



The MPO's Unified Planning Work Program  
UPWP

KOKOMO and HOWARD COUNTY  
GOVERNMENTAL COORDINATING  
COUNCIL (KHCGCC)

Sam.gov UEI#- P62ZTAAEWG42

STATE FISCAL YEAR 2026  
JULY 1, 2025, to JUNE 30, 2026

Des#2400019

**Policy Board Approved March 13, 2025**  
**Resolution 2025-6**

Transportation is different modes, working as a system, for the safe,  
efficient movement of people and goods.

The KHCGCC is committed to advancing equity in our transportation planning. We will actively identify and address disparities in access to mobility options in our area, ensuring all regardless of race, income, ability, or geographical location, have equitable opportunities to participate in the planning process.

# DRAFT

## Table of Contents

Policy Board.....	3
Technical Advisory Committee (TAC).....	3
Citizens Advisory Committee on Alternative Transportation (CAC).....	3
Acronyms .....	4
Introduction.....	5
Planning Emphasis Areas, National Goals, PL Process & UA/MPA Boundaries.....	6
SFY 2023 UPWP Work Activities.....	14
100.0 Administration and Public Participation.....	14
200.0 Data Collection and Traffic Analysis.....	15
300.0 Short Range Planning and Management Systems.....	16
400.0 Long Range Planning.....	17
500.0 Transit and Active Transportation.....	18
Y410 IJJA Safe and Accessible 2.5% Set Aside.....	19
600.0 Other Planning Initiatives/Special.....	20
Funding Information Based on CAP.....	20
Summary of Anticipated Projects.....	23
Summary of Local Contracts and Memorandums.....	24
MOA, Certifications and Assurances on file.....	24
Organizational Chart.....	25
<u>Attachments to UPWP</u>	
Certificate of Indirect Cost and INDOT Letter of Concurrence	
Resolution to Approve Flex Funding (If applicable)	
Certificate of Cost Allocation Plan	
Self-Certification Request	
Metropolitan Transportation Planning Self-Certification Process	

## **IIJA/BIL 11 Planning Factors – Statement**

### **Resolution to Adopt UPWP**

#### **Cost Allocation Plan Definition pages 1 – 7**

#### **KOKOMO/ HOWARD COUNTY GOVERNMENTAL COORDINATING COUNCIL**

**The Policy Board** serves as the official decision and policy-making body for the prescribed multimodal transportation planning process in the MPA. The committee normally meets bimonthly at the Louks Conference room in City Hall, 100 S. Union St.

##### **VOTING MEMBERS**

Mayor, City of Kokomo  
President, Kokomo City Council  
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**

Representative, FHWA  
Representative, INDOT

**The Technical Advisory Committee (TAC)** provides technical advice to the KHCGCC and the linkage between planning and implementation. The committee normally meets on a bi-monthly basis. The committee normally meets bimonthly at the Louks Conference room in City Hall, 100 S. Union St.

##### **VOTING MEMBERS**

Engineer, City of Kokomo  
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  
Community Service Division (or Traffic Division), Kokomo Police Department

##### **NON-VOTING MEMBERS**

Howard County Surveyor  
Director, Kokomo Municipal Airport  
Chairperson Citizens Advisory Committee  
Representative, Federal Highway Administration  
President, Kokomo-Howard County Chamber of Commerce

**Citizen's Advisory Committee (CAC)** – meets quarterly to provide insight into the public transportation needs, especially the needs of those with disabilities and the underserved.

##### **VOTING MEMBERS**

Public Transit User  
Director, Carver Center  
Director, Transit System  
Director, Samaritan Caregivers  
Transit Manager, KHCGCC MPO

Director, Kokomo Rescue Mission  
Trustee, Kokomo Center Township  
Executive Director, KHGCC MPO  
Representative, Kokomo-Howard County Library  
Representative, United Way of Tipton-Howard County  
Executive Director, Kokomo-Howard County Plan Commission  
Representative, Howard County Health Department, Nursing Div.

DRAFT

## ACRONYMS

<b>3C's</b> – Continuing, Cooperative, and Comprehensive	<b>NAAQS</b> – National Ambient Air Quality Standards
<b>ADA</b> – American Disabilities Act	<b>NEVI</b> – National Electric Vehicle Infrastructure
<b>AI</b> – Artificial Intelligence	<b>NHPP</b> – National Highway Performance Program
<b>AMP</b> – Asset Management Plan	<b>NHS</b> – National Highway System
<b>AV</b> – Automated Vehicle	<b>NTD</b> – National Transit Database
<b>BIL</b> – Bipartisan Infrastructure Law	<b>PB</b> – Policy Board
<b>CAC</b> – Citizens Advisory Committee	<b>PICS</b> – Project Implementation Condition and Safety
<b>CAA</b> – Clean Air Act	<b>PL</b> – FHWA funds for Planning
<b>CLT</b> – City Line Trolley	<b>PMTF</b> – Public Mass Transit Fund
<b>CMAQ</b> – Congestion Mitigation and Air Quality	<b>PPP</b> – Public Participation Process
<b>CRP</b> – Carbon Reduction Program	<b>PROTECT</b> – Promoting Resilient Operations for Transformative, Efficient, Cost-saving, Transportation
<b>CV</b> – Connected Vehicle	<b>PTASP</b> – Public Transportation Agency Safety Plan
<b>CY</b> – Calendar Year	<b>SAFETEA-LU</b> – Safe Accountable Flexible Efficient Transportation Act – A legacy for Users
<b>DBE</b> – Disadvantage Business Enterprise	<b>SFY</b> – State Fiscal Year
<b>DOT</b> – Department of Transportation	<b>SLRTP</b> – State Long Range Transportation Plan
<b>EJ</b> – Environmental Justice	<b>SOK</b> – Spirit of Kokomo – (Paratransit Service)
<b>ER</b> – Emergency Relief	<b>SOP</b> – Standard Operating Procedure
<b>EV</b> – Electric Vehicle	<b>SOW</b> – Statement of Work
<b>FAST ACT</b> – Fixing Americas Surface Transportation Act	<b>SS4A</b> – Safe Streets and Roads for All
<b>FFY</b> – Federal Fiscal Year	<b>STBG</b> – Surface Transportation Block Grant
<b>FY</b> – Fiscal Year	<b>STRAHNET</b> – Strategic Highway Network
<b>FHWA</b> – Federal Highway Administration	<b>TA</b> – Transportation Alternatives
<b>FTA</b> – Federal Transit Administration	<b>TAC</b> – Technical Advisory Committee
<b>GHG</b> – Greenhouse Gases	<b>TAM</b> – Transit Asset Management
<b>GIS</b> – Geographical Information System	<b>TAZ</b> – Traffic Analysis Zone
<b>GPS</b> – Global Positioning System	<b>TBD</b> – To Be Determined
<b>HPMS</b> – Highway Performance Monitoring System	<b>TIP</b> – Transportation Improvement Program
<b>HSIP</b> – Highway Safety Improvement Program	<b>TTI</b> – Travel Time Index
<b>IJA</b> – Infrastructure Investment Jobs Act	<b>UPWP</b> – Unified Planning Work Program
<b>INDOT</b> – Indiana Department of Transportation	<b>USDOT</b> – United States Department of Transportation
<b>INSTIP</b> – Indiana State Transportation Improvement Plan	<b>VMT</b> – Vehicle Miles Traveled
<b>ISTEA</b> – Intermodal Surface Transportation Improvement Program	
<b>ITS</b> – Intelligent Transportation Systems	
<b>KHCGCC</b> – Kokomo Howard County Governmental Coordinating Council	
<b>LOS</b> – Level of Service	
<b>LPA</b> – Local Public Agency	
<b>LRS</b> – Local Road and Street	
<b>MAP 21</b> – Moving Ahead for Progress in the 21 <sup>st</sup> Century.	
<b>MPA</b> – Metropolitan Planning Area	
<b>MPO</b> – Metropolitan Planning Organization	
<b>MTP</b> – Metropolitan Transportation Plan	
<b>MVH</b> – Motor Vehicle Highway Fund	

---

**KOKOMO AND HOWARD COUNTY GOVERNMENTAL COORDINATING COUNCIL**  
**SFY 2026 Unified Planning Work Program (UPWP)**

**Introduction**

A Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. The Federal-Aid Highway Act of 1962, which mandated the formation of MPOs, has implemented that MPOs must plan for regional transportation planning expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning process for their urbanized area. Under federal law established in the 1973 Highway Act and the Urban Mass Transit Act, organizations in urbanized areas are designated by their Governors to perform significant planning and programming of federally funded highways and transit projects. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of MPOs activities

The Unified Planning Work Program (UPWP) fulfills specific Federal and State transportation planning requirements ensuring that the Kokomo and Howard County Governmental Coordinating Council Metropolitan Planning Organization maintains eligibility for Federal transportation funding. The Unified Planning Work Program study area includes the urbanized area of Howard County and the City of Kokomo that fall into the Metropolitan Planning Area (MPA), thereby ensuring community representation that system-wide transportation issues and solutions remain a continuing, cooperative, and comprehensive process. The Unified Planning Work Program additionally incorporates a multi-modal transportation perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

The Kokomo-Howard County Governmental Coordinating Council (hereafter known as “KHCGCC”) is the Metropolitan Planning Organization (MPO) for the Kokomo Urbanized Area. The Council was designated as the MPO on January 23, 1981, as signed by the Indiana Attorney General. It succeeded the Kokomo-Howard County Administrative Committee and Technical Committee that were created on February 14, 1964. Metropolitan Planning Areas are established in urbanized areas of 50,000 or more in population and participate in a continuing, comprehensive, and cooperative (3-C) planning process as mandated by Federal law. In order to receive Federal Highway Administration and Federal Transit Authority funds for transportation projects, MPOs must continue to be certified in the 3-C planning process.

The Council consists of a Policy Board and Technical Advisory Committee (TAC). The Policy Board is comprised of top elected officials from the City and County, the presidents of the City and County Plan Commissions, Executive Director of the Plan Commission, as well as voting and non-voting representatives from the Indiana Department of Transportation and the Federal Highway Administration. The Technical Advisory Committee is comprised of senior officials from various

agencies, departments, public transportation providers and boards involved in transportation affairs. Additionally, the KHCGCC has a Citizens Advisory Committee (CAC) for Alternative Transportation.

The UPWP lists the work activities to be performed by the Kokomo-Howard County Governmental Coordinating Council (KHCGCC) during the two-year period of the plan. The UPWP is prepared by the KHCGCC in cooperation with the City of Kokomo, County of Howard, INDOT, FHWA and the FTA. The UPWP represents an ongoing planning effort which encourages collaborative planning among agencies, connects transportation and land use planning, and provides a basis for state and federal funding in the Metropolitan Planning Area (MPA) in accordance with 23 CFR part 420

Infrastructure Investment and Jobs Act. 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 IJA provides long-term funding certainty for surface transportation infrastructure planning and investment. The transportation planning process must address the 11 planning factors included in the Infrastructure Investment and Jobs Act (IJA) 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, listed below:

1. Support the economic vitality of the metropolitan area, 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 surface transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce or mitigate the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

#### **PLANNING EMPHASIS AREAS 2026**

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office are issuing annual planning emphasis areas (PEAs) for

incorporation into the FY 2026 Unified Planning Work Programs, Statement of Works, and the Statewide Planning & Research Part 1 program. They are:

- Institutionalizing Equity, Accessibility, and Safety
- Maximizing Coordination
- Urbanized Area and Metropolitan Planning Area Boundaries

### **Institutionalizing Equity, Accessibility, and Safety**

The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development, and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices and pursuing new activities that foster equitable outcomes. Specifically, we encourage the use of strategies and activities that:

- (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
- (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
- (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
- (4) offer reduced public transportation fares as appropriate;
- (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
- (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Incorporate Transit Oriented Development into plans and project selection
- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>).
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery.
- Review/Revise (as needed) existing Title VI, LEP, Title II, and ADA procedures and documents.
- Encourage LPAs to utilize and adopt [Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#).
- Review/Revise (as needed) Public Participation Plans and incorporate tools for [meaningful public involvement](#).
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices



- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance.
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.)
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Incorporate VRU considerations during planning, project development, and delivery processes.

### **Maximizing Coordination**

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

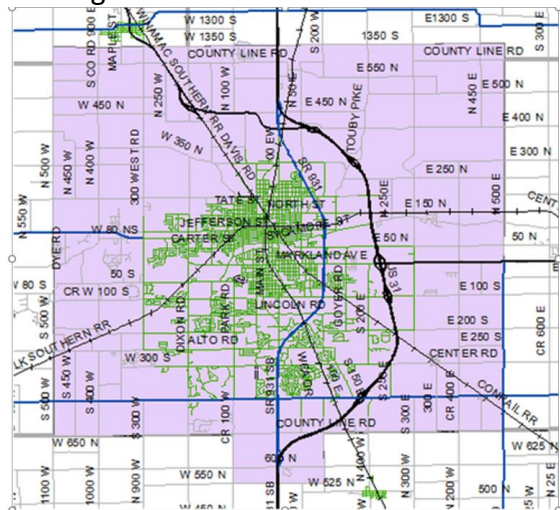
Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will improve, and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes.
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices.
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements.

### **Metropolitan Planning Area & Urbanized Area Boundaries**

INDOT, the City of Kokomo, and the MPO worked together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting

from the 2020 Census data. In addition, INDOT and the MPOs should continue to review existing functional classifications and make any needed revisions.



**In addition to the 2026 PEAs the MPO will continue to support prior PEA goals:**

**Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and strategies to reduce emissions and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s BIL Climate/Resilience, FHWA’s Sustainable Transportation or FTA’s Transit and Sustainability Webpages for more information.

**Equity and Justice40 in Transportation Planning**

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure meaningful public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:

- (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;

(2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;

(3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;

(4) offer reduced public transportation fares as appropriate;

(5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and

(6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in Executive Order 13985 and Executive Order 14008<sup>1</sup> our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

<sup>1</sup> Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, which have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

### Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on intervals necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed

plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

The KHCGCC is committed to advancing equity in our transportation planning. We will actively identify and address disparities in access to mobility options in our area, ensuring all regardless of race, income, ability, or geographical location, have equitable opportunities to participate in the planning process.

### Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are

encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

#### Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the

State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

#### Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the initial stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of

information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region 5 Office encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes.

#### Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management

can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

#### TIP/STIP Development and Maintenance

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e., amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly formulate, and implement, a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed).

**Transportation Planning Process:** The KHCGCC uses a basic transportation planning methodology that is based on the Federal Highway Administration's outline to support the 3-C planning goals and foster the active involvement of planning partners, stakeholder groups, and the public.



Performance-based Approach. The metropolitan transportation planning process is intended to provide for the establishment and utilize performance measures or standards to track progress toward attainment of critical outcomes for the MPO region. The KHCGCC in agreement with INDOT, utilizes the measures and standards adopted by the State of Indiana for the statewide transportation planning process. The KHCGCC, as part of the adoption of this UPWP, agrees to integrate, directly or by reference, the goals, objectives, performance measures, and targets described in the Indiana asset management plan for the National Highway System (NHS). As well as other safety and security planning and review processes, plans and program, as appropriate.

**SFY 2026 UPWP Des#240019**

**100.0 Administration and Public Participation**

Goal: To administer the Transportation Planning process and to assure the public has a voice in the local and state projects within the Metropolitan Planning Area (MPA).

**Description:** The KHC GCC will participate in administering the 3C's (Continuing, Cooperative and Comprehensive) Transportation Planning process. The KHC GCC will comply with all regulations put forth in the FAST Act and Infrastructure Investment and Jobs Act (IIJA) as well as continuing to meet all active elements in prior acts.

Agreements and Bylaws: These documents determine the mutual responsibilities of the participating entities in conducting the metropolitan transportation planning process. In addition to the Metropolitan Planning Agreement between the MPO and INDOT, the MPO operates under various memorandums of understanding with our local planning partners. The policies and bylaws contain the operating policy procedures of the MPO and address such items as describing the process by which the KHC GCC approves revision of the MTP and the composition of the advisory committees.

**Products/Actions:**

- Update and adopt the Metropolitan Planning Agreement between the KHC GCC, State of Indiana, and the local partners. Estimated Completion: Ongoing.
  - Provide technical assistance to principal planning partners and other agencies for development and revision to Inter-local Participation Agreement and Memorandum of Understanding. Estimated Completion: Ongoing.
  - Update and adopt bylaws that reflect the KHC GCC being the designated MPO and changes to the MPA based on the 2020 census changes to the Urbanized Area. The MPA Boundary will be presented to the policy board no later than 90 days from receiving the information from INDOT. Estimated Completion: As needed
  - Update committee membership to reflect changes in the bylaws and other required materials. Estimated Completion: As needed.
  - All meetings will be posted and open to the public; this includes our CAC, TAC, and Policy Board meetings. Estimated Completion: Ongoing.
  - Public Involvement outreach. The KHC GCC will assist and/or facilitate meetings to encourage public participation and input in projects on both the State and local level. The KHC GCC is striving to find new and innovative ways to draw in comments and reach people where they are, making sure we include potentially underserved areas. On top of our normal public meetings, newspaper ads, and social media outreach, we are doing in-person outreach: coffee house chats, festivals, First Fridays, Carver Center events, local social service offices, food banks, etc. Estimated completion: Ongoing
  - Initiate the annual Call for Projects for the MPA when applicable. Estimated Completion: Ongoing
  - Amend/Modify when needed 2024 – 2028 TIP and send to INDOT for STIP updates. Estimated completion: Ongoing.
- 
- MPO Staff to begin preparing the SFY2025 Annual Completion Report to INDOT. Estimated Completion: Q1-SFY2026



- MPO Staff to prepare and submit the SFY2027 Self Certification Review Statement to INDOT/FHWA/FTA representatives. Estimated Completion: submit Q3-SFY 2026
- MPO Staff to prepare and submit a minimum of eight (8) quarterly progress reports to INDOT for review. Estimated Completion: Ongoing task - Quarterly
- Provide program support to the Technical Advisory Committee (TAC), Citizen’s Advisory Committee (CAC), Transit, as well as providing all necessary data to the Policy Board for their review and approval of transportation related issues. Estimated completion: Q1-Q4 SFY2026.
- Attendance at Federal and State sponsored transportation meetings, trainings, conferences, and seminars. Estimated Completion: Ongoing.
- Communicate with INDOT, FHWA, and the FTA to facilitate seamless project completion. Estimated completion: Q1-Q4 SFY2026.
- Preserve a documented method for tracking projects. Open lines of communication with the LPA’s, stakeholders, the public and INDOT within all stages of the projects to monitor project development progress, this will include monitoring funding and identifying any risk to the project. Estimated completion: Q1-Q4 SFY2026.
- Consult with the LPAs to ensure the annual PEAs are addressed and followed in upcoming projects. Each year as PEAs are released, evaluate LPA projects to assure PEAs are being addressed in future projects and implemented in current projects where applicable. Estimated completion: Ongoing
- Work with INDOT and the LPAs to follow a multi-year safety analysis process and management program to maintain our pavement and assets. Estimated Completion: Ongoing
- The KHCGCC will assist in ensuring a certified Employee of Responsibility Charge (ERC) is current within the LPAs to assure eligibility for federal funding. Estimated Completion: Ongoing.
- Admin work with upcoming studies, public meetings, scoring projects, & outreach initiatives. Identify what areas of each study will focus on Title VI and EJ. Estimated Completion: Ongoing
- Subscriptions and dues will be kept current: Estimated Completion: ongoing.

Anticipated Budget Element 100:

2026 Funds	Percentage of funds
\$77,627.61	33.88%

**200.0 Data Collection and Traffic Analysis**

Goal: To gather data and prepare all required documents.

**Description:** The KHCGCC will prepare documents supporting the 4-year Transportation Improvement Plan including a 5<sup>th</sup> year illustrative with projects identified.

Products/Actions:

- Traffic counting and other surveillance studies, accident studies, public transit monitoring, census support (as needed). Estimated Completion: Annually.

- Surveys for data collection to help support goals on Title VI and EJ issues. Estimated Completion: Ongoing
- Collect and use data and public input to continue to assist LPAs with the Complete Streets and transit initiatives within the community. Also, campaigns to encourage share rides, public transit, biking and walking to support a cleaner climate. Evaluate how severe weather impacts transportation projects and public transit. Estimated Completion: Ongoing
- Assist in gathering data to identify which of the LPA’s projects can address micro-mobility within their upcoming projects including the possibility of widening paths and roads to allow scooters, bikes, and other mobility devices. Estimated completion: Ongoing
- Coordinate with INDOT, the Public Transit department, and LPAs to collect data and set targets for the following core performance measures: highway conditions, transit state of good repair, highway safety, transit safety, congestion, and freight movement. Estimated Completion: Annually.
- Additionally, the KHCGCC will provide planning support for equipment and work together with state and federal agencies to ensure compatibility. An example; LED Signal Heads with black backing plates, reflective signage for safety. Estimated Completion: As needed.
- Analyze data from the adopted performance measures, evaluate if the targets are being met and report annually. Estimated Completion: Annually.

Anticipated Budget Element 200:

2026 Funds	Percentage of funds
\$17,769.50	7.76%

### **300.0 Short Range Planning and Management Systems**

Goal: To research and develop technical planning support maintaining the Statement of Work, TIP Projects, Plans and Policies.

**Description:** The KHCGCC will have oversight of all steps in the LPA’s federal aid project process development and the accountability of the 4-year plan Transportation Improvement Plan (TIP) with a 5<sup>th</sup> year added in as illustrative to assure good stewardship of funds.

Products/Actions:

- Submit 2026 – 2030 TIP draft for comment, approval, and inclusion into STIP. Q3 SFY2026 and Ongoing
- MPO Staff to administer the TIP through coordination with LPAs, management of the change orders, and processing of TIP amendments/modifications as needed. Estimated Completion: Ongoing.
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. The MPO utilizes the PIC document to identify many markers for projects, including red flags. Estimated Completion: ongoing.

- MPO Staff shall develop and the MPO Policy Board shall adopt Performance Measures either of their own or support the states PMs in accordance with Federal Rules. Estimated Completion: Ongoing.
- The MPO shall actively promote projects that support Safety, Pavement Management, Freight Management and Connectivity in conjunction with PEAs and the Ladders of Opportunity initiatives as well as the recent Infrastructure Investment and Jobs Act (IIJA). Estimated Completion: Ongoing.
- Functional Classification updates will continue as well as monitoring the current change order process. Estimated Completion: Ongoing.
- Identify environmental issues early in the planning process using the PIC Doc. to avoid project setbacks. Estimated Completion: ongoing.
- Maintain the UPWP, TIP and other documents, send documents to the state for review/approval. Estimated Completion: Ongoing
- Continuously update Emergency Preparedness Guide and the Executive Director will participate on the Local Emergency Planning Committee to assure resiliency in the event of a natural or human-caused disaster. Estimated completion: ongoing
- Quarterly Tracking meetings will be held analyzing all active projects. We also encourage LPA's and consultants to communicate with us immediately if they see an upcoming risk and/or change. Estimated Completion: Ongoing.
- Assist LPA with planning and/or researching steps that can be taken on Federal Aid projects that have a flood element outside of the flood plain area. E.G., work with engineering to improve stormwater runoff and maintenance, study area data that may identify high water marks following heavy rain/snowmelt, etc. Estimated completion: Ongoing
- Implement initiatives set by INDOT, FHWA, and the FTA: consider environmental issues early in the transportation planning process, including the FHWA's Every-Day Counts Initiative and Red Flag Investigations. Continue to look for ways to address the climate crisis, including assisting the city in writing a Zero Emission Plan. The MPO communicates with the LPAs, INDOT, FHWA, FTA, etc. before, during (not just at quarterly tracking meetings) and after a project. This helps everyone to identify potential risks. Estimated Completion: Ongoing.
- Complete and submit 2025 annual report to INDOT. Estimated Completion: Q1 SFY 2026

Anticipated Budget Element 300:

2026 Funds	Percentage of funds
\$28,000.00	12.22%

#### **400.0 Long Range Planning**

Goal: To continue to collect data and information concerning transportation issues in the Metropolitan Planning Area (MPA) and plan for long-term goals.

**Description:** The KHCGCC will coordinate with INDOT on any of the State's Long Range Plan updates and update the local MTP (Metropolitan Transportation Plan) to rationally and transparently identify goals and objectives, projected population, employment, land uses, travel patterns, and congestion in addition to the assumptions used in their development.

Products/Actions:

- Coordinate with INDOT, FTA, LPAs, and the transit operators to collect data and set targets for the following core performance measures: highway conditions, transit state of good repair, highway safety, transit safety, congestion, and freight movement, connectivity within the PEAs to enhance the ability for citizens to connect to essential services. Estimated Completion: Ongoing.
- Identify projects that need to be coordinated with the Federal Land Management Agency (FLMA) and that use the elements of PEL and assist LPAs with the process. Estimated Completion: Ongoing.
- Identify projects that connect to education, jobs, services, social events, etc., as well as supporting additional initiatives of the USDOT e.g., support, raise awareness and train staff to help combat Human Trafficking, rebuild, and maintain infrastructure, and provide technical and financial assistance to local transit systems. Estimated completion: ongoing
- Continue to identify Complete Streets initiatives with transit routes, bike paths, and walkable corridors as well as arterial roadways to help facilitate access, growth, and safety. Helping connect transit riders, pedestrians, and cyclists safely to the fixed bus route system, a park, employment, and area businesses. Estimated completion: ongoing
- Perform Road and Intersection Safety Audit. Estimated start Q2 SFY 2026
- Continue open dialog with the LPAs to address micro-mobility within their upcoming projects to the possibility of including bicycles and/or scooters. Estimated Completion: Ongoing
- Working with LPAs to meet goals supporting safety projects. Estimated Completion: Ongoing
- Comply with 23 USC 150, by partnering with INDOT to help support/set measures: National performance measure goals:
  - Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
  - Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
  - Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
  - System Reliability - To improve the efficiency of the surface transportation system.
  - Freight Movement and Economic Vitality.
  - Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
  - Reduced Project Delivery Delays - To reduce project costs, promote jobs, the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process. Estimated Completion: Ongoing.

Anticipated Budget Element 400:

2026 Funds	Percentage of funds
------------	---------------------

\$40,000.00	17.46%
-------------	--------

**500.0 Transit and Active Transportation**

Goal: To continuously monitor transit regulations, safety, and best practices. Set and achieve goals for pedestrian and bike connectivity.

**Description:** The KHCGCC will have oversight of all steps in the City of Kokomo’s public transit as well as assist the LPAs to continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation.

Products/Actions:

- Monitor ADA, Title VI, DBE, NTD, and Triennial compliance within all projects as well as the public transit. Estimated Completion: Ongoing
- Encourage transportation alternative enhancements. Including ongoing projects with pedestrian safety for connectivity to public transit stops and shelters. Estimated Completion: Ongoing
- Help identify transit routes, bike paths, and walkable corridors as well as arterial roadways to help facilitate access, growth, safety, and a climate friendly community. Estimated Completion: Ongoing
- Participate in planning exercises that identify transportation route scenarios in the event of disasters as requested by the city, county, or EMA. Estimated completion: Ongoing
- Continue to work with INDOT to improve the transit’s bus-stop inventory to enhance mobility and safety. Estimated Completion: Ongoing
- Continue dialog with the LPAs to address micro-mobility within their upcoming projects to the possibility of including dock-less bicycles and/or scooters, divided paths along roadway projects, etc. Although the city has a bike program, they do not have a dock-less system or e-scooters. Estimated Completion: Ongoing
- Work with transit staff and city to identify how to combat the climate crisis. Including alternative fuels, encouraging fixed route usage in lieu of driving personal vehicles, assisting the city in writing a Zero Emissions Plan and walk/bike path connectivity to transit. Estimated Completion: Ongoing
- Continue planning efforts with transit staff for the construction of bus storage and maintenance facilities and bus wash facility.
- Transit study on processes, system management efficiencies for transit operations, and safety assessment in underserved areas. Estimated Start Q3 SFY2025. Note- this got pushed out to 2025 due to the city engaging a consultant to look at expansion of the public transit system.
- Assist in transits public outreach, including finding new ways to engage the underserved population.

**2.5% Breakout funds:** The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

Products/Actions:

- Commission a study to address stops/shelters safety or accessibility issues including, but not limited to, safe access in underserved areas to help meet Complete Street goals. Note- This got pushed to 2025 due to possible transit expansion.
- Assist with writing Complete Streets training material to help people access public transit safely.

Anticipated Budget Element 500:

2026 Funds*	Percentage of funds
\$20,000	8.73%

\*\$5,728.13 2.5% set-aside for 2026

**600.0 Other Planning Initiatives and Special**

Goal: To actively participate in viable studies and training to enhance the transportation projects for the MPA area.

**Description:** The KHCGCC will evaluate and participate in corridor, feasibility (and other studies), as well as training opportunities that will further support the viability of an upcoming projects.

Products/Actions:

- We will work individually and collectively to have an impact on our safety, infrastructure, and the accountability of our federal aid projects. Estimated Completion: Ongoing.
- We will look closely to our state and Federal partners for innovative ideas that can be implemented into our MPA. Estimated Completion: Ongoing.
- Study on the underserved population in the MPA, feasibility study. Estimated Completion Q3 SFY2026
- Road and intersection safety study. Estimated beginning Q2 SFY2026

Anticipated Budget:

2026 Funds	Percentage of funds
\$40,000.00	17.46%

**Funding information**

### FY 2026 Indiana PL 5303 Distribution

**PL Available:** \$8,025,776  
**5303 Available:** \$2,566,931  
**Consolidated Planning Grant (CPG) Funds:** \$10,592,707

MPO	2020 Census UA		Percent of Indiana Urban Population	Funds by Percent of Indiana Urban Population		Consolidated Planning Grant Total Funding
	Population	Sustaining Amount		Population	Population	
Anderson	79,517	\$ 100,000	1.96%	\$ 164,082.90	\$ 264,082.90	
Bloomington	110,103	\$ 100,000	2.71%	\$ 227,196.94	\$ 327,196.94	
Columbus	60,982	\$ 100,000	1.50%	\$ 125,836.03	\$ 225,836.03	
Kokomo	62,576	\$ 100,000	1.54%	\$ 129,125.24	\$ 229,125.24	
Lafayette	157,100	\$ 100,000	3.86%	\$ 324,175.00	\$ 424,175.00	
Louisville	141,645	\$ 100,000	3.48%	\$ 292,283.69	\$ 392,283.69	
Muncie	84,382	\$ 100,000	2.07%	\$ 174,121.80	\$ 274,121.80	
Terre Haute	79,862	\$ 100,000	1.96%	\$ 164,794.80	\$ 264,794.80	
Evansville	206,855	\$ 200,000	5.09%	\$ 426,844.17	\$ 626,844.17	
Fort Wayne	335,934	\$ 200,000	8.26%	\$ 693,197.98	\$ 893,197.98	
South Bend	397,634	\$ 200,000	9.78%	\$ 820,515.60	\$ 1,020,515.60	
Northwest	650,759	\$ 400,000	16.00%	\$ 1,342,837.66	\$ 1,742,837.66	
Indianapolis	1,699,881	\$ 400,000	41.79%	\$ 3,507,695.20	\$ 3,907,695.20	
<b>Totals</b>	<b>4,067,230</b>	<b>\$ 2,200,000</b>	<b>100.00%</b>	<b>\$ 8,392,707.00</b>	<b>\$ 10,592,707.00</b>	
CPG Funds less total Sustaining Amount		\$8,392,707				

IMPO and NIRPC Adjustment

\$ 1,842,837.66  
 \$ 3,807,695.20

Sustaining Amounts by MPO Population			
Small	50,000-200,000	\$	100,000
Medium	200,000-500,000	\$	200,000
Large	500,000+	\$	400,000

FY2024 PL Adjustment	Amount
FY2024 PL Estimate Used for Programming	\$ 7,180,877
Final FFY2024 PL Amount	\$ 7,823,025
FY2024 PL Adjustment	\$ 642,148

Adjusted FY2026 PL Amount	
FY2024 PL Adjustment	\$ 642,148
FY2026 PL Estimate	\$ 7,383,628
Revised FY2026 Amount	\$ 8,025,776

FFY 2025 for State FY 2026	
FY2026 5303 Estimate	\$2,566,931

**Note:** The Indianapolis Metropolitan Planning Organization (IMPO) will distribute \$100,000 of its FY2026 apportionment to the Northwest Indiana Regional Planning Commission (NIRPC). IMPO will distribute \$50,000 of its FY2007 apportionment to NIRPC.

ELEMENT	PO 0020110036			PO 0020132176			PO TBD			FUNDING TOTALS			% OF TOTAL FUNDS
	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	
100	\$60,678.00	\$15,170.00	\$75,848.00	\$60,000.00	\$15,000.00	\$75,000.00	\$77,628.00	\$19,407.00	\$97,035.00	\$198,306.00	\$49,577.00	\$247,883.00	30.65%
200	\$30,991.00	\$7,748.00	\$38,739.00	\$18,966.00	\$4,741.00	\$23,707.00	\$17,770.00	\$4,442.00	\$22,212.00	\$67,727.00	\$16,931.00	\$84,658.00	10.47%
300	\$10,492.00	\$2,623.00	\$13,115.00	\$27,520.00	\$6,880.00	\$34,400.00	\$28,000.00	\$7,000.00	\$35,000.00	\$66,012.00	\$16,503.00	\$82,515.00	10.20%
400	\$18,500.00	\$4,625.00	\$23,125.00	\$40,000.00	\$10,000.00	\$50,000.00	\$40,000.00	\$10,000.00	\$50,000.00	\$98,500.00	\$24,625.00	\$123,125.00	15.22%
500	\$23,210.00	\$5,803.00	\$29,013.00	\$18,394.00	\$4,598.00	\$22,992.00	\$20,000.00	\$5,000.00	\$25,000.00	\$61,604.00	\$15,401.00	\$77,005.00	9.52%
Y410*	\$2,606.00	\$0.00	\$2,606.00	\$5,664.00	\$0.00	\$454.00	\$5,728.00	\$0.00	\$5,728.00	\$13,998.00	\$0.00	\$13,998.00	2.16%
600	\$45,847.00	\$11,462.00	\$57,309.00	\$55,000.00	\$13,750.00	\$68,750.00	\$40,000.00	\$10,000.00	\$50,000.00	\$140,847.00	\$35,212.00	\$176,059.00	21.77%
<b>TOTAL</b>	<b>\$192,324.00</b>	<b>\$47,431.00</b>	<b>\$239,755.00</b>	<b>\$225,544.00</b>	<b>\$54,969.00</b>	<b>\$275,303.00</b>	<b>\$229,126.00</b>	<b>\$55,849.00</b>	<b>\$284,975.00</b>	<b>\$646,994.00</b>	<b>\$158,249.00</b>	<b>\$805,243.00</b>	<b>100.00%</b>

\*2.5% PL Set-Aside for Safe and Accessible Transportation

	<b>PYB Balances</b>	<b>%</b>
100	\$120,678.00	28.88%
200	\$49,957.00	11.96%
300	\$38,012.00	9.10%
400	\$58,500.00	14.00%
500	\$41,604.00	9.96%
600	\$100,847.00	24.13%
Y410	\$8,270.00	1.98%
<b>TOTAL:</b>	<b>\$417,868.00</b>	<b>100.00%</b>

**FUNDING REQUESTED BASED ON COST ALLOCATION PLAN (ATTACHED)**

	2024 unexpended PL	2025 unexpended PL	2026 funding mark PL
PL	\$192,324.00	\$225,540.00	\$229,126.00
STBG FLEX TO PL	\$0.00	\$0.00	\$0.00
CITY OF KOKOMO	\$23,716.00	\$27,485.00	\$27,925.00
HOWARD COUNTY	\$23,716.00	\$27,485.00	\$27,925.00
<b>TOTAL</b>	<b>\$239,756.00</b>	<b>\$280,510.00</b>	<b>\$284,976.00</b>
<b>Total of unexpended PL funds and 2025 programmed funds:</b>			<b>\$805,242.00</b>

2024 Unexpended PL/Flex	2024 Local Match	2025 PL/Flex	2025 Local Match	2026 PL/Flex	2026 Local Match
225,544.00	54,969.00	229,126.00	55,849.00	229,126.00	55,850.00

**FUNDING REQUESTED BASED ON COST ALLOCATION PLAN with 5303 breakout**

SFY 2024 Funding Mark		SFY 2025 Funding Mark		SFY 2026 Funding Mark	
FTA SECTION 5303:	\$48,244.00	FTA SECTION 5303:	\$48,244.00	FTA SECTION 5303:	
FTA SECTION 5303 PL:	\$198,068.00	FTA SECTION 5303 PL:	\$178,176.00		\$229,126.00
STBG FLEX:	\$0.00	STBG FLEX:	\$0.00	STBG FLEX:	\$0.00
CITY OF KOKOMO:	\$30,170.00	CITY OF KOKOMO:	\$27,746.00	CITY OF KOKOMO:	\$27,925.00
HOWARD COUNTY:	\$30,170.00	HOWARD COUNTY:	\$27,746.00	HOWARD COUNTY:	\$27,925.00
<b>TOTAL:</b>	<b>\$306,652.00</b>	<b>TOTAL:</b>	<b>\$281,912.00</b>	<b>TOTAL:</b>	<b>\$284,976.00</b>



FUNDING REQUESTED BASED ON COST ALLOCATION PLAN no 5303 breakout

SFY 2024 Funding Mark		SFY 2025 Funding Mark		SFY 2026 Funding Mark	
FTA SECTION 5303/PL:	\$246,312.00	FTA SECTION 5303/PL:	\$226,420.00	FTA SECTION 5303/PL:	\$229,126.00
STBG FLEX:	\$0.00	STBG FLEX:	\$0.00	STBG FLEX:	\$0.00
CITY OF KOKOMO:	\$30,170.00	CITY OF KOKOMO:	\$27,746.00	CITY OF KOKOMO:	\$27,925.00
HOWARD COUNTY:	\$30,170.00	HOWARD COUNTY:	\$27,746.00	HOWARD COUNTY:	\$27,925.00
<b>TOTAL:</b>	<b>\$306,652.00</b>	<b>TOTAL:</b>	<b>\$281,912.00</b>	<b>TOTAL:</b>	<b>\$284,976.00</b>

**Active Purchase Order Balances**

INDOT Purchase Orders	Expiration Date	Current P.O. Balance (January 2025)
0020088472*	6/30/2025	\$32,482.00
0020110036	6/30/2027	\$192,323.00
0020132176	6/30/2028	\$225,540.00

\* PO 0020088472 will be fully expended before this UPWP's effective date. Zero balance will occur with the 3rd Quarter SFY 2025 draw.

PL AWARD: 2025 & Projected 2026			
2025 PL & 5303 ALLOCATION:		\$221,965.60	
2025 IJIA 2.5% SET ASIDE:		\$4,454.40	
STP FLEX (STBG):		\$0.00	
2026 PL & 5303 PROJECTED ALLOCATION:		\$221,965.60	
2026 IJIA 2.5% SET ASIDE:		\$4,454.40	
STP FLEX (STBG):		\$0.00	
<b>BUDGET</b>		<b>\$452,840.00</b>	
PL & 5303 AWARD: 2025 does not include unexpended funds			
PL ELEMENT	DESCRIPTION	BUDGET	%
100	ADMIN/PUBLIC PARTICIPATION	60,000.00	26.50%
200	DATA COLLECTION/ANALYSIS	18,965.60	8.38%
300	SHORT RANGE PLANNING/MGMT	28,000.00	12.37%
400	LONG RANGE PLANNING	40,000.00	17.67%
500	TRANSIT/ACTIVE TRANSPORTATION	20,000.00	8.83%
Y410	IJIA Safe and Accessible Set Aside(2.5% of PL award)	4,454.40	1.97%
600	OTHER PLANNING INITIATIVES/SPECIAL STUDIES	55,000.00	24.29%
		<b>226,420.00</b>	<b>100.00%</b>
Projected PL & 5303 AWARD: 2026 does not include unexpended funds			
PL ELEMENT	DESCRIPTION	BUDGET	%
100	ADMIN/PUBLIC PARTICIPATION	60,000.00	26.50%
200	DATA COLLECTION/ANALYSIS	18,965.60	8.38%
300	SHORT RANGE PLANNING/MGMT	28,000.00	12.37%
400	LONG RANGE PLANNING	40,000.00	17.67%
500	TRANSIT/ACTIVE TRANSPORTATION	20,000.00	8.83%
Y410	IJIA Safe and Accessible Set Aside(2.5% of PL award)	4,454.40	1.97%
600	OTHER PLANNING INITIATIVES/SPECIAL STUDIES	55,000.00	24.29%
		<b>226,420.00</b>	<b>100.00%</b>

**Summary of Anticipated Products**

The following products are anticipated to be produced during the program year 2026

1. UPWP 100.0 Administration & 300.0 Short Range Planning
2. 2025 INDOT Annual Report 100.0 Administration & 500.0 Transit/Active and Transportation
3. Quarterly Reports and tracking 300.0 Short Range Planning,
4. Traffic Counting tabulation and (2) printed reports 200.0 Data Collection/Analysis
5. Crash information and safety analysis. 200.0 Data Collection/Analysis

6. Participation in the Local Emergency Planning Committee. 500.0 Transit/Active Transportation
7. Cost allocation plan as part of the 2027 – 2028 UPWP. 100.0 Administration & 300.0 Short Range Planning
8. Prioritize projects to include PEAs. 100.0 Administration, 300.0 Short-Range Planning, 400.0 Short Range Planning & 500.0 Transit/Active transportation.
9. Updates to MOUs and Policies, when needed. 100.0 Administration & 300.0 Short Range Planning
10. Studies and Surveys. 200.0 Data Collection, 500.00 Transit/Active Trans 600.0 Other Planning Initiatives/Specials
11. Work with local LPAs to ensure the comprehensive Pavement Management System is kept up to date. 300.0 Short Range Planning, & 400.0 Long Range Planning
12. Conferences, training, and other administrative duties. 100.0 Administration
13. Work on Transit and Transportation updates including expansion of fixed route transit. 500.0 Transit/Active Transportation, 300.0 Short Range Planning, and 400.0 Long Range PL
14. Write and monitor grant(s) for capital and operations. 500.0 Transit/Active Transportation
15. Update, and monitor, current Change Order policy as needed. 100.0 Admin, 300.0 Short Range Planning
16. Coordinate efforts to measure core performance for transit. 200.0 Data Collection/Analysis & 400.0 Long Range Planning
17. Micro mobility, connectivity, and safe passage within upcoming projects with LPA's 500.0 Transit/Active Transportation, 400.0 Long Range Planning & 200.0 Data Collection
18. Conduct a study to determine if a Transit Hub System would enhance public transit and a study addressing the underserved population. 500.0 Transit/Active Transportation & 600 Other Planning Initiatives/Specials
19. Road and Intersection Safety Studies. 400.0 Long Range Planning, 600 Other Planning Initiatives/Specials
20. Actively seek ideas to address climate crisis including Low-No emissions plan. 200.0 Data Collection/Traffic Analysis, 500.0 Transit/Active Transportation
21. Evaluate studies and data to implement steps to help alleviate short- and long-term environmental impacts. 200.0 Data Collection, 300.0 Short Range Planning, 400.0 Long Range Planning, 500.0 Transit and Active Transportation.

## **Summary of Local Contracts, Orders and Memorandums**

### **Local Contracts Summary**

The Kokomo and Howard County Governmental Coordinating Council with Kokomo and Howard County enter into the following annual contracts for services.

With Kokomo:

1. City of Kokomo provides traffic counting services.
2. Lease agreement for office space is with the City of Kokomo.

With Howard County:

1. Continuing contract with Howard County for payroll services.

**Memorandum of Agreement, Orders and Certifications and Assurances**

**ON FILE ARE:**

Memorandum of Agreement between the Coordinating Council and the Indiana Department of Transportation. Executed February 6, 2023

Title VI Program submitted October 2022, Due October 2025

Drug, Alcohol and Substance Abuse Policy 2022

Environmental Justice for FHWA Order 6640.23A Dated June 2012

DOT Environmental Justice Order 5610.2(a) Dated May 02, 2012

Personnel Policy updated July 2023

KHCGCC Bylaws 2024 - Third Amendment to an Agreement for Cooperative Action between The City of Kokomo, Indiana, Howard County, Indiana and the KHCGCC

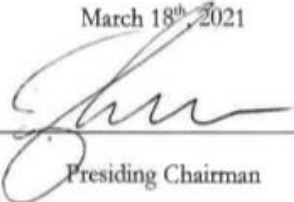
KOKOMO AND HOWARD COUNTY  
GOVERNMENTAL COORDINATING COUNCIL  
(KHCGCC)

ORGANIZATIONAL CHART



Approved by the KHCGCC Policy Board

March 18<sup>th</sup> 2021



Presiding Chairman

# ATTACHMENTS

DRAFT