

Kokomo / Howard County Governmental Coordinating Council (KHCGCC)

Transportation Improvement Program 2026-2030



Resolution 02-2025 on **March 13, 2025**

TIP effective date: July 01, 2025 (SFY2026)

Prepared by the Kokomo and Howard County Governmental Coordinating Council in cooperation with the City of Kokomo, Howard County, Indiana Department of Transportation, Federal Highway Administration and the Federal Transit Administration.

**KOKOMO/ HOWARD COUNTY
GOVERNMENTAL COORDINATING COUNCIL**

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President, Howard County Council
President, City Planning Commission
President, Howard County Commissioners
President, Howard County Planning Commission
Deputy Commissioner, Greenfield District, INDOT
Executive Director, Kokomo-Howard County Plan Commission
Member, County Councilman opposing party of Council President
Member, Kokomo City Councilman opposing party of Council President

NON-VOTING MEMBERS

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Representative, INDOT

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VOTING MEMBERS

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Director, Kokomo Transit System
Appointed Representative, Greenfield District, INDOT
Director, City of Kokomo Department of Development
Howard County Highway Department Superintendent
Executive Director, Kokomo/Howard County Planning Commission
Executive Director, Kokomo/Howard Co. Gov. Coordinating Council
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Director, Kokomo Municipal Airport
Chairman Citizens Advisory Committee
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Director, Samaritan Caregivers
Transit Manager, KHC GCC MPO
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Representative, Howard County Health Department, Nursing Div.

KHC GCC Staff

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Leigha Hedrick, Transit Manager
Lane Edwards, Office Manager
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ACRONYMS

3C's – Continuing, Cooperative, and Comprehensive
ADA – American Disabilities Act
AI – Artificial Intelligence
AMP – Asset Management Plan
AV – Automatic Vehicle
BIL – Bipartisan Infrastructure Law
CAC – Citizens Advisory Committee
CAA – Clean Air Act
CLT – City Line Trolley
CMAQ – Congestion Mitigation & Air Quality
CRP – Carbon Reduction Program
CV – Connected Vehicle
CY – Calendar Year
DBE – Disadvantaged Business Enterprise
DOT – Department of Transportation
EJ – Environmental Justice
ER – Emergency Relief
EV – Electric Vehicle
Fast Act – Fixing Americas Surface Transportation Act
FFY – Federal Fiscal Year
FY – Fiscal Year
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GHG – Green House Gases
GIS – Geographical Information System
GPS – Global Positioning System
HPMS -Highway Performance Monitoring System
HSIP – Highway Safety Improvement Program
IIJA – Infrastructure Investment Jobs Act
INDOT – Indiana Department of Transportation
INSTIP – Indiana State Transportation Improvement Plan
ISTEA – Intermodal Surface Transportation Improvement Program
ITS – Intelligent Transportation Systems
KHCGCC – Kokomo / Howard County Governmental Coordinating Council
LOS – Level of Service
LPA – Local Public Agency
LRS – Local Road & Street
MAP 21 - Moving Ahead for Progress in the 21st Century
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MTP – Metropolitan Transportation Plan
MVH – Motor Vehicle Highway Fund
NAAQS – National Ambient Air Quality Standards
NEVI – National Electric Vehicle Infrastructure
NHPP – National Highway Performance Program
NHS – National Highway System
NTD – National Transit Database
PB – Policy Board

PICS – Project Implementation Condition and Safety
PL – FHWA funds for Planning
PMTF – Public Mass Transit Fund
PPP – Public Participation Process
PROTECT – Promoting Resilient Operations for Transformative, Efficient, Cost-Savings Transportation
PTASP – Public Transportation Agency Safety Plan
SAFETEA-LU – Safe Accountable Flexible Efficient Transportation Act – A Legacy for Users
SFY – State Fiscal Year
SLRTP – State Long Range Transportation Plan
SOK – Spirit of Kokomo – (Paratransit Service)
SOP – Standard Operating Procedure
SOW – Statement of Work
SS4A - Safe Streets and Roads for All
STBG – Surface Transportation Block Grant
STRAHNET – Strategic Highway Network
TA – Transportation Alternatives
TAC – Technical Advisory Committee
TAM – Transit Asset Management
TAZ – Traffic Analysis Zone
TBD – To Be Determined
TIP – Transportation Improvement Program
TTI – Travel Time Index
UPWP – Unified Planning Work Program
USDOT – United States Department of Transportation
VMT – Vehicle Miles Traveled

PREFACE

The Kokomo Howard County Governmental Coordinating Council (KHCGCC) designated as the Kokomo MPO on January 23, 1981. It succeeded the Kokomo-Howard County Administrative Committee and Technical Committee (formed February 14, 1964).

The MPO is mandated by the Federal Government to function within the framework of a Technical Advisory Committee and a Policy Board. The Policy Board is composed of elected officials from the City and County, the president of the Plan Commission, and representatives from the Indiana Department of Transportation and the Federal Highway Administration.

The MPO is mandated to complete the Transportation Improvement Program (TIP) which is traditionally developed through consultation between the Kokomo City Engineer, the Howard County Highway Engineer, the Transit Director, State/Federal partners, and stakeholders. The Kokomo MPO Public Participation Policy, adopted by the Policy Board in July of 2024, serves as guidance for additional public participation.

TIP NARRATIVE AMENDMENTS

1. “Amendment” is a formal process that must be approved by the KHCGCC Policy Board. This may include major project scope changes (e.g., more than a 15% increase in total project cost, project changes fiscal year). The amendment is sent to INDOT, requesting approval and incorporation of the amendment into the Statewide Transportation Improvement Program (STIP). is sent to INDOT for inclusion in the STIP.
2. “Modification” is a less formal process that does not require formal approval from the Policy Board. Modifications may include minor project scope changes (e.g., changes in State projects in the TIP, minor changes to project funding). The modification is sent to INDOT, requesting approval and incorporation of the modification into the Statewide Transportation Improvement Program (STIP). (See Appendix for complete procedure)

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DRAFT

The Infrastructure Investment and Jobs Act (Pub. L. No. 117-58), signed into law on November 15, 2021, currently guides Federal transportation policy and programs for Metropolitan Transportation Planning Organizations (MPOs). The IIA provides long-term funding certainty for surface transportation infrastructure planning and investment, maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. The transportation planning process must address the 11 planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A. States and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term. With this Act, the TIP has been developed by the Kokomo MPO.

Working together, we can make investments and deliver projects that upgrade the condition of streets, highways, and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, is more sustainable and resilient to a changing climate, and is more equitable. FHWA is committed to increasing our level of coordination with metropolitan planning organizations, State departments of transportation and other stakeholders and decisionmakers including local and tribal governments that have not traditionally had access to needed Federal funds to ensure these goals are fully realized.

The Transportation Improvement Program (TIP) for Kokomo and Howard County is developed every 4 years and is updated every two years to coincide with the State Transportation Improvement Plan (STIP) update cycle. The program serves two main purposes. First, it provides local, state, and federal officials with a schedule of all proposed transportation projects. The information permits coordination of the long- and short-range plans of the community. Second, it satisfies the requirements of federal regulations. The regulations state that a TIP is required if local projects wish to receive federal funding from the Federal Highway Administration or the Federal Transit Administration.

Federal regulations require “the Metropolitan Planning Organization (MPO), in cooperation with the State and any affected public transportation operators, shall develop a TIP for the metropolitan planning area”. The Governor of the State of Indiana has designated the Kokomo and Howard County Governmental Coordinating Council as the MPO for the Kokomo Urbanized Area. As such, the Council is responsible for maintaining the “continuing, cooperative, and comprehensive” long-range transportation planning process. The staff of the Council, with the assistance of staff members from City and County departments, conducts much of the technical work required for preparation of the transportation plans and programs. This program is an example of their work. The program is reviewed by the Technical Advisory Committee and approved by the Policy Board.

Public participation is sought through the publication of project lists and other means as required by the adopted Public Participation Policy. All public input received will be reviewed and considered prior to any votes being taken.

2.

METHODOLOGY

A. TRANSPORTATION IMPROVEMENT STATEMENT

Our mission is to work closely with the City of Kokomo/Howard County governments, our board/committees, local planning agencies, stakeholders, our state/federal partners, and residents to provide a better quality of life for all. Planning efficient, safe, accessible multi-modal systems while maintaining economic vitality, safeguarding the environment, and using the principles of Continuous, Cooperative and Comprehensive (3C planning process).

The Policy Board and Technical Advisory Committee evaluates and approves proposed Transportation Improvement Program (TIP) projects, and the Metropolitan Transportation Plan (MTP). The KHCGCC staff submits to the Policy Board all funds that will be expended for approval. The KHCGCC also conducts studies, public meetings, and assists local municipalities with planning activities.

B.

PROJECT SELECTION

The MPO encourages pavement preservation projects, projects that curtail traffic congestion, promote traffic calming concepts, enhance multimodal travel, and mitigate safety concerns in the entire MPA, with a targeted focus on underserved areas. Using quantitative equity screening and public involvement processes that will incorporate community vision and needs in planning, project selection, and design This while simultaneously promoting and further facilitating pedestrian traffic and general walkability within the Metropolitan Planning Area.

The Howard County Highway Department, the City of Kokomo Engineering Office, the City of Kokomo Transit Department, and the Indiana Department of Transportation propose projects for the Kokomo MPO Transportation Improvement Program (TIP). Typically, proposed projects have already been documented in the Metropolitan Transportation Plan (MTP currently 2025 to 2050). KHCGCC TIP is a subset of the MTP reflecting the investment priorities established in the region's Metropolitan Transportation Plan. The project selection can be affected by current transportation policy, which establishes requirements for performance management to ensure the most efficient investment of Federal Transportation funds. The State and MPO's will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals. In a

case where a project is submitted to meet federal goals, it shall meet the same criteria approval as all other proposed projects, including public input and amendment into the MTP.

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, continued many of the funding programs authorized by the Fixing America's Surface Transportation (FAST) Act. Every year, our region is allocated federal funding in several different categories including Surface Transportation, Highway Safety Improvement, and Transportation Alternatives. The IIJA aims to provide sustainable funding for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, as well as research, technology, and statistics programs. Below is a brief description of each of the programs:

New to IIJA include:

- funding to help jumpstart low carbon economy by promoting emission reduction among vehicles including transit and school buses;
- improve water and air quality, especially among the disadvantaged;
- Additional emphasis on Vision Zero or Safe Streets for All (SS4A), which promotes the goal of reduction of fatalities by all roadway users, noting that even one fatality is too many;
- Strengthen the infrastructure of the United States to make it more resilient to traumatic weather events that may be caused by a changing climate.
- Funding projects that remove barriers to opportunity caused by legacy infrastructure.

Surface Transportation Block Grant Program (STBG): STBG is the largest allocation KHCGCC receives and has the most flexible eligibility. All projects eligible for the following funding types are also eligible for STBG. Federal guidance regarding STBG funds can be found here: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

The KHCGCC does not receive Congestion Mitigation and Air Quality Program (CMAQ) funds; however, (CMAQ) fund information can be found here. https://www.fhwa.dot.gov/environment/air_quality/

Highway Safety Improvement Program (HSIP): HSIP is intended to be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP), can correct or improve a hazardous road location or feature, and address a highway safety problem. Eligibility guidance can be found here, <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>

Each LPA proposes the scope, year of expenditure and funding sources for their projects. The Technical Advisory Committee and the Policy Board review the proposed TIP while the MPO staff endeavors to implement and maintain project compliance from both a federal and state perspective. Projects are selected, conflicts resolved, and priorities established through consensus building discussions, including public input. The program is fiscally constrained during the review process by comparing projected annual funding levels with projected project expenditures. The program projects are reviewed by the Technical Advisory Committee and the Policy Board prior to the final adoption by the Policy Board. Adopted projects are categorized by phase (Preliminary Engineering, Right of Way, and Construction). These project phases are the responsibility of each Local Public Agency (LPA) via the Employee in Responsible Charge (ERC). Proposed projects correspond with anticipated funds during the program period. Discrepancies, or conflicts between projects, are resolved by rescheduling projects to earlier or later years, as necessary to maintain fiscal constraint. Given inclusion in the TIP, the ERC for the LPA should reference the LPA Project Development Process for a Red Flag/Fatal Flaw assessment; fatal flaws are critical process elements that have not been or cannot be resolved. An unresolved fatal flaw will stop project advancement and disallow Federal funding authorizations until all fatal flaws are resolved.

The following factors are traditionally considered while setting project priorities:

1. Volume of traffic
2. Anticipated changes in the area which generate or reduce traffic
3. The needs for multimodal facilities and freight considerations
4. The condition of the existing bridge, road, street, signs, and traffic signals
5. Changes planned by the utilities or private groups
6. Traffic accident data – vision zero
7. Complaints from citizens and motorists
8. Complete streets
9. Vulnerable Road User Safety
10. Equity and equality components

The KHCGCC Public Participation Policy is compliant to regulations in the *Federal Transportation Act*. A copy of the Resolution adopting the Public Participation Policy is included in the Appendixes. Public notice regarding the draft project list of the Transportation Improvement Program, is published in the local newspaper, the MPO's website, notices on social media platforms, etc. Notices for public comment and/or meetings for the TIP also include both Federal Highway Administration and Federal Transit Administration projects. Copies of the publishers' certificates are included in the Appendixes. In addition, public consultation is offered to Kokomo and Howard County residents or interested groups via personal conversation, phone and e-mail, public meetings and include those traditionally underserved. Pop up events in town help gather comments and suggestions. All comments received will be addressed and responded to, and documented in meeting minutes, in email, or social media. The questions and responses will be part of the appendix.

D. FEDERAL TRANSPORTATION ACT PLANNING FACTORS

Each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users.
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism

Excerpt from Federal Highway Administration’s memo dated February 24, 2023, the memo supersedes the memo dated December 16, 2021, titled Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets) [23 U.S.C 119];
- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the U.S. Department of Transportation’s January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care [23 U.S.C. 148];
- Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other Federal partners to ensure that the benefits of projects are realized as soon as possible [23 USC 139];
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act [49 CFR 37];
- Addressing environmental impacts ranging from storm water runoff to greenhouse gas emissions [23 U.S.C. 175, 23 USC 176];
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate [23 USC 101, 23 USC 119, 23 USC 176, 23 USC 520];
- Future-proofing our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way [sec. 11401 of BIL, 23 CFR 645]; and
- Reconnecting communities and reflecting the inclusion of disadvantaged and under-represented groups in the planning, project selection, and design process [sec. 11509 of BIL].

National goals and performance management measures

(a) Declaration of Policy. -Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.

(b) National Goals. -It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

(1) Safety. -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

(2) Infrastructure condition. -To maintain the highway infrastructure asset system in a state of good repair.

(3) Congestion reduction. -To achieve a significant reduction in congestion on the National Highway System.

(4) System reliability. -To improve the efficiency of the surface transportation system.

(5) Freight movement and economic vitality. -To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

(6) Environmental sustainability. -To enhance the performance of the transportation system while protecting and enhancing the natural environment.

(7) Reduced project delivery delays. -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

[23USC §150(b)]

[https://uscode.house.gov/view.xhtml?req=\(title:23%20section:150%20edition:prelim\)](https://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim))

National Highway Freight Program (NHFP)

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10% of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. As of December 4, 2017, states are required to have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is up to 90% for projects on the Interstate system and up to 80% for any other project.

National Highway Performance Program (NHPP)

The IIJA continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects.

Promoting Resilient Operation for Transportation, Efficient, and Cost-Saving Transportation (PROTECT) Program

PROTECT funding is available to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure.

Carbon Reduction Program (CRP)

The purpose of the Carbon Reduction Program (CRP) is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. By November 15, 2023, States are required to develop a Carbon Reduction Strategy that identifies projects, strategies, and policies to reduce transportation emissions.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and former nonattainment areas that are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. Projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is up to 80% reimbursement.

Highway Safety Improvement Program (HSIP)

IIJA continues the successful HSIP for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway- Highway Crossings Program continues as a set aside from HSIP funding. The federal participation for HSIP projects is up to 90% reimbursement, with a few project types eligible for up to 100% reimbursement.

Surface Transportation Block Grant (STBG) Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds that States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities. The STBG

program under the IIA continues all prior STBG eligibilities including several added under the FAST Act. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STBG funds (equal to 20 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. For public understanding purposes, the set-aside funds are noted in this document, as applicable (TA, RTP, STBG-B). STBG funds can qualify for interstate construction and maintenance, which receive up to 90% federal obligation, while all other STBG funds receive up to 80% obligation. Funding priority within the urbanized area using MPO apportionment funds is determined by the MPO, while projects in rural areas must compete for statewide STBG funds administered by the State DOTs.

FTA Administered Funds

The FTA has several funding sources for operating, maintenance, and capital expenses.

Section 5303, 5304, 5305 Metropolitan Planning

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance, and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more. The City of Kokomo must provide the local match.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (SOK) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles and prioritizes non-profit providers over public transportation providers. Funds not used by non-profits may be used by SOK for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by SOK for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A local match is required from the City of Kokomo or non-profit organization.

Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and/or purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Kokomo must provide the local match.

State Funds

State funds can be used as the sole funding instrument for a project or as matching funds to the federal assistance for state-initiated highway projects or programs. The state funds are administered by INDOT and are allocated through their agency project selection processes. State transit funding is provided by INDOT for City Line Trolley (CLT). The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Administration. Capital and operating funds are allocated through a performance-based formula. Operating and capital projects require a 50% local match. Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll credits reward states that spend their toll revenue on projects that would otherwise require federal-aid support. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits.

Local Funds

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. A description of potential local funding sources are as follows:

Local Road and Street Funds

Local Road and Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.

Motor Vehicle Highway Account

This is the principal source of revenue for the operation of street and highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of streets and roads.

Cumulative Bridge Fund

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide bridges and grade separations.

Local Option Auto Excise and Wheel Tax

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vigo and Clay counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

Local Transit Funding

Local transit funding includes funding from the city's general fund. The general fund is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of the City of Kokomo.

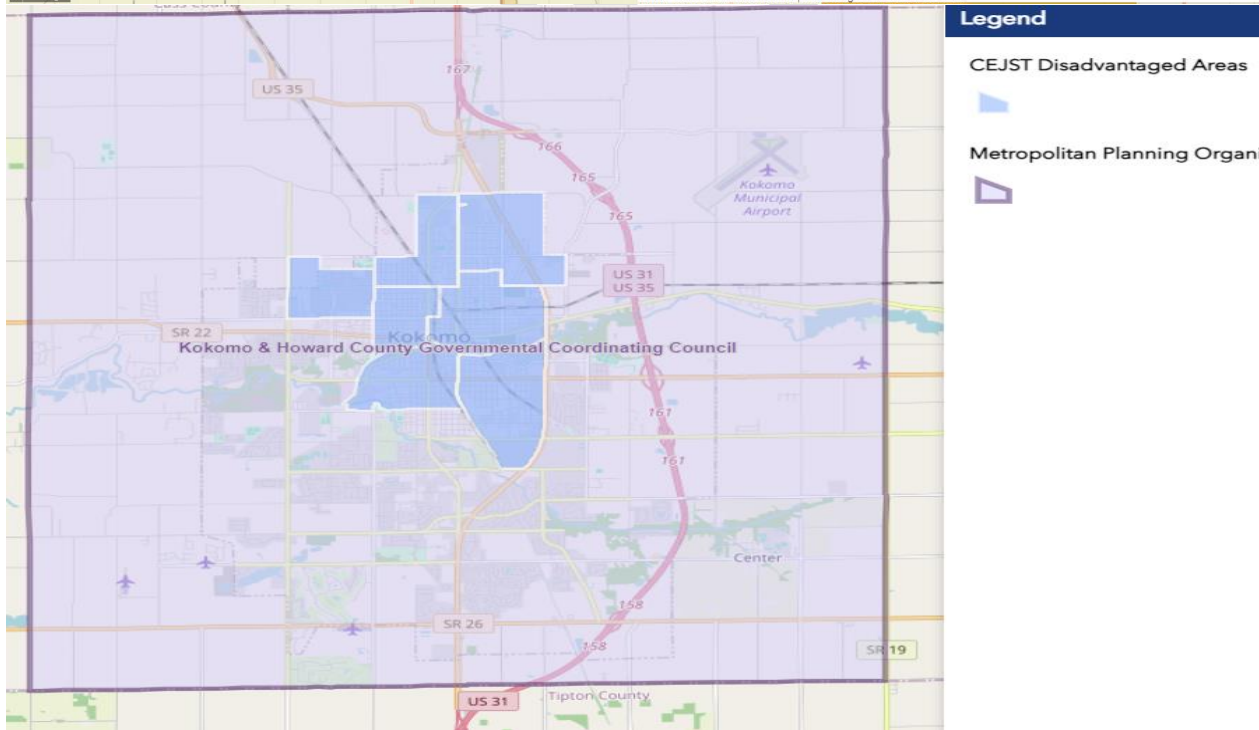
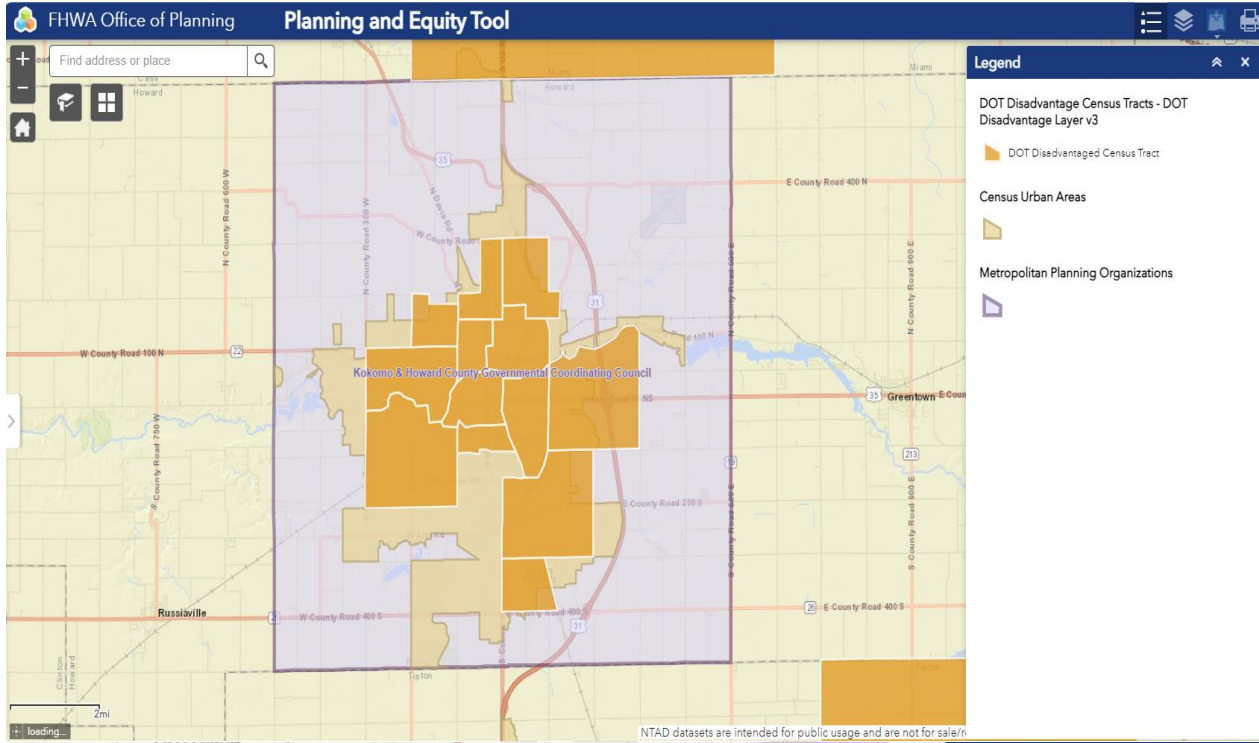
In July 1964 Congress passed the [Civil Rights Act](#), Title VI of the Civil Rights Act states that "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*" In February 1994, President Clinton issued Executive Order 12898, "to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects. Additionally on January 20, 2021, President Biden issued Executive Order 13985 pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Because advancing equity requires a systematic approach to embedding fairness in decision-making processes, executive departments and agencies (agencies) must recognize and work to redress inequities in their policies and programs that serve as barriers to equal opportunity.

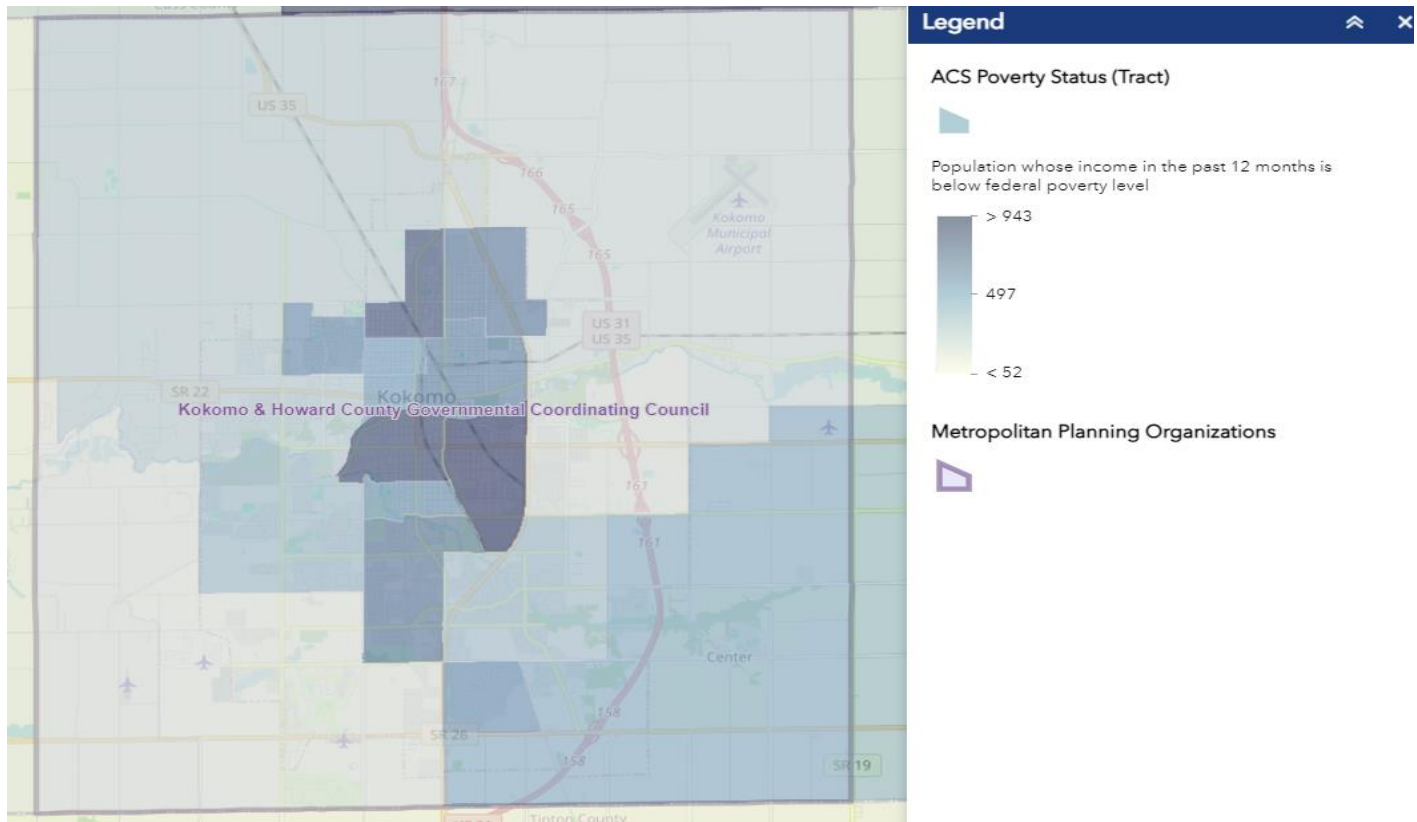
The FHWA Planning and Equity Tool shows information for the KHCGCC Metropolitan Planning Area identifies prevailing low income and minority areas in the City of Kokomo. In addition to priority consideration of projects within these tracts, KHCGCC addresses environmental justice concerns and needs by:

- Expressing Environmental Justice (EJ) concerns to the city and county for project design.
- EJ consideration when introducing new documents and procedures.
- Continuous improvement of public participation contact list, including EJ contacts.
- Determining completed and committed projects have no negative EJ impacts.
- Determining completed and committed projects have positive EJ impacts.
- Public outreach to underserved communities.

The KHCGCC will continue to be diligent to address Environmental Justice considerations in a proactive manner. We invite input from INDOT, FHWA, members of the Kokomo-Howard County community and others concerning ideas as to how we might better address the needs of the low income and minority populations of this area.

Disadvantaged Census Tracts





<https://usdot.maps.arcgis.com/apps/webappviewer/index.html?id=af1a590b45444e768402714efb148805>

Overburden and Underserved Population Factor - Howard County - Disadvantage communities	Tract# 18067010300	Tract# 18067010500	Tract# 18067000500	Tract# 18067000600	Tract# 18067001400	Tract# 18067001500	Tract# 18067010201
below poverty level	31.50%	14.66%	63.20%	63.00%	46.20%	80.80%	10.60%
No HS Diploma	33.10%	14.70%	44.30%	54.10%	37.00%	58.40%	22.00%
limited English	0.00%	0.00%	48.00%	0.00%	44.00%	56.20%	82.60%
under age 17	66.90%	59.70%	31.30%	14.80%	70.30%	87.70%	80.50%
Over age 65	78.70%	45.90%	30.30%	98.60%	90.70%	34.30%	90.20%
Individuals with a Disability	35.20%	43.20%	55.50%	92.10%	74.20%	60.80%	21.20%
transportation insecurity	49.50%	68.50%	21.20%	35.50%	29.90%	46.40%	64.70%
Health vulnerability	82.40%	25.30%	75.50%	90.50%	91.60%	74.00%	34.90%
climate /disaster	48.40%	17.80%	94.00%	72.20%	76.10%	72.90%	8.60%
enviro burden	27.70%	29.20%	75.90%	55.40%	67.20%	58.60%	29.20%
social vulnerability	22.99%	16.70%	45.70%	56.80%	51.90%	60.30%	15.60%
lack internet access	36.30%	22.10%	43.10%	75.10%	65.40%	43.60%	11.60%
Unemployment	27.10%	85.40%	68.30%	16.10%	35.20%	79.00%	80.00%

<https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/>

Income & Poverty	Kokomo city, Indiana	Howard County, Indiana	United States
Population estimates, July 1, 2023, (V2023)	59,890	83,831	334,914,895
PEOPLE			
Income & Poverty			
Median household income (in 2022 dollars), 2018-2022	\$53,967	\$62,014	\$75,149
Per capita income in past 12 months (in 2022 dollars), 2018-2022	\$30,738	\$33,391	\$41,261
Persons in poverty, percent	14.8%	15.2%	11.1%

<https://www.census.gov/quickfacts/fact/table/kokomocityindiana,howardcountyindiana,US/PST045223>

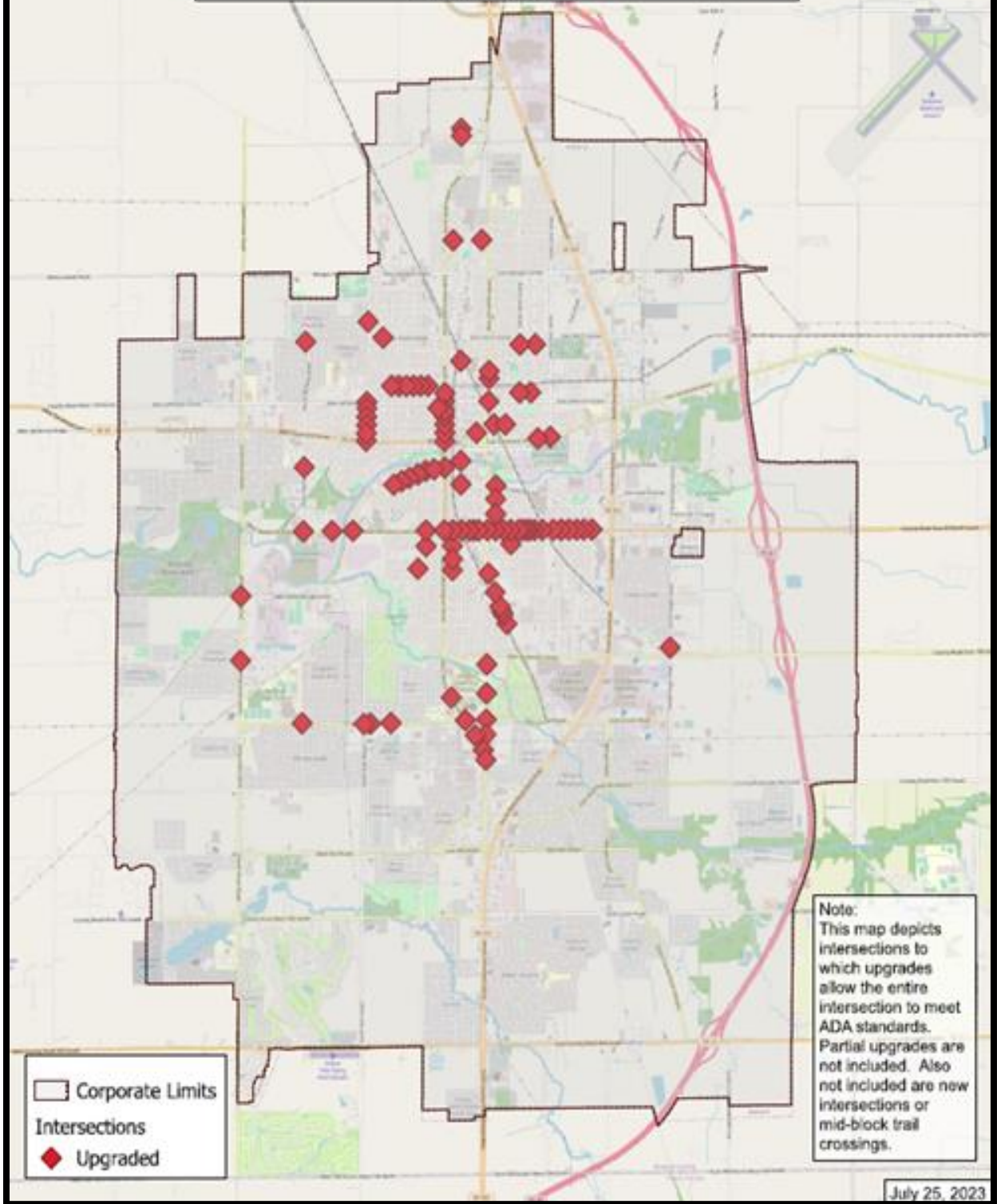
F.

ADA TRANSITION PLAN

FHWA's regulatory responsibility under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504) require that recipients of Federal aid, either State or local entities that are responsible for roadways and pedestrian facilities, do not discriminate on the basis of a disability in any highway transportation program, activity, service or benefit they provide to the general public. The State and local entities must ensure that people with disabilities have equitable opportunities to use the public right-of-way system. ADA and Section 504 require states and local governments, with 50 or more employees, to develop a Transition Plan which is intended to identify system needs and integrate them with the state's planning process. Agencies must incorporate accessibility improvements into the transportation program on an ongoing basis in a variety of ways. MPOs are to ensure local public agencies with projects in the TIP have provided the status of their ADA Transition Plan to the MPO. The MPO must report completion status to FHWA and INDOT. The City of Kokomo is addressing the ADA Transition Plan as a continuous improvement initiative.

Sidewalks are a vital component of the transportation network because no matter the destination, every trip starts and ends with pedestrian travel. Sidewalks should be connected and accessible. KHCGCC has worked with the Local Public Agencies (LPAs) in the region to adopt Americans with Disabilities Act (ADA) Transition Plans for the Public Right-of-Way, which addresses sidewalk accessibility. The purpose of these plans is to ensure communities are creating reasonable, accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. These plans provide a schedule for KHCGCC area on how to address and improve sidewalk accessibility. It is recommended / expected that whenever there is an intersection improvement project or new construction project, any affected curb ramps, sidewalks, and crosswalks will be rebuilt to the ADA design guidelines, where feasible and reasonable.

City of Kokomo
Upgraded Intersection Curb Ramps (108)
2017-Present



Corporate Limits
Intersections
Upgraded

Note:
This map depicts intersections to which upgrades allow the entire intersection to meet ADA standards. Partial upgrades are not included. Also not included are new intersections or mid-block trail crossings.

July 25, 2023

G.

MULTIMODAL COMPLETE STREETS

Kokomo MPO has received Transportation Enhancement/Alternatives funds for pedestrian trails serving the downtown area, the near east side, and the south end of town. The projects improved pedestrian and bicyclist mobility/safety, connectivity to the public transit system, and have helped support the overall effort to enhance the environment along Wildcat Creek in Kokomo.

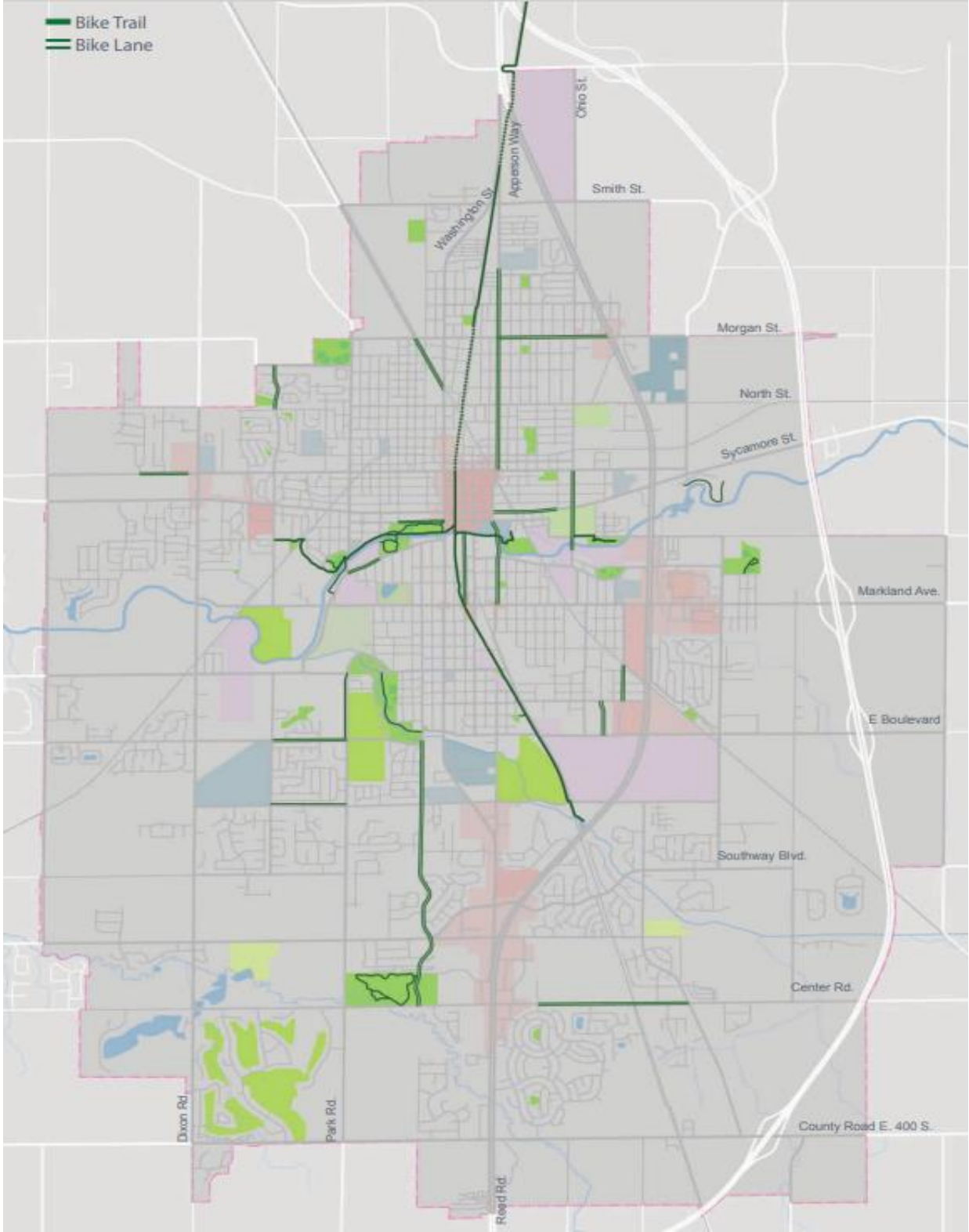
The enhancement of the Nickel Plate Trail connected downtown Kokomo to north of Kokomo and just south of Cassville. Connectivity of the Nickel Plate Trail to the City is imperative to promote future multimodal transportation in the area.

Center Road Trail that began construction this year (2023) is improving bicycle and pedestrian facilities adding multi use trail from Dixon Rd to just east of Webster Rd at Jackson Morrow Park. This project is approximately 1.9 miles in length and enhances safe passage and connectivity to the city's public transit system.

Given the pedestrian trail connectivity opportunities within the Metropolitan Planning Area (MPA) future planning efforts will include a TAP component.

Certified Road Mileage

Howard County Lane Miles		
	Centerline Miles	Lane Miles
County	586.17	1166.085
State	83.94	203.612
Greentown	12.684	38.052
Kokomo	321.498	674.889
Russiaville	7.861	15.723



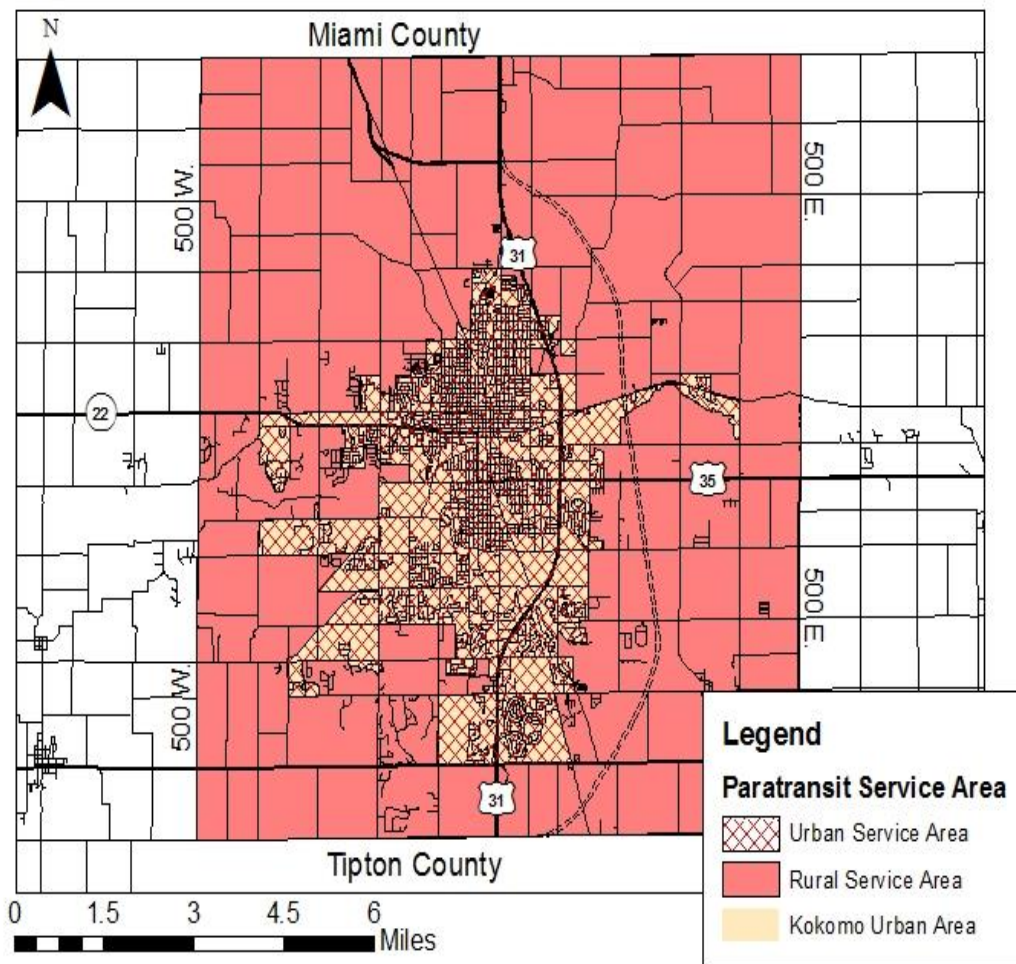
H.

PUBLIC TRANSIT

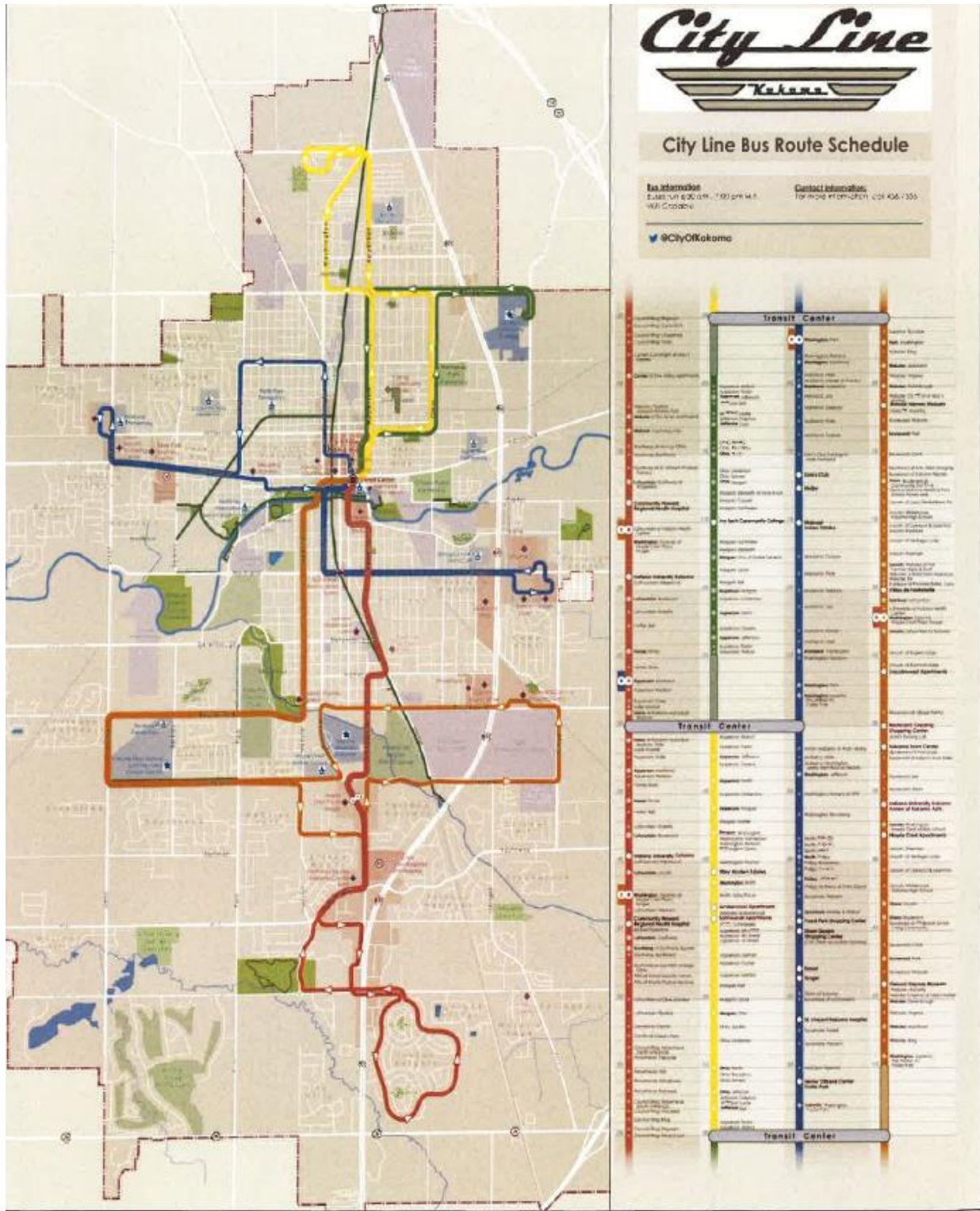
In September of 2010, the American Recovery and Reinvestment Act (ARRA) stimulus funding afforded the City of Kokomo an opportunity to provide a fixed route trolley service for the first time since the 1960's. Federal Transit Administration Section 5307 provides funding for City-Line Trolley (fixed route) and the complimentary Spirit of Kokomo (paratransit service).

In 2018 a new transit facility opened. The hub serves as a dispatch center for the Spirit of Kokomo and a transfer station for City-Line Trolley. The fixed route system has become the priority service and will need to be evaluated to determine service life and assorted bus fleet variables; in doing so a future bus purchase schedule will be proposed along with Operational and Maintenance estimations.

Paratransit Service Area



City of Kokomo Existing Fixed Routes for Transit



I. PROJECT IMPLEMENTATION FUNDING

A financial plan that demonstrates the monetary implementation of TIP projects is required and satisfied per the Project List portion of the TIP. In developing the TIP, the MPO, State(s), LPA(s) and public transportation operator(s) cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation and documented these funds within the Project List. Additionally, the MPO endeavors to demonstrate transparency of the source federal funding used to implement the TIP projects. The FHWA planning funds that are currently anticipated for each of the four TIP years is \$2,605,595. While the FTA planning funds are anticipated to be \$1,796,053 for each year of the TIP.

J. COMPLETED FHWA PROJECTS

Pursuant to federal regulations, this TIP is used as a management tool for monitoring progress in implementing the Metropolitan Transportation Plan. Specifically, the TIP “shall list major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.”

- Center Road Trail – from SR 931 to Dixon Rd - Construct trail South of Center Rd to accommodate pedestrian movements - Total cost \$3,764,005.
- McCann Street Bridge - Bridge # 503 over Wildcat Creek – Repair – Total cost \$2,417,450
- Lincoln Road / Berkley Road – Intersection Improvement – Total cost \$753,327

3. PROJECT LIST DEVELOPMENT FOR FY2026-2030

The Transportation Improvement Program (TIP) is based on the anticipated levels of funds available from Federal, State, and Local governments for transportation projects. The listing may include projects outside the Kokomo urbanized area but within the metropolitan planning area (MPA) that encompasses the existing urbanized area and the contiguous area expected to become urbanized in the future. (See page 35) The Kokomo-Howard County MPA is an area bounded on the north by CR 600N (including a small sub-division in Southwestern Miami County), to the south by CR 500S, to the west by CR 500W, and on the east by CR 500E. (See page 34). Kokomo City boundaries are shown on page 36.

When the Policy Board of the Kokomo-Howard County Governmental Coordinating Council adopted the TIP, it demonstrates consensus for the projects within the TIP. The narrative of the TIP sections is potentially dynamic and will be updated throughout the life of the TIP. Updates will come in the form of Amendments and Administrative Modifications with either of the two being documented via a Resolution. Any Resolutions to the TIP will result in an update of the TIP document. Therefore, the TIP is a living document where all Resolutions are considered to be part of the TIP. Updated TIP project lists will be posted to the KHCGCC website shortly after Resolutions are adopted. Only projects for which construction or operating funds can reasonably be expected to be available are included in the TIP. Additionally, cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). All TIP project funding totals are listed in consideration of the year of expenditure.

Performance Measures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance-based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System as specified in 23 CFR 450.314(h). The FTA’s performance measures for Transit Asset Management are published and currently in effect. FHWA currently has

performance measures and final regulations published. The Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information when required. For FHWA and FTA to approve any TIP amendments, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets and track progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

The Kokomo/Howard County Governmental Coordinating Council (KHCGCC) voted to support the Performance Measures adopted by the Indiana Department of Transportation. The INDOT PMs and associated Performance Targets are listed below. (Resolution to Support INDOT performance measures found in Appendix).

Safety Target Performance Measures

2025 Number of fatalities – **812.4**

2025 Rate of fatalities per 100 million miles traveled – **1.009**

2025 Number of serious injuries – **3031.9**

2025 Rate of serious injuries per 100 million miles traveled – **3.402**

2025 Number of non-motorist fatalities and serious injuries – **363.4**

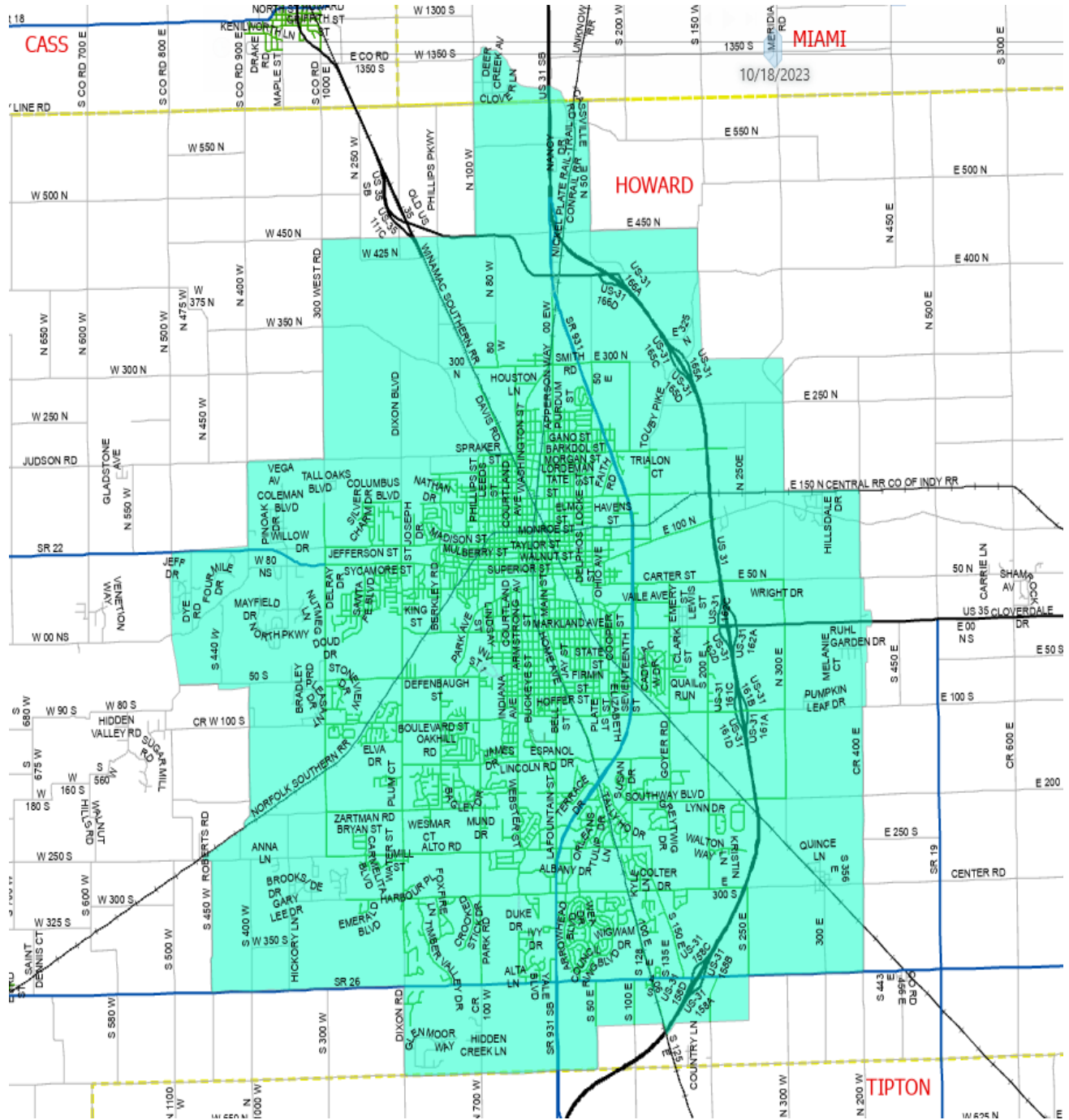
Pavement and Bridge Condition Target Performance Measures

	<u>2yr Target (2024)</u>	<u>4yr Target (2026)</u>
Percentage of NHS bridges classified as in good condition:	49.0%	47.5%
Percentage of NHS bridges classified as in poor condition:	3.0%	3.0%
Percentage of pavements of the Interstate System in good condition:	60.0%	62.0%
Percentage of pavements of the Interstate System in poor condition:	1.0%	1.0%
Percentage of pavements of the Non-Interstate NHS in good condition:	50.0%	48.0%
Percentage of pavements of the Non-Interstate NHS poor condition:	1.5%	1.5%

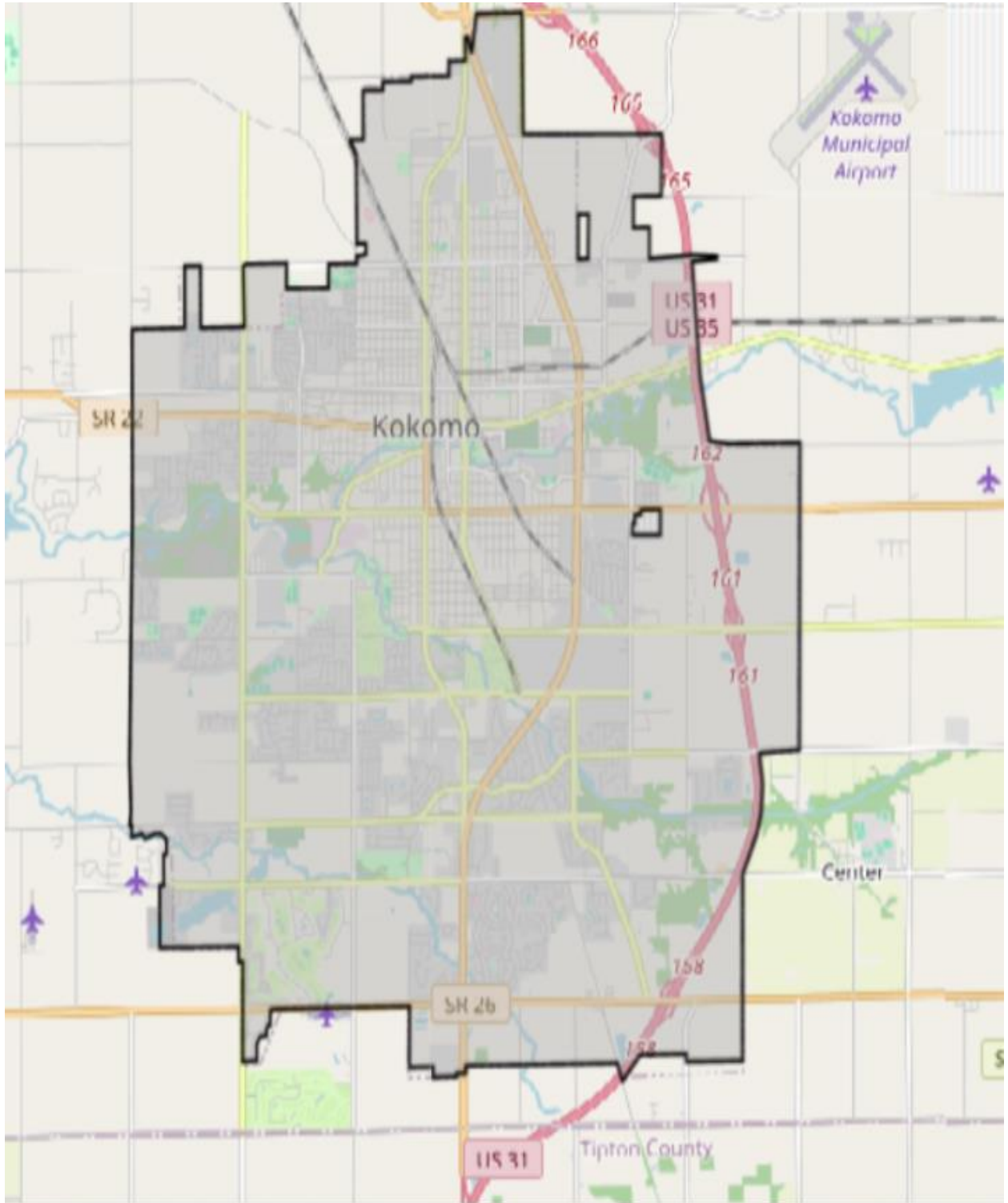
Travel Time Reliability, PHED, and Emission Reduction Target Performance Measures

Performance Measure	2024 2Year Targets	2026 4Year Targets
Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0	93.5
Non-Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0	93.5
Truck Travel Time Reliability Index (TTTR)	1.32	1.3
Annual Hours of Peak Hour Excessive Delay (PHED) Chicago / NW Indiana UZA	15.6	15.9
Annual Hours of Peak Hour Excessive Delay (PHED) Louisville / Southern Indiana UZA	10.0	10.0
Annual Hours of Peak Hour Excessive Delay (PHED) South Bend / SW Michigan UZA	2.0	2.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Chicago / NW Indiana UZA	32.4	32.6
Total Emission Reductions: PM2.5	3.0	4.0
Total Emission Reductions: NOx	690.0	725.0
Total Emission Reductions: VOC	590.0	600.0
Total Emission Reductions: PM10	0.02	0.03
Total Emission Reductions: CO	330.0	520.0

Urbanized Area



City Limits



Project Selection

The local partners of the MPO have management systems for pavement and traffic, bridge, and transit programs. These allow them to monitor system performance and needs, identify deficiencies, and then target specific projects to address needs. Pavement and traffic management systems allow them to utilize existing transportation facilities more efficiently (e.g., pavement maintenance, signal timing and coordination, sign replacement, pavement marking, and intersection improvements). Additionally, Howard County has a bridge inventory and management system. All jurisdictions are now updating roadway management systems to address Americans with Disabilities Act needs. All use their systems to document and establish priorities. The city of Kokomo Transit has practiced system management that promotes safety, mobility, and more efficient use of their existing transportation infrastructure. Consistent ridership increases are evidence that their aggressive programs of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning contribute to a system that successfully provides an alternative to the automobile.

The following MPO projects were selected based on the MPO Transportation Network Project Prioritization methodology (PICS metrics). The two local LPAs were informed of the Call for Projects with respect to the new MTP and TIP. After applying the PICS metrics, the following projects were selected for funding in addition to previously committed projects. All the projects support the INDOT PM Targets.

Current MPO Funded Road Improvement Projects using PICS Methodology

- Berkley Rd, Markland Ave to Sycamore St; road reconstruction – In design with \$576,300 spent to date and expect to build in FY 29. – Total cost expected \$7,453,550.
- Smith Rd, 50E to Touby Pike; road reconstruction – In design with \$652,002 spent to date in coordination with new business Stellantis. Expect to build in FY 27 – total cost expected \$7,043,580.
- Goyer Rd, Markland Ave to Boulevard St; road reconstruction – In design with \$866,000 spent to date and expect to build FY 26 – total cost expected \$7,694,840.
- CR 250S over Little Wildcat Creek, bridge 30; Bridge Rehabilitation – Design will begin in FY 25 and expect to build FY 27 - total cost expected \$2,769,494.
- Alto Rd, Cartwright Dr to Albright Rd; Road reconstruction / Sidewalks – Design will begin in FY 25 and expect to build in FY 28 - total cost expected \$5,444,500.
- Center Rd, Kimberly Dr to Albright Rd; Road Reconstruction / Sidewalks – Design will

begin in FY 25 and expect to build after FY 30 - total cost expected \$4,997,500.

- Defenbaugh St over Kokomo Creek, bridge 507; Bridge Rehabilitation / Repair – Design will begin in FY 27 and expect to build FY 29 - total cost expected \$1,550,000.
- Webster St over Kokomo Creek, bridge 129; Bridge Rehabilitation – Design will begin in FY 27 and expect to build FY 30 - total cost expected \$1,550,000.

Future projects outside 2026-2030 TIP years

- Boulevard, Washington to Home Ave; Road reconstruction with added curb and gutter – Design begin in FY 31 and expect to build in FY 36 – total cost expected \$7,750,000.
- Sycamore, Ohio to SR 931; Road reconstruction with sidewalk – Design begin FY 31 and expect to build FY 34
- Zartman Rd, S. Berkley Rd to S. Park Rd; Road Reconstruction – Design will begin in FY 32 and expect to build FY 35 - total cost expected \$4,065,625.

Project Metrics
 Severity (SEV): 15
 Occurrence (OCC): 15
 Detection (DET): 15
 Red Flag Risk (RFR): 15

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICS) Metrics

Qualitative
 1 - Appeal
 2 - Function
 3 - Safety

Tags
 Risk Priority Number (RPN)
 Qualitative Risk Priority Number (QRPN)
 Red Flag Risk (RFR)

System: Federal/Aid Transportation Network
 Responsible: Kokomo MPD admin & LPA/ERC

Prepared by: MPD staff
 Origination Date: _____
 Page: 1 of 1
 Rev: _____

2	3	4	5	6	7	8	9	10	11	12	13	14	SEV	OCC	DET	RPN	
Road Segment/ Network Input	Potential Failure Mode	Potential Failure Effects	SEV	Prevalent Condition	OCC	Safety Effects	DET	RPN	U A L	QRPN	Project Recommendations	Project Built	SEV	OCC	DET	RPN	
			Y		C		T	M	L	M	R		Y	C	T	M	
What is the road segment/Key Input under investigation?	In what way does the road segment/Key Input negatively impact the Network?	What is the impact of the sub-performance/Key Input on the Transportation Network?	How Severe is the effect to the Network?	What is the Distress of the existing Pavement? Is the same level and type of distress sustained throughout project area? If so, OCC = 5	What is the distress rating of pavement?	What caused or will cause the Key Input to sub-perform or become unacceptable from a safety perspective? -OR- If Network geometry results in facilities and/or severe injuries, DET = 5	How often is Safety Effected?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Red Flag Risk Assessment	What are the project goals? What type of project is needed to improve the Key Input under investigation? Actions prioritized on the basis of: (1) Safety (2) High QRPN (3) Funding & Fit consideration	What is the reclassified RPN based on the project so built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safety Effected?	Risk Priority Number
Alto Rd - Curtright to Albright	No pedestrian facilities where pedestrian traffic is present/should	Pedestrian safety	3	Edges failure; spotty base failure	2	Pedestrian/Vehicle interactions	4	24	3	27	3	Added pedestrian facilities and structural overlay					
Goose Rd - Matchland Ave to Boulwerd St	Backed up turn traffic	Poor traffic flow/turn movement difficulty	3	Alligator Cracking	3	Turn movement crash volume; crash with injury	3	21	2	29	1	Road reconstruction; added turn lanes; added bike lane	Active Project				
Berkley Rd - Matchland Ave to Syracuse St	Falling Shoulders; poor drainage	Excessive resurfacing	4	Alligator Cracking	3	Shoulder rutting	2	24	1	25	3	Road reconstruction; added turn lanes; added bike lane; rail corridor trail terminal; RFR 3; Invoice PR	Active Project				
Center Rd - Kimberly Dr to Albright	No pedestrian facilities where pedestrian traffic is present/should	Pedestrian safety	5	Edges failure; spotty base failure	3	Pedestrian/Vehicle interactions	4	60	3	63	2	Added pedestrian facilities and structural overlay					
Zimmer - S, Berkley to S, Park	Falling subbase; poor drainage	Road failure	3	Widespread base failure	3	Travel Path rutting and base failures	4	36	2	38	4	Road reconstruction including drainage improvements					
Smith Road, 50 East to Tolley Pike	Inefficient for freight traffic	Road failure	3	Block Cracking with Fatigue Cracking in Wheel Path	2	Minimal concern for low speed freight navigation on narrow road	3	18	3	21	1	Road reconstruction to accommodate heavy freight; added turn lanes	Active Project				
Center Rd Trail SR530 to Dixon Rd	Pedestrian connectivity	Pedestrian safety	2	NA	1	Pedestrian safety	5	10	3	13	3	Construct trail South of Center Rd to accommodate pedestrian movements; RFR 3; Invoice; webinars	Active Project				

Project Metrics

Severity (SEV): 1-5
 Occurrence (OCC): 1-5
 Detection (DET): 1-5
 Red Flag Risk (RFR): 1-5

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICS) Metrics

Qualitative

- 1 - Appeal
- 2 - Function
- 3 - Safety

Risk Priority Number (RPN)
Qualitative Risk Priority Numb (QRPN)
Red Flag Risk (RFR)

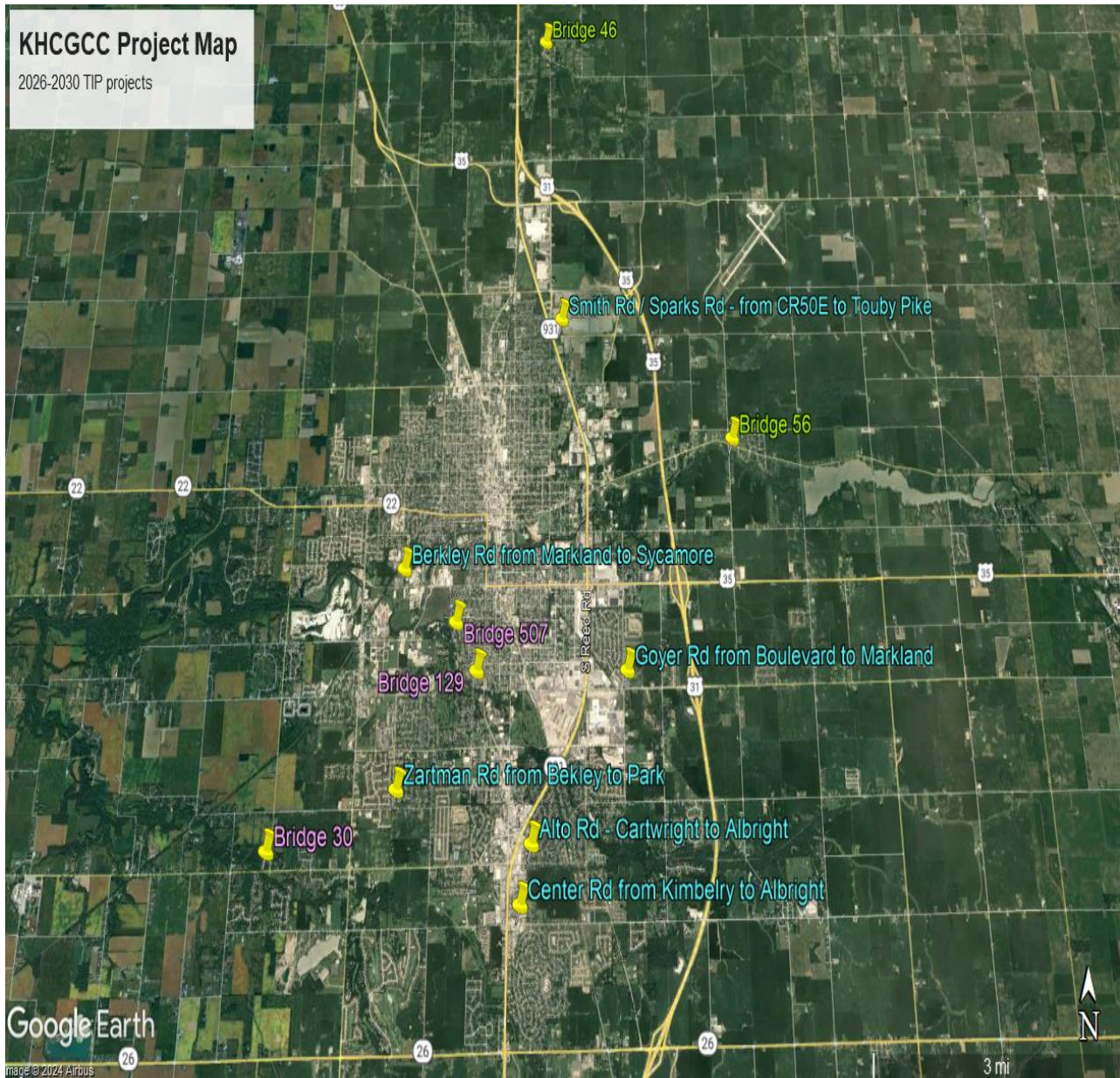
System:	Federal Aid Transportation Network
Responsible:	Kokomo MPO admin & LPA ERC

Prepared by: MPO staff	Page <u> 1 </u>
Origination Date:	Rev <u> 1 </u>

Road Segments/ Network Input	Potential Failure Mode	Potential Failure Effects	SEV	Pavement Condition	OCC	Safety Effects	DET	RPN	QUAL	QRPN	RFR	Project Recommendations	Project Built	SEV	OCC	DET	RPN
What is the road segment/Key Input under investigation?	In what ways does the road segment/ Key Input negatively impact the Network?	What is the impact of the sub-performing/Key Input on the Transportation Network?	How Severe is the effect to the Network?	What is the Distress of the existing Pavement? Is the same level and type of distress sustained through project area? If so, OCC = 5	What is the distress rating of pavement?	What caused or will cause the Key Input to sub-perform or become unacceptable from a safety perspective? -OR- If Network geometry results in fatalities and/or severe injuries, DET = 5	How often is Safety Effected?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Red Flag Risk Assesment	What are the project goals? What type of project is needed to improve the Key Input under investigation? Actions prioritized on the basis of (1) Safety (2) high QRPN (3) Funding & Fit consideration	What is the recalculated RPN based on the project as built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safety Effected?	Risk Priority Number
Defenbaugh St over Kokomo Creek #507	Insufficient Load Rate with Deck and Joint Failures	Public Safety	3	5	3	Eventual Closure should further deterioration continue and load rate continue to decrease	4	24	3	26	3	Bridge Rehabilitation					
Webster St over Kokomo Creek #429	Deck, Curb, and Joint Failures	Structure Longevity	2	5	3	Further deterioration would cause more extensive maintenance measures	4	24	2	26	1	Bridge Rehabilitation					
CR 250S over Little Wildcat Creek #30	Deck and Coping Failures	Structure Longevity	2	5	3	Further deterioration would cause more extensive maintenance measures	4	24	2	26	1	Bridge Rehabilitation					

KHCGCC Project Map

2026-2030 TIP projects



Legend

Roads – Blue / KHCGCC funded

Bridges – Pink / KHCGCC funded – Green / INDOT funded

MPO Projects for Kokomo and Howard County										MPO Annual Allocation 2026				FY26 spend auth			
										Carbon Red	Sect 164	Protect	STBG		HSIP	TA	FY26
										\$192,924	\$75,362	\$71,041	\$1,759,465	\$317,574	\$221,111	\$2,637,477	\$2,605,595
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source			Project Phase: Year of Funding Total				Illustrative ONLY				
						MPO / Federal	INDOT / Federal	Local		2026	2027	2028		2029	2030		
								K	HC								
1900778	K	Berkley Rd; Markland Ave to Sycamore St	Road reconstruction with added curb and gutter	Total	\$7,453,550 STBG / HSIP / Carbon												
				RW	STBG	\$100,000		\$25,000			\$125,000						
				CN	STBG	\$2,867,365		\$3,134,635					\$6,002,000				
				CE				\$750,250					\$750,250				
2002563	K	Smith Rd (300N); CR50E to Touby Pike	Road Reconstruction	Total	\$7,043,580 STBG / Local												
				CN		\$230,000		\$5,426,158			\$5,656,158						
				CN	Relinquishment - used as local match	\$0	\$60,263				\$60,263						
				CE		\$0		\$600,000			\$600,000						
2201070	K	Goyer Rd; Markland to Boulevard	Road Reconstruction	Total	\$7,694,840 STBG / HSIP / Protect												
				CN	Carbon	\$3,605,595		\$2,264,805			\$5,870,400						
				CE		\$0		\$733,800			\$733,800						
2300583	K	Alto Road - from Cartwright to Albright	Road Reconstruction / sidewalks	Total	\$5,444,500 STBG / HSIP / Carbon												
				RW		\$360,000		\$90,000			\$450,000						
				CN		\$2,905,595		\$1,116,955				\$4,022,250					
				CE		\$0		\$446,950			\$466,950						
2300584	K	Center Road - from Kimberly Dr to Albright	Road Reconstruction / sidewalks	Total	\$4,997,500 STBG / HSIP / Carbon												
				RW		\$160,000		\$40,000					\$200,000				
				CN		\$1,645,595		\$2,174,405						\$3,820,000			
				CE				\$477,500						\$477,500			
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source			Project Phase: Year of Funding Total				Illustrative ONLY				
						MPO / Federal	INDOT / Federal	Local		2026	2027	2028		2029	2030		
								K	HC								
2300066	HC	CR550N Over S Fork Deer Creek near Cassville - 46	Bridge Replacement	Total	State STBG \$2,514,650												
				RW			\$45,600	\$11,400		\$57,000							
				UT			\$20,800	\$5,200				\$26,000					
				CN			\$1,352,000	\$338,000				\$1,690,000					
				CE			\$203,200	\$50,800				\$254,000					
			mitigation	in lieu			\$0	\$47,500				\$47,500					
2300587	HC	Webster St over Kokomo Creek - 129	Bridge Rehabilitation	Total	\$1,550,000 STBG												
				PE		\$160,000		\$40,000		\$200,000							
				CN		\$960,000		\$240,000					\$1,200,000				
				CE		\$0		\$150,000					\$150,000				
2300586	HC	CR250S over little Wilcat Creek - 30	Bridge Rehabilitation	Total	\$2,769,494 STBG												
				CN		\$1,600,000		\$400,000		\$2,000,000							
				CE		\$295,595		\$73,889		\$369,494							
2401708	HC	Defenbaugh St over Kokomo Creek #507	Bridge Rehabilitation	Total	\$1,550,000												
				PE		\$160,000		\$40,000		\$200,000							
				CN		\$960,000		\$240,000					\$1,200,000				
				CE		\$120,000		\$30,000					\$150,000				

Fiscal Constraint for LPA projects

Fiscal constraint remains a key component of program development and this transportation plan. Fiscally constrained means the region can only propose projects for which revenues are reasonably expected to be available through federal, state, or local resources. The following funds are anticipated to be available throughout the four-year span of the TIP.

Estimated Federal Funding by Funding Source and Fiscal Year					
FTA	FY 2026	FY 2027	FY 2028	FY 2029	Total
Sec. 5307	\$1,255,259	\$1,217,875	\$1,217,875	\$1,217,875	\$4,908,884
FHWA	FY 2026	FY 2027	FY 2028	FY 2029	Total
STBG	\$1,759,465	\$1,759,465	\$1,759,465	\$1,759,465	\$7,037,860
TA	\$221,111	\$221,111	\$221,111	\$221,111	\$884,444
Sect 164	\$75,362	\$75,362	\$75,362	\$75,362	\$301,448
HSIP	\$317,574	\$317,574	\$317,574	\$317,574	\$1,270,296
Carbon	\$192,924	\$192,924	\$192,924	\$192,924	\$771,696
Protect	\$71,041	\$71,041	\$71,041	\$71,041	\$284,164
Total:	\$2,637,477	\$2,637,477	\$2,637,477	\$2,637,477	\$10,549,908

Year of Payback	Loan Back Amount	Yearly Allocation	Total Federal Available	FY	Federal Programmed	Local Match		Potential add'l Local Match		Flex FTA
						Kokomo	Howard Co	Kokomo	Howard Co	
2026	\$1,000,000	\$2,605,595	\$3,605,595	2026	\$3,605,595	\$1,320,840	\$0	\$1,677,765	\$0	\$0
2027	\$300,000	\$2,605,595	\$2,905,595	2027	\$2,905,595	\$1,332,284	\$553,899	\$4,639,137	\$0	\$0
2028	\$300,000	\$2,605,595	\$2,905,595	2028	\$2,905,595	\$893,900	\$0	\$670,005	\$0	\$0
2029	\$1,501,770	\$2,605,595	\$4,107,365	2029	\$4,107,365	\$1,390,450	\$270,000	\$2,534,435	\$0	\$0
2030	\$0	\$2,605,595	\$2,605,595	2030	\$2,605,595	\$764,000	\$240,000	\$1,887,905	\$150,000	\$0

The KHCGCC FY26-29 TIP includes all transportation projects with federal funds plus regionally significant state funded projects. In Howard County and the City of Kokomo, nearly 93% of all funds programmed are for activities that could be classified as “operations and maintenance”. This amounts to \$17 million in federal, state, and local funds. The operation and maintenance project types include bridge replacement or preservation, culvert and small structure preservation, pavement preservation, slide correction, inspection, and preventative maintenance items. Every effort has been made to ensure revenue forecasts are reasonable and estimated project costs balance with those financial resources and therefore demonstrate fiscal constraint.

Local funding

Revenue Source		LPA 2026 Base Year Average		
Fund	Kokomo	Howard County	Totals	
LRs	\$1,100,000	\$856,411	\$1,956,411	
MVH	\$5,550,000	\$5,193,842	\$10,743,842	
Wheel Tax	\$1,100,000	\$655,947	\$1,755,947	
*CCMG	\$1,500,000	\$1,500,000	\$3,000,000	
Cumulative Bridge	\$0	\$1,189,485	\$1,189,485	
Totals	\$9,250,000	\$9,395,685	\$18,645,685	

*CCMG no inflation used

City of Kokomo - Revenue

			2026	2027	2028	2029	2030
Revenues							
Fund #2202	LR&S		1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00
Fund #2201	MVH	Local Prop Taxes	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00
	MVH	Wheel & Surtax	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00
	MVH	State	1,450,000.00	1,450,000.00	1,450,000.00	1,450,000.00	1,450,000.00
	MVH	Paymnt in lieu of Restoration					
	MVH	Misc	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Fund #2203	MVH-Restricted	State	1,250,000.00	1,250,000.00	1,250,000.00	1,250,000.00	1,250,000.00
Fund #2690	*Comm Crossing		1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
Fund #2310	CDBG	Infrastructure					
Fund #2700	INDOT rd project						
Fund #2820	FTA grant	IUK Sidewalk Gt					
	Others		-	-	-	-	-
	Calculated Total		9,250,000.00	9,250,000.00	9,250,000.00	9,250,000.00	9,250,000.00
	MVH & LR&S Annual report total						
Gen fd	1801-total						
	1801-1012						
	1801-1013						
	1801-2023 tire						
	1801-2034						
	1801-adj total						
	allocation percentage to Transit						
	1801-Allocate to Transit						
	1802-Total						
	1801-1012						
	1804-Total						
	1804-1013						
	Total 2022 Cost						
	PMTF reimbursement (162,034 per qtr)		163,685	2024			
	FTA Reimbursement.FTA20 4/25/2022-1st qtr 2022						
	FTA Reimbursement.FTA20 7/15/2022-2ns qtr 2022						
	FTA Reimbursement.FTA20 10/13/2022-3rd qtr 2022						
	FTA Reimbursement.FTA21 10/13/2022-3rd qtr 2022						
	FTA Reimbursement.FTA21 1/25/2023-4th qtr 2022						
	FTA Reimbursement.FTA21 4/21/2023-1st qtr 2023						
	FTA Reimbursement.FTA21 7/19/2023-2nd qtr 2023						
	FTA Reimbursement.FTA21 10/19/2023-3rd qtr 2023						
	FTA Reimbursement.FTA21 1/25/2023-4th qtr 2022						
	Net OPERATING COST TO city		1,400,000.00	1,400,000.00	1,400,000.00	1,400,000.00	1,400,000.00

*CCMG no inflation used

Howard County - Revenue

Revenue 2% increase						
Howard County Revenue	2026	2027	2028	2029	2030	Totals
LRS	\$856,411	\$872,983	\$889,611	\$906,238	\$922,866	\$4,448,109
MVH - Wheel & Surtax	\$655,947	\$669,066	\$682,447	\$696,096	\$710,018	\$3,413,574
MVH - State	\$2,032,846	\$2,073,503	\$2,114,973	\$2,157,272	\$2,200,417	\$10,579,011
MVH - Federal	\$982,566	\$1,002,217	\$1,022,261	\$1,042,706	\$1,063,560	\$5,113,310
MVH - Misc	\$145,584	\$148,496	\$151,466	\$154,495	\$157,585	\$757,626
MVH - Restricted State	\$2,032,846	\$2,073,503	\$2,114,973	\$2,157,272	\$2,200,417	\$10,579,011
*Comm Crossing	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
Cumulative Bridge	\$1,189,485	\$1,212,503	\$1,235,597	\$1,258,692	\$1,281,786	\$6,178,063
Totals	\$9,395,685	\$9,552,271	\$9,711,328	\$9,872,771	\$10,036,649	\$48,568,704
*CCMG no inflation used						

The metropolitan transportation plan (TIP) includes sufficient financial information for demonstrating that projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.” (23 CFR 450.104)

Federal Funding to be expended on City of Kokomo Transit

Local Transit Projects, Operations											Illustrative				
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Transit Allocation Est.				INFO	
						MPO / Federal	INDOT / Federal	City of Kokomo	Total Cost	Project Phase: Year of Funding Total					
										2026	2027	2028	2029		2030
KOKO-26-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2026	N/A	5307 (50/50) 2024 & beyond Sec 5307 funds	\$1,184,500		\$1,184,500	\$2,369,000	\$2,369,000					
KOKO-27-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2027	N/A	5308 (50/50) 2025 & beyond Sec 5307 funds	\$1,220,035		\$1,220,035	\$2,440,070	\$2,440,070					
KOKO-28-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2028	N/A	5307 (50/50) 2026 & beyond Sec 5307 funds	\$1,256,636		\$1,256,636	\$2,513,272		\$2,513,272				
KOKO-29-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2029	N/A	5307 (50/50) 2026 & beyond Sec 5307 funds	\$1,184,500		\$1,184,500	\$2,369,000				\$2,369,000		
KOKO-30-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2030	N/A	5307 (50/50) 2026 & beyond Sec 5307 funds	\$1,220,500		\$1,220,500	\$2,441,000						\$2,441,000

Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Year of Funding Total				Illustrative Only
						MPO / Federal	INDOT / Federal	Local		2026	2027	2028	2029	
								K	HC					
KOKO-26-100	K/HC	2026 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500	\$15,000				
KOKO-27-100	K/HC	2027 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500		\$15,000			
KOKO-28-100	K/HC	2028 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500			\$15,000		
KOKO-29-100	K/HC	2029 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500				\$15,000	
KOKO-30-100	K/HC	2030 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500					\$15,000

Local Transit Projects, Capital Purchase														Illustrative
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Project Phase: Year of Funding Total				info
						MPO / Federal	INDOT / Federal	City of Kokomo	Total Cost	2026	2027	2028	2029	2030
KOKO-26-002	K	Transit Bus Storage and Maintenance Facility - Phase 3	Construction Bus storage Facility Trolley Barn FFY 2026	N/A	5307 (80/20) IN-2021-044	\$1,389,506		\$347,376	\$1,736,882	\$1,736,882				
KOKO-26-003	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled	Capital purchase of 2-rolling stock below 30' - FFY 2026	N/A	5307 (80/20) To be written with 2025 Sec 5307 funds	\$320,000		\$80,000	\$400,000	\$400,000				
KOKO-26-004	K	Transit - Fixed Route Bus Stop Connectivity	Safety/Security-Cameras/lighting and benches/shelters along transit connectivity bus routes	N/A	5307 (80/20) Flex 24 funds from STBG to FTA IN-2020-036	\$320,000		\$80,000	\$400,000	\$400,000				
KOKO-27-002	K	Spirit of Kokomo (SOK) ITS supported elderly and disabled	Capital purchase of 2-Rolling Stock below 30' - FFY 2027	N/A	5307 (80/20) To be written with 2027 Sec 5307 funds	\$320,000		\$80,000	\$400,000	\$400,000				
KOKO-28-002	K	Spirit of Kokomo (SOK) ITS supported elderly and disabled	Capital purchase of 2-Rolling Stock below 30' - FFY 2028	N/A	5307 (80/20) To be written with 2026 Sec 5307 funds	\$320,000		\$80,000	\$400,000		\$400,000			

Federal & State Funding projects within the MPA

MPA State Projects						Funding Source						INFO ONLY		Illustrative Info Only
Des #	Sponsor	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	INDOT / Federal	INDOT / Match	Local		2026	2027	2028	2029	2030
								K	HC					
2002415	INDOT	At various locations in Greenfield District	Traffic signals Modernization	CN	STBG \$3,216,000	\$2,021,343	\$505,336							\$2,527,000
2200995	INDOT	District Wide Pedestrian Crossings	Safety Revisions	CN	STBG \$1,615,000	\$771,628	\$192,907				\$965,000			
2201210	INDOT	Various locations throughout Greenfield District	Signs, Lighting, Signals And Markings	CN	STBG \$1,530,000	\$1,223,783	\$305,946				\$1,530,000			
2201247	INDOT	Statewide High Mast Tower Lighting Replacement at various interchanges	Repair Or Replace Lighting	CN	STBG \$4,620,000	\$3,113,272	\$778,318				\$3,892,000			
2200003	INDOT	Various locations in the Greenfield District	Signing Installation / Repair	CN	STBG \$9,810,000	\$5,365,198	\$1,341,300				\$6,706,000			
2201707	INDOT	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 26	ITS Devices Maintenance Contracts	CN	STBG \$532,000	\$425,451	\$106,363			\$532,000				
2301262	INDOT	Various locations in the Greenfield District	Traffic Signals, New Or Modernized	CN	STBG \$1,806,000	\$1,204,936	\$301,234				\$1,506,000			
2301231	INDOT	Various Signal Locations in the Greenfield District	Traffic Signals Modernization	CN	STBG \$5,337,000	\$4,269,940	\$1,067,485					\$5,337,000		
2301233	INDOT	HSIP Systemic Projects in the Greenfield District	Other Type Project (Miscellaneous)	CN	STBG \$2,872,000	\$2,297,600	\$574,400					\$2,872,000		
2400079	INDOT	Various locations in the Greenfield District	Guardrail, Maintenance Or Repair	CN	STBG \$1,000,000	\$800,000	\$200,000			\$1,000,000				
2400080	INDOT	Various locations in the Greenfield District	Repair Or Replace Barrier Wall	CN	STBG \$400,000	\$320,000	\$80,000			\$400,000				
2400601	INDOT	High Mast Tower and conventional Lighting Replacement at various interchanges	Lighting Installation / Maintenance	CN	STBG \$3,417,000	\$2,717,767	\$679,442					\$3,397,000		
2400625	INDOT	Various locations in the Greenfield District	Tree Removal/Trimming	CN	STBG \$300,000	\$240,000	\$60,000			\$300,000				
2400605	INDOT	NEVI BP applicant sites	Other Type Project (Miscellaneous)	CN	STBG \$6,000,000	\$2,400,000	\$600,000			\$3,000,000				
2400610	INDOT	NEVI PILOT Locations	Other Type Project (Miscellaneous)	CN	STBG \$4,500,000	\$1,800,000	\$450,000			\$2,250,000				
2400612	INDOT	NEVI Tesla Locations	Other Type Project (Miscellaneous)	CN	STBG \$4,160,370	\$1,635,750	\$408,938			\$2,044,688				
2400593	INDOT	ADA Ramps for 2026	ADA Sidewalk Ramp Construction	CN	STBG \$725,000	\$347,861	\$86,965			\$435,000				
2400594	INDOT	Various locations in the Greenfield District	ADA Sidewalk Ramp Construction	CN	STBG \$4,224,000	\$713,911	\$178,478				\$892,000			
2400812	INDOT	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 27	ITS Devices Maintenance Contracts	CN	STBG \$838,000	\$670,606	\$167,652				\$838,000			
2400826	INDOT	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 28	ITS Devices Maintenance Contracts	CN	STBG \$1,071,000	\$856,579	\$214,145					\$1,071,000		
2001788	INDOT	Geotechnical on call - multiple locations throughout the state	Other Type Project (Miscellaneous)	PE	STBG \$30,983,000	\$2,400,000	\$600,000			\$3,000,000				
2002952	INDOT	Software License for Statewide ATMS for FY 26	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000			\$500,000				
2002953	INDOT	Statewide TMC Dispatcher Operations Contract for FY 26	ITS Program Contracted Services	PE	NHPP \$1,800,000	\$1,620,000	\$180,000			\$1,800,000				
2002955	INDOT	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 26	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000			\$500,000				
2002956	INDOT	Statewide INRIX Traffic Data for FY 26	ITS Program Contracted Services	PE	NHPP \$1,200,000	\$1,080,000	\$120,000			\$1,200,000				
2101642	INDOT	Post-Construction BMP Program Implementation / MS4 MCMS - Various Locations	Other Type Project (Miscellaneous)	PE	STBG \$3,318,000	\$885,840	\$221,460			\$1,107,000				
2201179	INDOT	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000			\$1,250,000				
2201180	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	ITS Program Equipment	CN	STBG \$350,000	\$280,000	\$70,000			\$350,000				
2300076	INDOT	Statewide Underwater Bridge Inspection FY-24 through FY-27	Bridge Inspections	PE	STBG \$2,000,000	\$640,000	\$160,000			\$400,000	\$400,000			
2300077	INDOT	Statewide Vertical Clearance measuring over/under bridges. FY-2024 through FY-2027	Bridge Inspections	PE	STBG \$900,000	\$160,000	\$40,000				\$100,000	\$100,000		

2301248	INDOT	Various locations within the Greenfield District	Traffic Signals Modernization	CN	STBG \$4,811,000	\$3,848,969	\$962,242			\$4,811,000			
2400077	INDOT	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist.	Other Type Project (Miscellaneous)	PE	STBG \$1,335,000	\$806,794	\$201,699		\$328,000	\$336,000	\$344,000		
2400095	INDOT	Noise Analysis Technical Review Support - Small Purchase Contract - Statewide	Other Intersection Improvement	PE	STBG \$500,000	\$200,000	\$50,000		\$250,000				
2400543	INDOT	Various bridges around the state.	Bridge Inspections	PE	STBG \$500,000	\$400,000	\$100,000		\$500,000				
2400803	INDOT	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 27	ITS Traffic Management Systems	CN	NHPP \$300,000	\$270,000	\$30,000			\$300,000			
2400804	INDOT	Software License for Statewide ATMS for FY 27	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000			\$500,000			
2400806	INDOT	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 27	ITS Program Contracted Services	PE	NHPP \$1,800,000	\$1,620,000	\$180,000			\$1,800,000			
2400807	INDOT	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 27	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000			500,000			
2400808	INDOT	Statewide INRIX Traffic Data for FY 27	ITS Program Contracted Services	PE	NHPP \$1,200,000	\$1,080,000	\$120,000			1,200,000			
2400809	INDOT	Statewide Cell Service for Communications for Signals and ITS Devices for FY 27	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000			1,250,000			
2400810	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 27	ITS Program Equipment	CN	STBG \$350,000	\$280,000	\$70,000			350,000			
2400818	INDOT	Statewide INRIX Traffic Data for FY 28	ITS Program Contracted Services	PE	NHPP \$1,200,000	\$1,080,000	\$120,000			\$1,200,000			
2400819	INDOT	Software License for Statewide ATMS for FY 28	ITS Program Contracted Services	PE	NHPP \$750,000	\$675,000	\$75,000			\$750,000			
2400820	INDOT	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 28	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000			500,000			
2400821	INDOT	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 28	ITS Program Contracted Services	PE	NHPP \$1,800,000	\$1,620,000	\$180,000			\$1,800,000			
2400823	INDOT	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 28	ITS Traffic Management Systems	CN	NHPP \$500,000	\$450,000	\$50,000			500,000			
2400824	INDOT	Statewide Cell Service for Communications for Signals and ITS Devices for FY 28	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000			\$1,250,000			
2400825	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 28	ITS Program Equipment	CN	STBG \$500,000	\$400,000	\$100,000			500,000			
2100210	INDOT	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance	CN	NHPP \$976,000	\$603,244	\$150,811		\$754,000				
2200583	INDOT	Bridge over M Fork Wildcat Creek	Bridge Replacement	CN	STBG \$7,627,000	\$4,851,151	\$1,212,788			6,064,000			
2300741	INDOT	Bridge over Wildcat Creek, 1.60 mile E of SR 29; SR 19 over Turkey Creek, 2.42 mi N of SR 26; SR over W Fork Wildcat Creek, 1.49 mile W of SR 931	Scour Protection (Erosion)	RW	STBG \$1,408,000	\$36,000	\$9,000			45,000			
				CN		\$671,338	\$167,834				\$839,000		
2300752	INDOT	NB/SB over Kokomo Creek, 2.55 mile N of SR 26 and SR 26 over Deer Creek, 1.56 mile W of SR 9	Bridge Replacement	CN	NHPP \$7,363,000	\$5,890,502	\$1,472,626				\$7,363,000		
2300753	INDOT	SR 931 SR 931 SB Bridge over KOKOMO CREEK, 02.55 mi N SR 26	Bridge Replacement	CN	STBG \$7,6363,128	\$2,892,088	\$723,022				\$3,615,110		
2300743	INDOT	SR 26 SR 26 Bridge over W FORK LTL WILDCAT CR, 01.49 mi W SR 931	Scour Protection (Erosion)	CN	STBG \$1,407,543	\$241,639	\$60,410				\$302,049		
2301177	INDOT	Various locations in Delaware, Cass and Howard County	Small Structures & Drains Construction	PE	NHPP \$9,272,000	\$631,587	\$157,897		\$789,000				
				RW		\$288,000	\$72,000			\$360,000			
				CN / BR		\$823,536	\$205,884				\$1,029,000		
				CN / RD		\$4,474,194	\$1,118,548				\$5,593,000		
2401458	INDOT	Various locations in the Greenfield District	Raised Pavement Markings, Refurbished	CN	HSIP \$600,000	\$480,000	\$120,000		\$600,000				
2400601	INDOT	Various Interchange Locations	Lighting Installation / Maintenance	CN	HSIP \$3,417,209	\$3,057,488	\$339,721				\$3,397,209		
2400077	INDOT	Hazard Elimination for excising roads	Helpers Program V	CN	HSIP \$1,272,000	\$289,000	\$29,000		\$318,000	\$318,000	\$318,000		
2200995	INDOT	District Wide Pedestrian Crossings	Safety Revisions	PE	HSIP \$1,836,865	\$617,864	\$154,466		\$772,330				
				CN		\$771,628	\$192,907			964,535			

APPENDIX

Metropolitan Transportation Planning Process Certification

Amendment Modification Procedure

Resolution Adopting Public Participation Plan

2020 Census updated UAB

INDOT identified Emergency Relief Projects

Resolution to support INDOT Safety Performance Measures

Performance Targets – Four year financial impact

Public Notice Documentation

Resolution to Adopt FY2026-2030 TIP

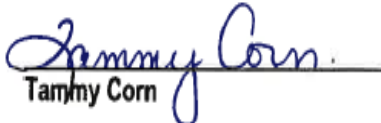
Governor approval letters

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2025**

In accordance with 23 CFR 450.336, and Federal certifications, the Indiana Department of Transportation and the Kokomo and Howard County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kokomo & Howard County G.C.C.
Metropolitan Planning Organization**

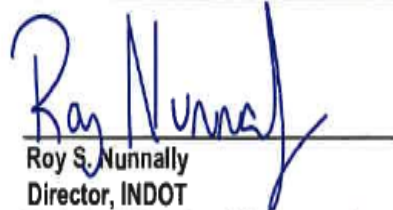


Tammy Corn

Executive Director
Title

01.24.24
Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

1/24/24
Date

Amendment / Modification Procedure

Section 1. Definitions

1. "Amendment" is a formal process that must be approved by the KHCGCC Policy Board. This may include major project scope changes (e.g., more than a 15% increase in total project cost, project changes fiscal year). The amendment is sent to INDOT, requesting approval and incorporation of the amendment into the Statewide Transportation Improvement Program (STIP). is sent to INDOT for inclusion in the STIP.
2. "Modification" is a less formal process that does not require formal approval from the Policy Board. Modifications may include minor project scope changes (e.g., changes in State projects in the TIP, minor changes to project funding). The modification is sent to INDOT, requesting approval and incorporation of the modification into the Statewide Transportation Improvement Program (STIP).
3. "FHWA" means the Federal Highway Administration of the United States Department of Transportation.
4. "FTA" means the Federal Transit Administration of the United States Department of Transportation.
5. "INDOT" means the Indiana Department of Transportation.
6. "KHCGCC" means the Kokomo-Howard County Governmental Coordinating Council, the federally designated Metropolitan Planning Organization for Kokomo and Howard County.
7. "Notification" means the notice provided to agencies affected by a change to a project listing in the TIP which does not require an amendment to be approved by INDOT. Notification is recommended in certain instances to maintain intergovernmental cooperation.
8. "Policy Board" or "Board" means the official Policy Board of the Kokomo-Howard County Governmental Coordinating Council.
9. "TAC" means the official Technical Advisory Committee of the Kokomo-Howard County Governmental Coordinating Council.

10. "CAC" means Citizen Advisory Committee on Transportation.

11. "TIP" means the Transportation Improvement Program required for metropolitan planning purposes, pursuant to 23 U.S.C. Section 134.

12. "STBG" means Surface Transportation Block Grant.

Section 2. Purpose

A set of procedures is established to govern the manner in which amendments are made to the Transportation Improvement Program (TIP) adopted by the Kokomo-Howard County Governmental Coordinating Council (KHCGCC). The procedures include actions needed to adopt a TIP amendment, roles and responsibilities of the Policy Board and Committees, provisions for public notice/public involvement, and other related matters. The procedures are intended to foster an efficient and effective amendment process and to ensure KHCGCC compliance with applicable state/federal laws, regulations, and policies.

Section 3. TIP Amendment Criteria

- A. The TIP may be amended at any time with appropriate approvals and appropriate public involvement, as prescribed in these TIP amendment procedures.
- B. The following actions require the approval of an amendment by KHCGCC and INDOT:
 - 1. Deletion of a project from the TIP.
 - 2. Addition of a project to the TIP.
 - 3. Substantial change in the scope of work of a project in the TIP, including change in project year, major increase in project cost (e.g., increase exceeding 15% of total project cost).

4. An increase in the cost of a state or federally funded project above the “allowable amount” pursuant to the INDOT Local Fund Sharing Arrangement. Such a cost increase may require a resubmittal of a project application, as determined by INDOT.
5. A major change in project funding source across modes, including a shift in funding from one federal source to another.
6. Movement of a project from an illustrative (information only) list in the MTP, to a TIP project list.
7. A change that renders a project out of conformance with a Metropolitan Transportation Plan, including conformance across analysis years.
8. A change that causes STBG Flex to FTA.
9. A change that materially affects another project, whether in KHCGCC’s jurisdiction or in another jurisdiction.

Section 4. Public Involvement in TIP Amendment Process

- A. Any agency or person, including INDOT, a member of the Policy Board, a member of the TAC, KHCGCC staff, Howard County, the City of Kokomo or any other affected agency or person, may propose an amendment to the TIP for consideration by the KHCGCC. An agency or person who intends to offer a proposed amendment shall initiate the request with the KHCGCC Executive Director or designee so that the amendment can be considered in accordance with the official amendment procedures.
- B. Except as provided in Subsection D, KHCGCC shall provide adequate public notice and time for review and comment on all major TIP amendments and at key decision points involving consideration or approval of a TIP amendment, including:
 1. Provision of a 30-day comment period for consideration of TIP amendments.

2. Opportunity for public comment on proposed amendments at each official Policy Board and TAC meeting where a proposed amendment is on the agenda for consideration or action.

C. KHCGCC shall employ appropriate strategies for provision of public notice pursuant to this Section, including the following:

1. Appropriate legal notice in local newspapers, as prescribed in accordance with the official Public Involvement Process for KHCGCC.

2. Posting of notices in selected public places.

- a. FHWA and/or FTA as appropriate to the subject of the amendment
- b. INDOT
- c. The Policy Board
- d. The Technical Advisory Committee (TAC), as appropriate
- e. The Citizen's Advisory Committee (CAC), as appropriate
- f. Representatives of transportation (transit) agency employees, as appropriate
- g. Private transportation providers, as appropriate
- h. Local, state, and federal environmental resource and permit agencies, as appropriate
- i. Appropriate representatives of affected segments of the community, including the "traditionally underserved" (minority and low-income populations)
- j. Traffic agencies
- k. Rideshare agencies
- l. Transportation safety and enforcement agencies
- m. Airports
- n. Other appropriate private service providers

D. KHCGCC is not required to conduct public involvement activities prescribed in this section for TIP amendments that are not of appropriate scale for individual identification in a given program year, such as grouped system preservation projects.

Section 5. KHCGCC TIP Amendment Process

The KHCGCC TIP amendment process shall include the following steps:

1. Upon receiving a request for an amendment, the KHCGCC Executive Director shall consider the request and bring the request and an appropriate recommendation before the TAC for consideration. In preparing a recommendation, the KHCGCC Executive Director shall consider whether the proposal should be advanced through the process as an amendment, treated as a modification pursuant to Section 6, or dismissed without further consideration. The KHCGCC Executive Director shall also examine the proposal for fiscal constraint and consistency with the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

2. The TAC shall meet to review the amendment request and the KHCGCC Executive Director's recommendation. The TAC shall forward its own recommendation concerning the amendment request to the Policy Board for action.

3. Upon receiving a TIP amendment request and recommendations from the KHCGCC Executive Director and TAC, the Policy Board shall meet to consider the request and recommendation. The Policy Board shall determine whether the proposal should be advanced through the process for consideration as an amendment, treated as simply a modification, pursuant to Section 6, or dismissed without further

consideration, as the Board deems appropriate. If the Board determines that the request merits favorable consideration as an amendment, the Board shall announce the opening of a 30-day public comment period and direct the KHCGCC Executive Director to take appropriate actions toward appropriate public involvement actions as prescribed in Section 4.

4. If the Board determines that the request does not merit consideration as an amendment, but rather as a notification matter, the Board shall direct the KHCGCC Executive Director to take appropriate actions pursuant to Section 6.

5. At the end of the 30-day comment period, the KHCGCC Executive Director shall bring the proposed amendment, along with any public input received, back before the TAC for consideration. The TAC shall also provide an opportunity for public comment on its agenda for this meeting. After consideration of public comments and other relevant factors, the TAC shall forward its recommendation concerning the proposed amendment to the Policy Board.

6. Following the TAC meeting, the KHC GCC Executive Director shall bring the amendment before the Policy Board for final disposition. At its meeting, the Policy Board shall provide an additional opportunity for public comment, provide a response to all public comments received, and take final action on the proposed amendment.

7. If the amendment is approved by the Policy Board, the KHC GCC Executive Director shall forward a copy of the amendment and supporting documentation to INDOT, requesting approval and incorporation of the amendment into the Statewide Transportation Improvement Program.

8. Upon receipt of an INDOT notice of TIP amendment approval pursuant to INDOT procedures, the Policy Board shall acknowledge INDOT approval of the TIP amendment at the next appropriate Board meeting.

Section 6. TIP Modification Criteria

The following actions, if taken by KHC GCC, do not require an official amendment. However, KHC GCC shall provide modification to INDOT, FHWA, FTA, and other local, state and federal agencies, as appropriate, if KHC GCC takes any of the following actions:

1. A non-major, (Substantial) change in project scope.
2. A non-major, (Substantial) change in project cost and maintaining fiscal constraint,
3. A break-out of smaller projects as components of a project already in the TIP, including the addition of an amenity such as landscaping or lighting.
4. Addition of state projects in MPO area with no Local Match required.

Section 7. Effective Date

These procedures shall take effect on October 12, 2022.



RESOLUTION 2024-25

RESOLUTION TO AMEND THE KHCGCC'S PUBLIC PARTICIPATION PLAN (PPP) and TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Kokomo and Howard County Governmental Coordinating Council is the designated Metropolitan Planning Organization, responsible for transportation planning, in the Kokomo and Howard County area, and;

WHEREAS, development and adherence to the KHCGCC's Public Participation Plan (PPP), and the Transportation Improvement Program (TIP) describing the Council's steps for involving public participation in each project, and;

WHEREAS, the staff has updated the language in the PPP and the TIP to include the following: **All public input received will be reviewed and considered prior to any vote being taken.**

NOW THEREFORE BE IT RESOLVED by the Policy Board of the Kokomo and Howard County Governmental Coordinating Council that the amended Public Participation Plan (PPP) is hereby accepted to reflect additional language on page 2.

Adopted on this 11th day of July 2024

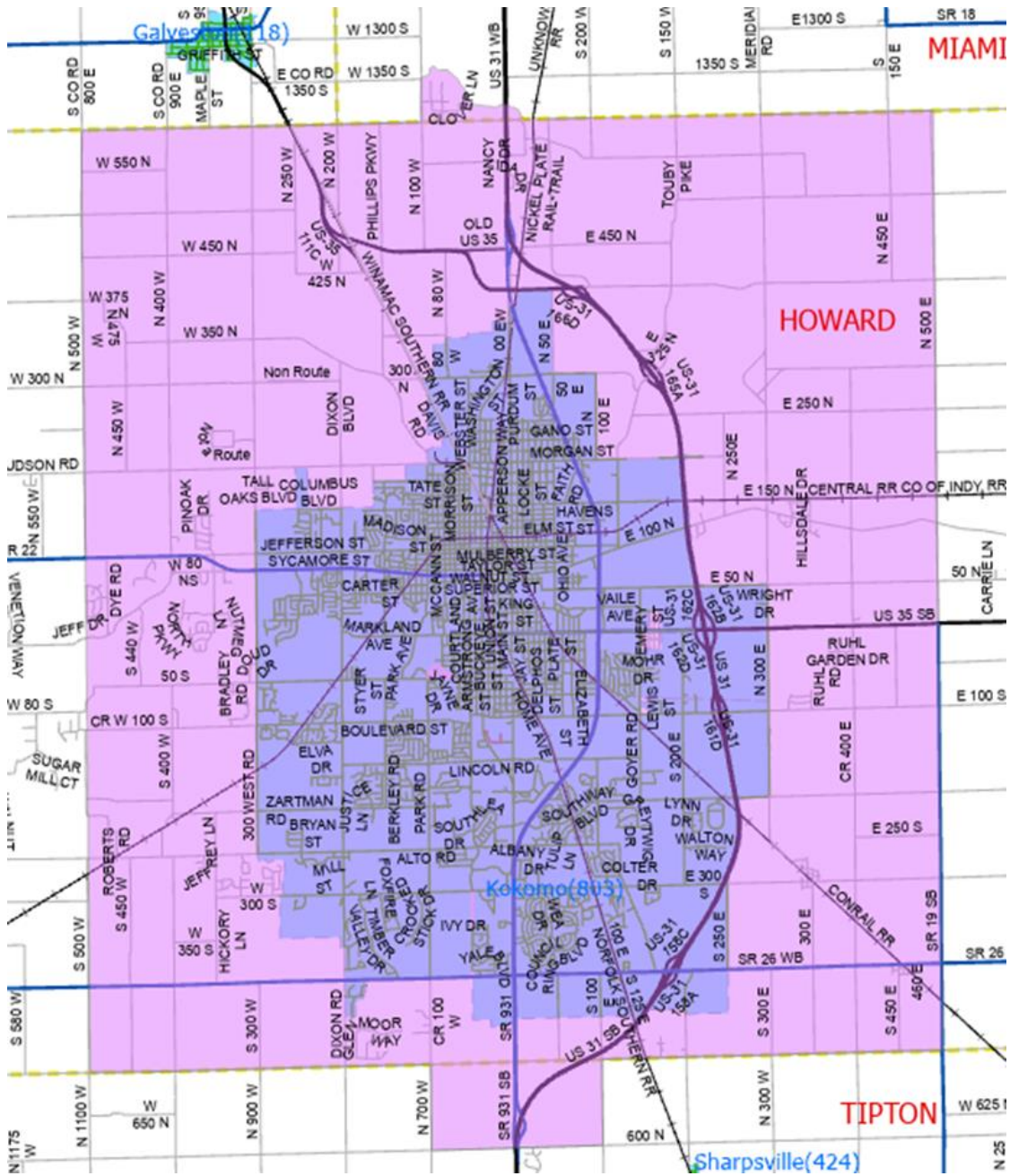


Presiding Officer, KHCGCC Policy Board

Attest: 

Policy Board Member

Metropolitan Planning Area (MPA) 2020 Census Map





Kokomo Howard County Governmental Coordinating Council

RESOLUTION 2023-15

**RESOLUTION TO ADOPT THE METROPOLITAN PLANNING AREA
BOUNDARIES AND URBANIZED AREA BASED UPON THE 2020 CENSUS**

WHEREAS, the Kokomo and Howard County Governmental Coordinating Council is the designated Metropolitan Planning Organization, responsible for transportation planning boundaries, in the Kokomo and Howard County area, and

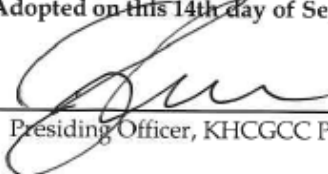
WHEREAS, designation of the Metropolitan Planning Area (MPA) for the Kokomo/Howard County Metropolitan Planning Organization is a requirement of the U.S. Department of Transportation Title 23, Part 450.312, and

WHEREAS, the MPA and Urbanized Areas were reviewed and updated by the staff of the Council, in cooperation with the City of Kokomo administration, Howard County Commissioners and INDOT's Road Inventory Manager, based on data from the 2020 Census, and

WHEREAS, the Technical Advisory Committee of the Kokomo and Howard County Governmental Coordinating Council has given the updated MPA and Urban Boundaries a favorable recommendation.

NOW THEREFORE BE IT RESOLVED by the Policy Board of the Kokomo and Howard County Governmental Coordinating Council, that the presented, updated MPA and Urban Boundaries are hereby accepted and adopted.

Adopted on this 14th day of September 2023



Presiding Officer, KHCGCC Policy Board

Attest: 

Policy Board Member

PERIODIC EVALUATION OF FACILITIES REPEATEDLY REQUIRING REPAIR AND RECONSTRUCTION DUE TO EMERGENCY EVENTS

Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs have taken place are illustrated on the following map. INDOT has identified only one location where two permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure.

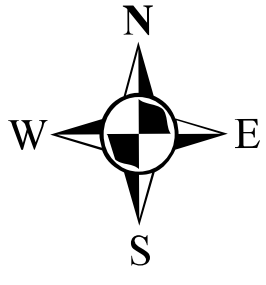
To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs. (see map appendix p.63)

Part 667:

- Under Reasonable alternatives...Meet transportation needs as described in the relevant and applicable Federal, State, local, and tribal plans and programs. Relevant and applicable plans and programs include the Long-Range Statewide Transportation Plan, Statewide Transportation Improvement Plan (STP).
- In establishing its evaluation cycle, the State DOT should consider how the evaluation can best inform the State DOT's preparation of its asset management plan and STIP.
- Beginning on November 23, 2020, for all roads, highways, and bridges not included in the evaluation prepared under paragraph (a) of this section, the State DOT must prepare an evaluation that conforms with this part for the affected portion of the road, highway, or bridge prior to including any project relating to such facility in its STIP.

Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



Date: 3/1/2021

Landscaping and Other Scenic Beautification
0657059
Year 1991

4R - Restoration & Rehabilitation
7383001
Year 1991

Bridge New Construction
9999162
Year 2008

Bridge Rehabilitation - No Added Capacity
7228002
Year 1991

Safety
1173290
Year 2013

Safety
1173301
Year 2011

Mitigation of Water Pollution due to Highway Runoff
1173502
Year 2011

Other
1173285
Year 2011

New Construction Roadway
0500143
Year 2011

Facilities for Pedestrians and Bicycles
0901281
Year 2011

Facilities for Pedestrians and Bicycles
0710849
Year 2011

Safety
1173286
Year 2011

Safety
1400876
Year 2014

Safety
1173289
Year 2011

Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
3262007
Year 1997

4R - Restoration & Rehabilitation
7679002
Year 1991

4R - No Added Capacity
1173542
Year 2011

Other
0810469
Year 2008

Safety
5539001
Year 1991

4R - Maintenance Resurfacing
1173284
Year 2011

4R - No Added Capacity
1173570
Year 2011

Other
1173273
Year 2011

Other
1173272
Year 2011

Other
5326002
Year 1996

4R - Maintenance Resurfacing
9931009
Year 1997

Landscaping and Other Scenic Beautification
0658116
Year 1991

Bridge Replacement (Obsolete)
5102008
Year 1996

4R - Restoration & Rehabilitation
6824001
Year 1991

4R - Restoration & Rehabilitation
1401604
Year 2014

Safety
1173311
Year 2011

4R - No Added Capacity
1173539
Year 2011

4R - No Added Capacity
1173538
Year 2011

Safety
1382004
Year 2011

4R - No Added Capacity
1173540
Year 2011

4R - No Added Capacity
1173541
Year 2011

4R - Added Capacity
1173310
Year 2011

Safety
1173262
Year 2011

Safety
1801586
Year 2018

Other
0248019
Year 1996

Safety
1801588
Year

Safety
1801590
Year 2018

Safety
1801588
Year

INDOT Disclaimer: The Indiana Department of Transportation (INDOT) Provides these geographic data "as is" and the user accepts the data "as is", and assumes all risks associated with its use. By acceptance of this data, the user agrees not to transmit this data or provide access to it, or any part of it, to another party unless the user shall include with the data a copy of this disclaimer. INDOT makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. INDOT further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of any product, or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of INDOT, no warranty, expressed or implied, is made by INDOT regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall INDOT have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by INDOT.

Map created by INDOT GIS Services
Using data from Engineering & Asset Management





RESOLUTION 2025-01

**RESOLUTION TO SUPPORT INDOT'S TARGETS FOR
SAFETY PERFORMANCE MEASURES**

WHEREAS, the Kokomo and Howard County Governmental Coordinating Council (KHCGCC) is the designated Metropolitan Planning Organization, responsible for the Transportation Improvement Program (TIP) in the Kokomo and Howard County area; and

WHEREAS, TIP administration, describing the community's transportation needs of the Metropolitan Planning Area, is a requirement of the USDOT and funds are applied for by the MPO staff of the KHCGCC; and

WHEREAS, the MPO staff of the KHCGCC has elected to plan and program projects that contribute towards the accomplishment of the Indiana Department of Transportation's safety targets for the performance measures; and

WHEREAS, the Metropolitan Planning Organization approves the support of INDOT's TPMs on Safety.

NOW THEREFORE BE IT RESOLVED by the members of the Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Policy Board that we will support the safety targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

INDOT's PM Safety Performance Targets for the Year 2025:

Number of fatalities – **812.4**
Rate of fatalities per 100 million miles traveled – **1.0009**
Number of serious injuries – **3031.9**
Rate of serious injuries per 100 million miles traveled – **3.402**
Number of non-motorist fatalities and serious injuries – **363.4**

Adopted the 30th day of January 2025

Presiding Officer, KHCGCC Policy Board

Attest: Member, KHCGCC Policy Board



RESOLUTION 2023-01

RESOLUTION TO SUPPORT INDOT'S 2 AND 4 -YEAR TARGET PERFORMANCE MEASURES FOR TRAVEL TIME RELIABILITY, ANNUAL HOURS OF PEAK EXCESSIVE DELAY, AND EMISSION REDUCTIONS

WHEREAS, the Kokomo/Howard County Governmental Coordinating Council (KHCGCC) is the designated Metropolitan Planning Organization (MPO), responsible for Transportation Planning and the Transportation Improvement Program (TIP) in the Kokomo and Howard County area; and

WHEREAS, planning administration, describing the community's transportation needs of the Metropolitan Planning Area, is a requirement of the USDOT and funds are applied for by the MPO staff of the KHCGCC; and

WHEREAS, the MPO staff of the KHCGCC has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's targets for the performance measures; and

WHEREAS, the Metropolitan Planning Organization approves the support of INDOTs, 2- and 4-year TPM's listed below.

NOW THEREFORE BE IT RESOLVED by the members of the Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Policy Board, that we will support the targets by incorporating planning activities, programs and projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Performance Measure	2024 2 Year Targets	2026 4 Year Targets
Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0	93.5
Non-Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0	93.5
Truck Travel Time Reliability Index (TTTR)	1.32	1.3
Annual Hours of Peak Hour Excessive Delay (PHED) Chicago / NW Indiana UZA	15.6	15.9
Annual Hours of Peak Hour Excessive Delay (PHED) Louisville / Southern Indiana UZA	10.0	10.0
Annual Hours of Peak Hour Excessive Delay (PHED) South Bend / SW Michigan UZA	2.0	2.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Chicago / NW Indiana UZA	32.4	32.6
Total Emission Reductions: PM2.5	3.0	4.0
Total Emission Reductions: NOx	690.0	725.0
Total Emission Reductions: VOC	590.0	600.0
Total Emission Reductions: PM10	0.02	0.03
Total Emission Reductions: CO	330.0	520.0

Adopted this 9th of March 2023


 Presiding Chairman, KHCGCC Policy Board


 Attest: Policy Board Member

**Public Input Request Notice For:
2026-2030 TIP
Project Updates to 2025-2050 MTP
Open House**

A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local governments and governmental transportation authorities. Congress created MPO's to ensure that existing and future expenditures of federal funds for transportation projects and programs are based on a Continuing, Cooperative, and Comprehensive (3C's) planning process.

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Metropolitan Planning Organization (MPO) is in the process of creating the 2026 – 2030 Transportation Improvement Plan (TIP) and is requesting public input.

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Metropolitan Planning Organization (MPO) is in the process of updating the 2025 – 2050 Metropolitan Transportation Plan (MTP) project list and is requesting public input.

The public comment period will be open from December 16, 2024, to January 30, 2025. In person meetings will be held:

Tuesday January 14, 2025, 1pm - 6pm

Thursday January 23, 2024, 9am - 4pm

Meeting location is 219 E. Sycamore, Kokomo, IN. 46901

If you cannot attend a meeting in person, you may view and comment until January 30, 2025, on our website kokomompo.com, by calling the KHCGCC office at 765-456-2338, or by email: tcorn@kokomompo.com.

**Tammy Corn, Executive Director
KHCGCC, MPO
765-456-2338**

INDIANA MEDIA GROUP
PO BOX 607
GREENSBURG IN 47240-0607
(877)253-7755
Fax (765)648-4229

ORDER CONFIRMATION

Salesperson: LAINEE WILLIAMS Printed at 12/13/24 08:55 by lwill

Acct #: 13254 Ad #: 1911604 Status: New WHOLD
KHC GCC Start: 12/18/2024 Stop: 01/08/2025
219 E SYCAMORE Times Ord: 2 Times Run: ***
KOKOMO IN 46901 LEG 1.00 X 58.00 Words: 224
Total LEG 58.00
Class: 105 PUBLIC NOTICES
Rate: LGOVT Cost: 48.19
Affidavits: 1
Contact: Ad Descript: PUBLIC INPUT REQUEST NOTI
Phone: (765)456-2339 Given by: *
Fax#: (765)459-9185 P.O. #:
Email: deytcheson@kokomompo.com Created: lwill 12/13/24 08:48
Agency: Last Changed: lwill 12/13/24 08:55

PUB ZONE EDT TP RUN DATES
KTRI KTR 95 S 12/18 01/08
KTOL KTR 95 S 12/18 01/08

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)



INDIANA MEDIA GROUP
PO BOX 607
GREENSBURG IN 47240-0607
(877) 253-7755
Fax (765) 648-4229

ORDER CONFIRMATION (CONTINUED)

Salesperson: LAINEE WILLIAMS

Printed at 12/13/24 08:55 by lwill

Acct #: 13254

Ad #: 1911604

Status: New WHOLD WHOI

**Public Input Request
Notice For:
2026-2030 TIP
Project Updates to 2025-2050
MTP Open House**

A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local governments and governmental transportation authorities. Congress created MPO's to ensure that existing and future expenditures of federal funds for transportation projects and programs are based on a Continuing, Cooperative, and Comprehensive (3C's) planning process.

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Sycamore, Kokomo, IN. 46901

If you cannot attend a meeting in person, you may view and comment until January 30, 2025, on our website kokomompo.com, by calling the KHCGCC office at 765-456-2338, or by email: tcorn@kokomompo.com.

Tammy Corn,
Executive Director
KHCGCC, MPO

765-456-2338
K-966 12/18 1/8 hspaxlp

KHCGCC Transportation Improvement Plan 2026-2030 – Public Survey

Bicycle Priorities:

Bicycle facilities can be added to the transportation network in a variety of ways. Which facilities would make you most comfortable when riding your bike? *Please select up to three choices.*

___ Bike Lanes: Dedicated space for cyclists on street (List where): _____

___ Cycle Track: Separated/buffered space for cyclists on street (List where): _____

___ Greenways: Separated space away from vehicle traffic, ex: Nickle Plate Trail, Wildcat Walk of Excellence, Hoosier Industrial Trail.

___ Road Diets: Typically taking 4 lanes down to 3 with space for cyclists (List Where): _____

___ Bike Share Opportunities.

___ Add scooters around town

Pedestrian Priorities:

Everyone is a pedestrian at some point throughout any trip they make. Which of the following pedestrian facilities would help you most during your daily activities? *Please select up to three choices.*

___ New sidewalks (List where): _____

___ Repair existing sidewalks (List where): _____

___ Curb Ramps – add or improve (List where): _____

___ Crosswalks – add more (List where): _____

___ Signal Improvements – increase crossing time (List where): _____

___ Pedestrian Overpasses – (List where): _____

Transit Priorities:

Transit improvements can help increase availability, decrease wait times, and make the overall system easier to use for all riders. Which of the following improvements would make it easier for you to use transit? *Please select up to three choices.*

___ Add Routes (List where): _____

___ Extend service Times ___ Start earlier ___ End later

___ Improve Service Frequency - Decrease wait times for buses, decrease hourly routes to 30 minutes.

___ Improve / add Shelters (List where): _____

Road / Bridge Priorities:

What roads need improvement? (List Where) _____

What Bridges need improvement? (List Where) _____

Areas need more lighting – (List Where) _____

Unsafe intersections – (List Where) _____

Drainage issue – (List Where) _____

Additional Comments: _____

Name / Address / Phone#: _____

Transit Equity Survey

Do you feel safe riding on the Kokomo City Line Trolley? Yes ___ No ___

Do you feel safe riding on the Spirit of Kokomo Paratransit? Yes ___ No ___

Would you be able to ride either service if you had to pay for it? Yes ___ No ___

Do you feel there are safe and adequate ADA resources? Yes ___ No ___

If no, please explain: _____

Do you feel treated fairly and equitably at the Kokomo Transit? Yes ___ No ___

If no, please explain: _____

Thinking of yourself only, how much do you depend on the free Transit?

___ Very ___ Somewhat ___ N/A ___ Not much ___ Not at all

Do you feel safe when you are at the transit building? Yes ___ No ___

Do you feel the transit building and facilities are clean? Yes ___ No ___

Having a TV in the lobby to see the news / weather – is this a good thing?

___ Yes ___ No

Where do you ride the service to? Check all that apply:

___ Grocery ___ Work ___ School ___ Shopping

___ Doctor ___ Appointments ___ Misc.

Transit Equity Survey

Additional Comments:

Name: _____

Address: _____

Phone number: _____ (If you wish to be contacted)

Email address: _____ (If you wish to be contacted)



RESOLUTION 2025-03

**RESOLUTION FOR ADOPTION OF THE 2026 – 2030 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Kokomo/Howard County Governmental Coordinating Council (KHCGCC) is the designated Metropolitan Planning Organization (MPO), responsible for the Transportation Improvement Program (TIP) in the Kokomo and Howard County area, and

WHEREAS, development of the TIP, describing the community's transportation needs within the Metropolitan Planning Area is a requirement of the U.S. Department of Transportation, and

WHEREAS, the TIP was developed by the staff of KHCGCC and the Indiana Department of Transportation (INDOT), and

WHEREAS, the Technical Advisory Committee of the KHCGCC has given the proposed TIP its favorable recommendation,

NOW THEREFORE BE IT RESOLVED by Policy Board of the KHCGCC that the 2026 -2030 TIP be adopted with any INDOT, FHWA requested changes,

With this Resolution, the KHCGCC document titled Transportation Improvement Program 2026-2030 will be forwarded to INDOT and FHWA for approval and admission into the State Transportation Plan (STIP).

Adopted on this 13th day of March 2025

Presiding Officer, KHCGCC Policy Board

Attest: _____
Policy Board Member