDA ID:	2733	State ID:	5-80324.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Reimagine 9th Street	Funding Source:	Various	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$30,003,000 \$27,639,000		Total Cost Programmed in TIP to date:	\$30,003,000 \$27,639,000	
Description:	<p>This project will transform 9th Street/Roy Wilkins Avenue just west of the downtown Louisville from the Main Street to Broadway from a six-lane thoroughfare with extremely wide right-of-way into a "Complete Street." Improvements to be considered during the Design process include: Reduce the number and width of lanes, convert one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Boulevard and Chestnut Street/River Park Drive, eliminate negative offset left-turn lanes, adequately dimensioned turn bays, traffic signal upgrades, expanded fiber throughout the corridor, protected/permissive left turns at signals, sidewalk expanded up to 20-foot wide, curb extensions, pedestrian refuge islands, pedestrian scale lighting, crosswalk visibility enhancements, tabled intersections, protected bike lanes, improved signage, bus shelters, kiosks with real-time bus information, dedicated bus lanes, bus bulbs, increased tree canopy, bioswales, and improved storm drainage.</p> <p>This project will improve 9th Street/Roy Wilkins from Main Street to Broadway, including converting one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Boulevard and Chestnut Street/River Park Drive between Southwestern Parkway and 6th St. Project will include traffic signal upgrades, protected/permissive left turns at signals, and improved lighting, sidewalks, crosswalks, and bus stops.</p>				
KIPDA ID 2733 continued on the next page					

<p>KIPDA ID 2733 Justification:</p>	<p>Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.</p>
<p>KIPDA ID 2733 FY 25-28 TIP Funding:</p>	<p>FY 2025 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2025 Design (D) phase with Local funds: \$0 (Federal) + \$2,200,000 (Other) = \$2,200,000 (Total)</p> <p>FY 2025 Construction (C) phase with RAISE funds: \$3,400,000 (Federal) + \$1,050,000 (Other) = \$4,450,000 (Total)</p> <p>FY 2026 Planning (P) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 Utilities (U) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 Construction (C) phase with RAISE funds: \$12,184,000 (Federal) + \$0 (Other) = \$12,184,000 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$3,896,000 (Federal) + \$974,000 (Other) = \$4,870,000 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$1,976,000 (Federal) + \$494,000 (Other) = \$2,470,000 (Total)</p> <p>FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$2,990,000 (Other) = \$2,990,000 (Total)</p> <p>FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$220,000 (Other) = \$220,000 (Total)</p> <p>FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$390,000 (Other) = \$390,000 (Total)</p>

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model.	
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	9th St Pedestrian Improvements	Funding Source:	Community Project Funding (CPF)	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$3,025,000		Total Cost Programmed in TIP to date:	\$3,025,000	
Description:	This placemaking project will enhance the use of the public right-of-way by creating safe and accessible infrastructure for pedestrians and cyclists, including a public plaza and linear park, allowing for enhanced connections between new and existing neighborhood amenities along 9th St between Main St and Broadway.				
Justification:	This project will serve to improve pedestrian and bicyclist access to the 9th st corridor.				
FY 25-28 TIP Funding:	FY 2026 Design (D) phase with CPF: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total) FY 2026 Construction (C) phase with STBG-MPO: \$1,920,000 (Federal) + \$480,000 (Other) = \$2,400,000 (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:	2624	State ID:	5-3709.00
County:	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section III	Funding Source:	Surface Transportation Block Group - MPO (STBG-MPO)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$2,564,383 \$5,835,639		Total Cost Programmed in TIP to date:	\$1,292,889	
Description:	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.				
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:	FY26 Design phase with STBG-MPO funds: \$111,111 (Federal) + \$27,778 (Other) = \$138,889 (Total) FY26 ROW phase with STBG-MPO funds: \$942,000 (Federal) + \$212,000 (Other) = \$1,154,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new child project to KIPDA ID 585				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	ALI Code:	11.43.03
County:	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Construct Maintenance / Administrative Facility	Funding Source:	Section 5339	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$2,980,000		Total Cost Programmed in TIP to date:	\$2,980,000	
Description:	Construct bus brake maintenance addition at TARC Union Station facility.				
Justification:	There are two clear goals for the proposed facility expansion. The first is to locate brake repairs closer to inspection, running repair, and operations to allow for operational efficiency and prompt return to service. The second is to provide an updated workspace in recognition of the end-of-life equipment at the 2905 W. Broadway location and the differences in brake service associated with new braking systems.				
FY 25-28 TIP Funding:	FY 2027 Transit Capital phase with Section 5339 funds: \$2,384,000 (Federal) + \$596,000 (Other) = \$2,980,000 (Total)				
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	3164	Transit ALI Code:	11.41.03
County:	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Architectural and Engineering Services	Funding Source:	Section 5307	Open to Public (OTP) Date:	2026 2027
Total Estimated Project Cost:	\$704,965 \$1,004,965		Total Cost Programmed in TIP to date:	\$704,965 \$1,004,965	
Description:	Architectural & engineering consulting for TARC renovation projects at Union Station and other TARC facilities.				
Justification:	These projects will improve TARC's energy and operational efficiency, allowing the agency to focus resources on customer service.				
FY 25-28 TIP Funding:	FY 2025 Transit Capital phase with Section 5307 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total) FY 2026 Transit Capital phase with Section 5307 funds: \$83,972 (Federal) + \$20,993 (Other) = \$104,965 (Total) FY 2027 Transit Capital phase with Section 5339 funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	3457	Transit ALI Code:	11.7C.00
County:	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Purchase Paratransit Vehicles	Funding Source:	Transit Capital	Open to Public (OTP) Date:	2026 2027
Total Estimated Project Cost:	\$2,162,500 \$6,717,281		Total Cost Programmed in TIP to date:	\$2,162,500 \$6,717,281	
Description:	Purchase modified vans for paratransit service.				
Justification:	TARC will replace a number of modified vans used for paratransit operations. The vehicles to be replaced have exceeded their useful life and TARC's useful life benchmark.				
FY 25-28 TIP Funding:	FY 2025 Transit Capital phase with Section 5339 funds: \$560,000 (Federal) + \$140,000 (Other) = \$700,000 (Total) FY 2026 Transit Capital phase with Section 5307 funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total) FY 2026 Transit Capital phase with Community Project Funding (CPF) funds: \$850,000 (Federal) + \$212,500 (Other) = \$1,062,500 (Total) FY 2027 Transit Capital phase with Section 5339 funds: \$3,643,825 (Federal) + \$910,956 (Other) = \$4,554, 781 (Total)				

**Amendments to the FY 2025-2028 Transportation Improvement Program and *Connecting Kentuckiana*
2050 Metropolitan Transportation Program
Public Comments**

Project Name: Reimagine 9th Street
KIPDA ID: 2733
Project Sponsor: Louisville Metro

Comments: “This is a good project. Is this schedule doable in 2028 with all project phases?
(Ranked 5 from scale of 1-5)

“Top priority should be reducing vehicle lanes and slowing speeds. (Ranked 5 from scale of 1-5)

One other additional ranking of 5 from scale of 1-5; no comment left.

Project Name: Louisville Transportation Safety Improvement Project
KIPDA ID: New
Project Sponsor: KYTC

Comments: “Hoping that this \$16 million can go a long way to adding protected bike lanes, traffic calming, road lane removal and narrowing, speed cushions, etc for these myriad of High Injury streets.” (Ranked 5 from scale of 1-5)

Project Name: 9th St Pedestrian Improvements
KIPDA ID: New
Project Sponsor: Louisville Metro

Comments: “Happy to see this project and hope that the cycling infrastructure will be protected with vertical separation.” (Ranked 5 from scale of 1-5)

One other additional ranking of 5 from scale of 1-5; no comment left.

Project Name: Olmsted Parkways Multi-Use Path System Section III
KIPDA ID: 2624
Project Sponsor: Louisville Metro

Comments: “Seems good. Please add multi use paths along all of the Olmsted Parkways.” (Ranked 5 from scale of 1-5)