

# Kokomo / Howard County Governmental Coordinating Council (KHCGCC)

## Transportation Improvement Program 2026-2030



Resolution 02-2025 on January 30, 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.

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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

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Director, Kokomo Transit System  
Appointed Representative, Greenfield District, INDOT  
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Executive Director, Kokomo/Howard County Planning Commission  
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Director, Samaritan Caregivers  
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Executive Director, KHCGCC MPO  
Representative, Kokomo-Howard County Library  
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Executive Director, Kokomo-Howard County Plan Commission  
Representative, Howard County Health Department, Nursing Div.

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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  
**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  
**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  
**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 21<sup>st</sup> 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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- Metropolitan Transportation Planning Process Certification
- Amendment / Modification Process
- Resolution to approve Public Participation Plan
- Census 2020 UA and MPA / Resolution
- INDOT identified Emergency Relief Projects
- Resolution to support Safety Performance Measures
- Performance Targets – Four-year financial impact
- Public Notice Documentation
- Resolution to Adopt FY2026-2030 TIP
- INDOT & FHWA approval letter

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 IIJA 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. 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.

## II. 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. KHCGCC lists Grouped Projects by individual Designation Number (DES) in the TIP and not as a grouped project.

### 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. Using quantitative 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.

Surface Transportation Block Grant Program (STBG): STBG is the largest allocation KHC GCC receives and has the most flexible eligibility. All projects eligible for the following funding types are also eligible for STBG.

The KHC GCC does not receive Congestion Mitigation and Air Quality Program (CMAQ)

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.

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

## C.

## PUBLIC PARTICIPATION

The KHC GCC 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

## 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) 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 (CO<sub>2</sub>) 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 IIJA 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. Howard County 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.

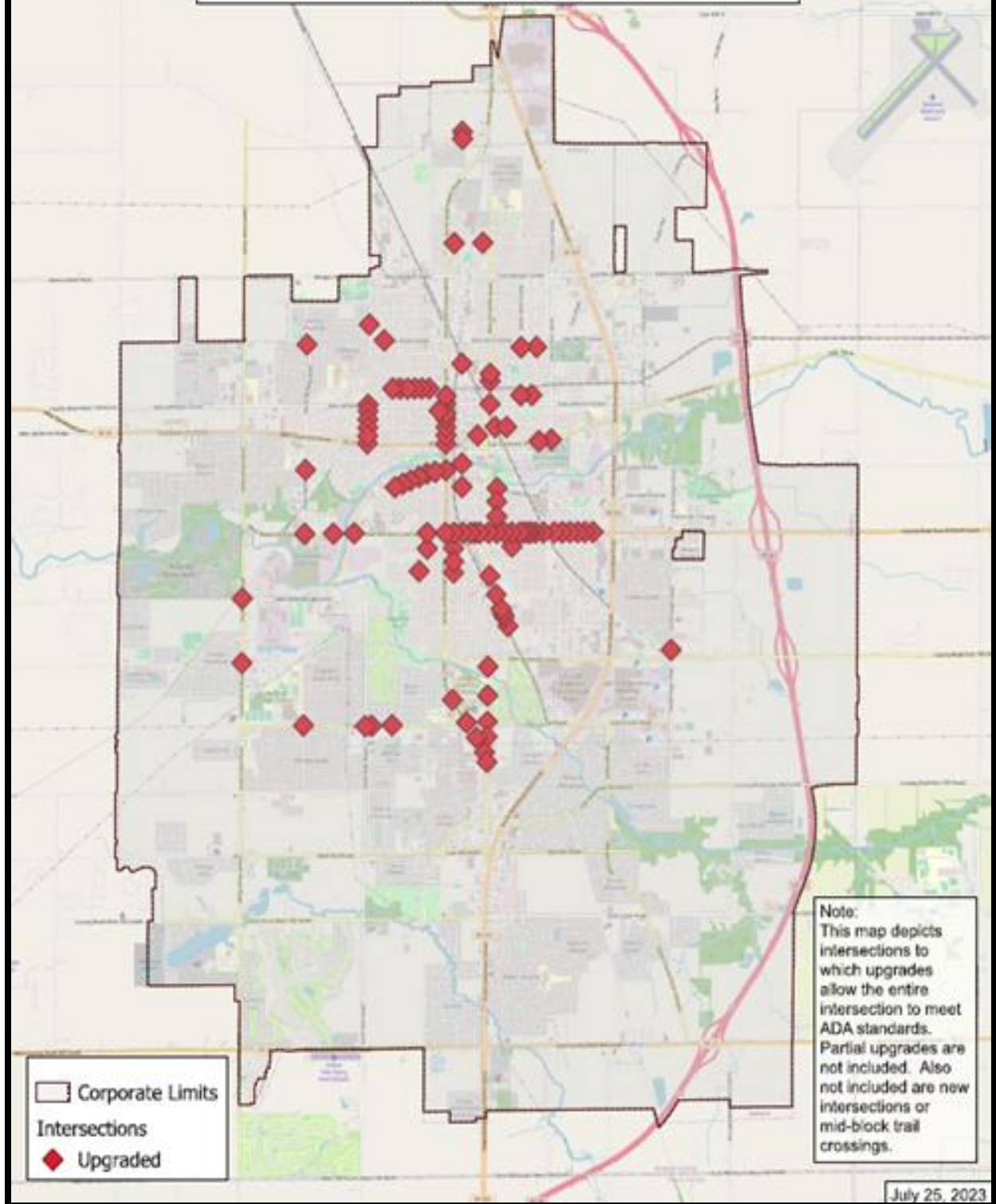
## E.

## 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



## F. 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.

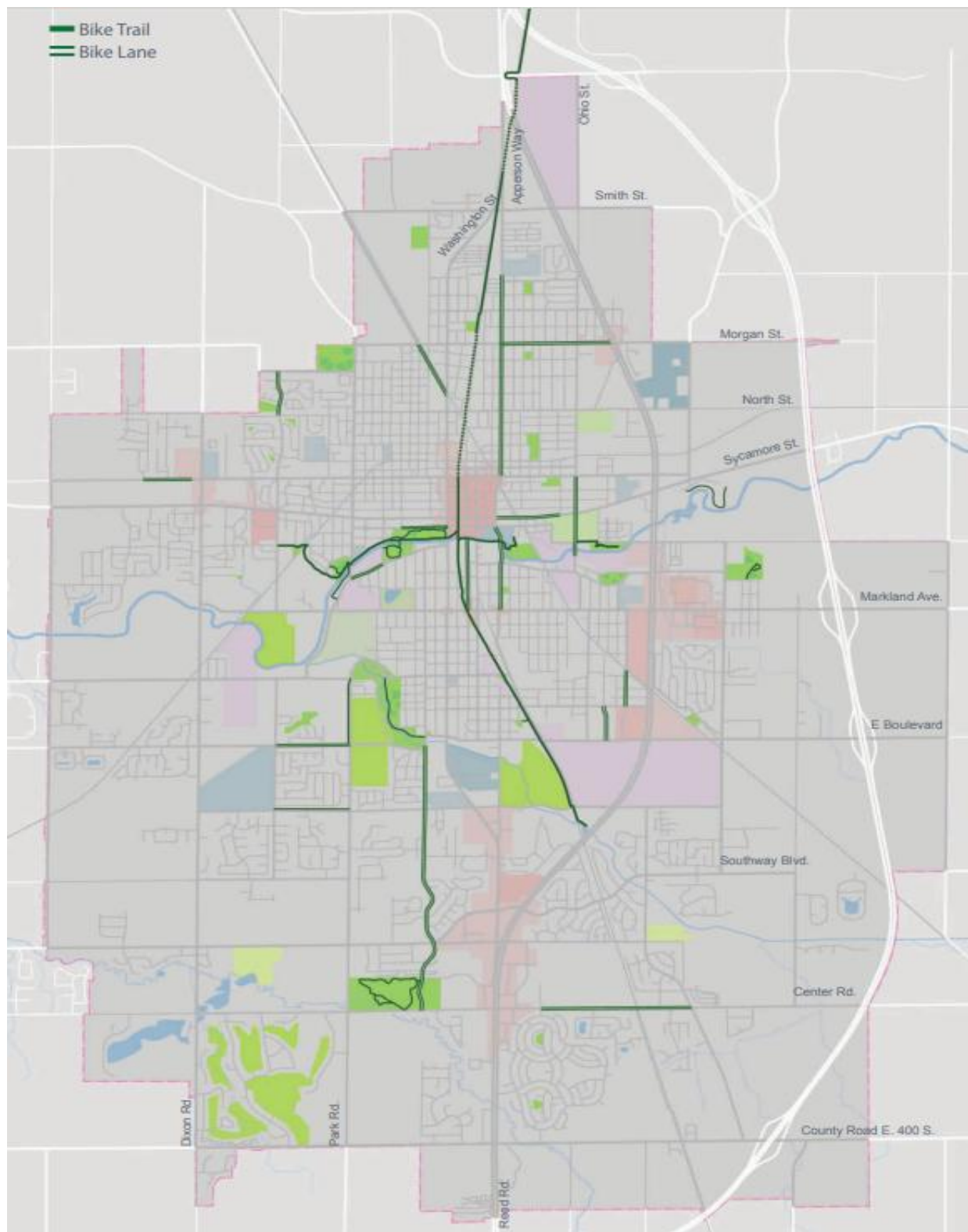
The enhancement of the Nickel Plate Trail connected downtown Kokomo to north of Kokomo and just south of Cassville. Connectivity of the Nickle Plate Trail to the City is imperative to promote future multimodal transportation in the area.

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



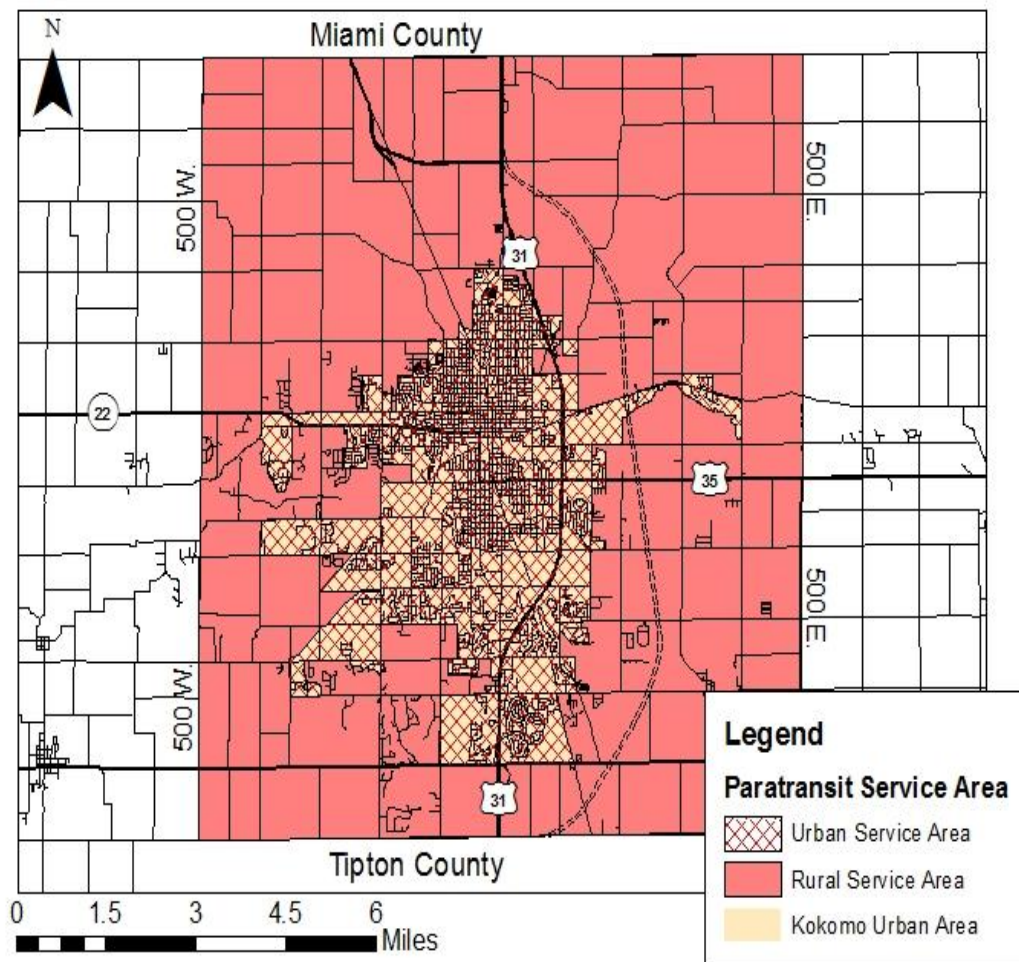
## G.

## PUBLIC TRANSIT

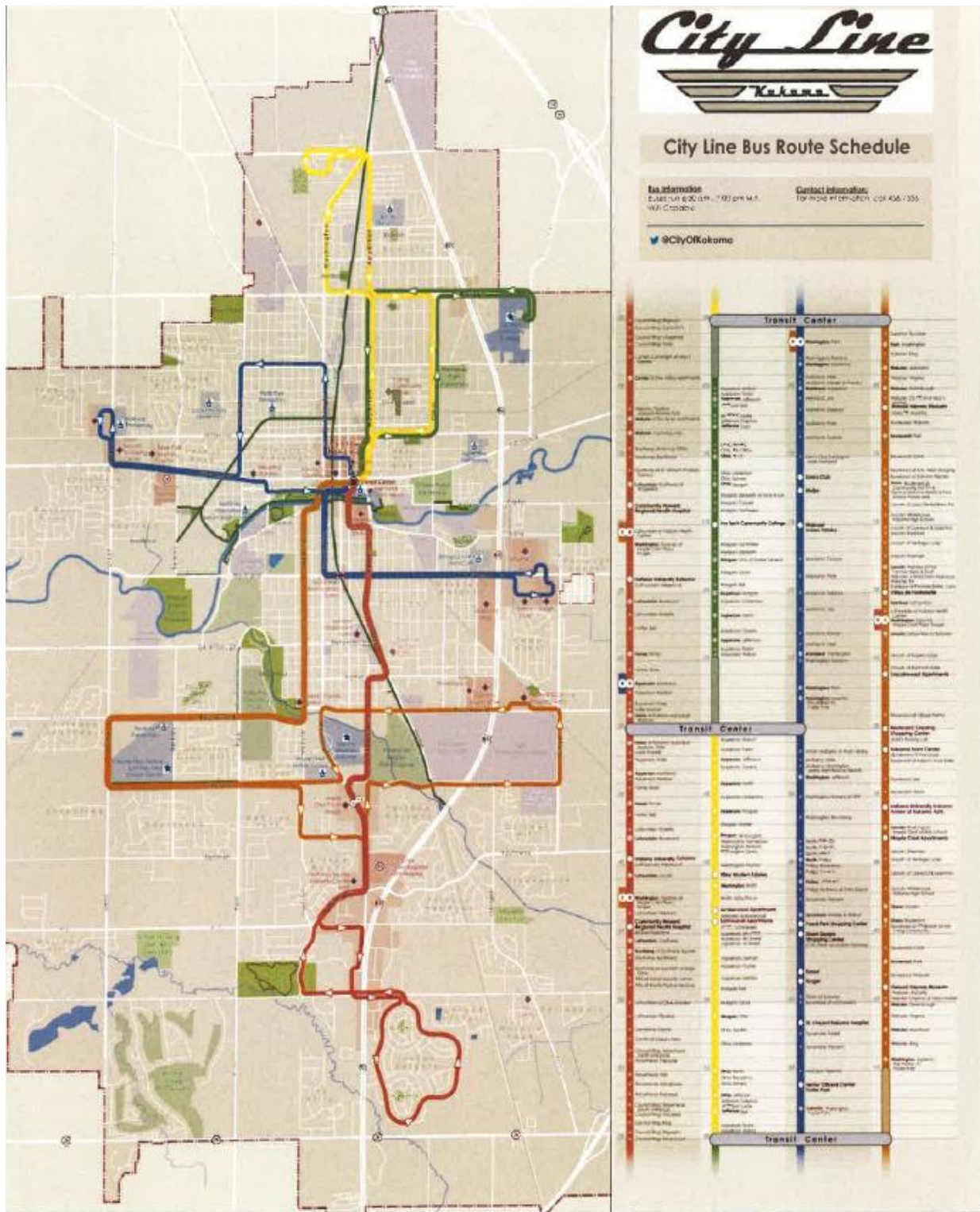
In September of 2010, the American Recovery and Reinvestment Act (ARRA) stimulus funding afforded the City of Kokomo an opportunity to provide a fixed route trolley service for the first time since the 1960's. Federal Transit Administration Section 5307 provides funding for City-Line Trolley (fixed route) 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 be evaluated annually to determine the service life of vehicles, equipment, and other operational variables such as staffing. In doing so a bus purchase schedule will be proposed along with operational and maintenance estimations.

### Paratransit Service Area



## City of Kokomo Existing Fixed Routes for Transit



## H. 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.

## I. 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

### III. 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 30) 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 29) Kokomo City boundaries are shown on page 31.

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**

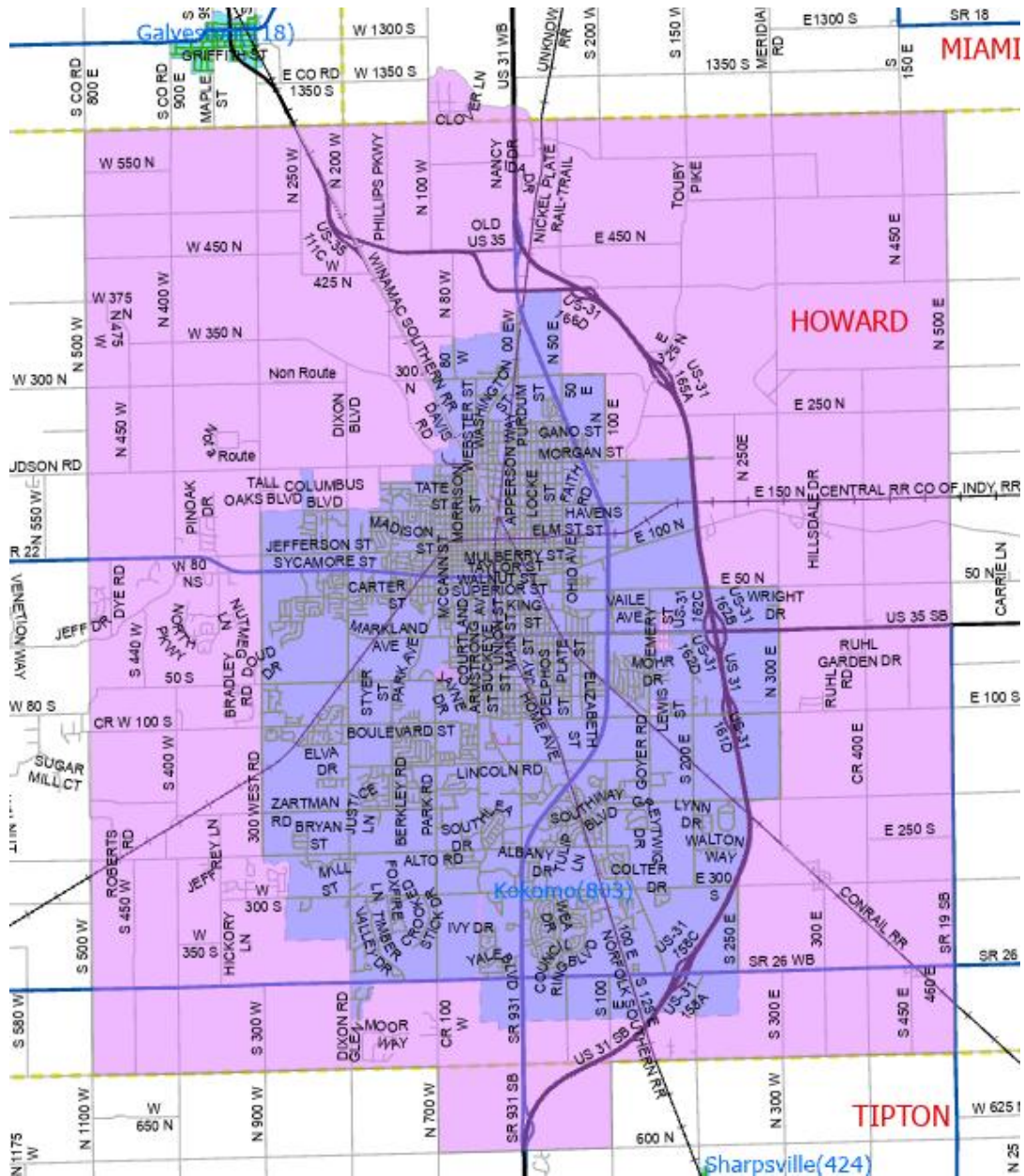
### **Pavement and Bridge Condition Target Performance Measures**

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

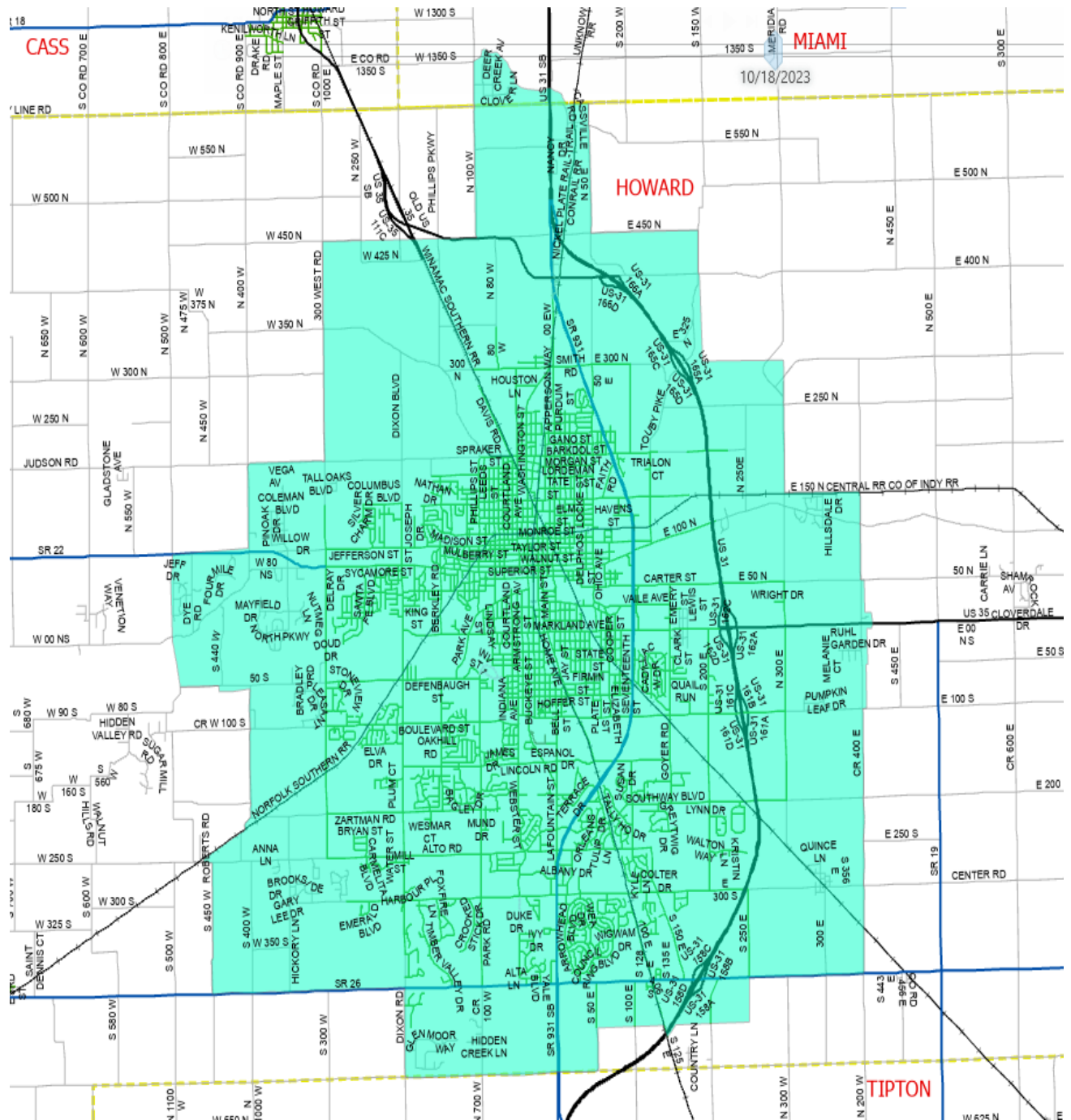
## Travel Time Reliability, PHED, and Emission Reduction Target Performance Measures

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

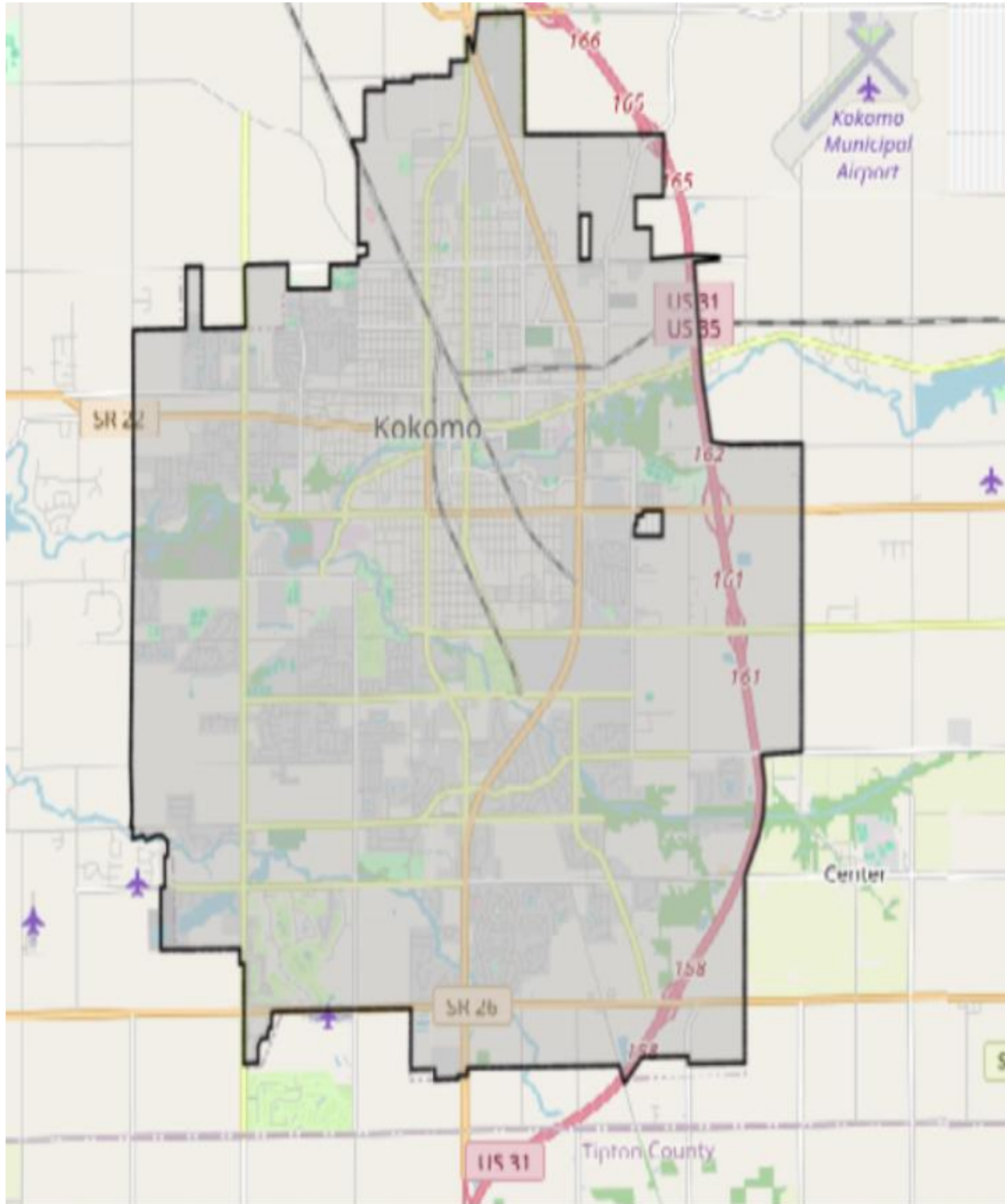
## MPA Boundaries



## 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. The LPA's submit the PICS metrics to the MPO, and then it is presented to the TAC and then the Policy Board to choose the projects 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- total cost expected \$4,737,500.
- 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

**Tiers**  
 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	1

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	Distress Rating	Safety Effects	Distress Rating	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Risk Flag	Project Recommendations	Project Built	SEV	OCC	DET
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-segment? 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? QP: 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? <b>Actions prioritized on the basis of: (1) Safety (2) high QRPN (3) Funding &amp; Fit consideration</b>	What is the reclassified QRPN 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?
Also Rd - Curtright to Albright	No pedestrian facilities where pedestrian traffic is present/needed	Pedestrian safety	3	Edge failure, spotty base failure	2	Pedestrian/vehicle interactions	4	24	3	27	3	Added pedestrian facilities and structural overlay				
Goyer Rd, Marland Ave to Boeltered 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	23	1	Road reconstruction; added turn lanes; added bike lane	Active Project			
Berkeley Rd, Marland Ave to Sycamore St	Falling Shoulder; 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 terminus; RFR 3, involves RFR	Active Project			
Center Rd - Kimberly Dr to Albright	No pedestrian facilities where pedestrian traffic is present/needed	Pedestrian safety	5	Edge failure; spotty base failure	3	Pedestrian/vehicle interactions	4	60	3	63	2	Added pedestrian facilities and structural overlay				
Zimmer - S, Berkeley 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				
South Road 50 East to Trolley 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, SR301 to Dixon Rd	Pedestrian connectivity	Pedestrian safety	2	NA	1	Pedestrian facility	5	10	3	13	3	Construct trail South of Center Rd to accommodate pedestrian movements; RFR 3, involves westbndz	Active Project			

# 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

Risk Priority Number (RPN)

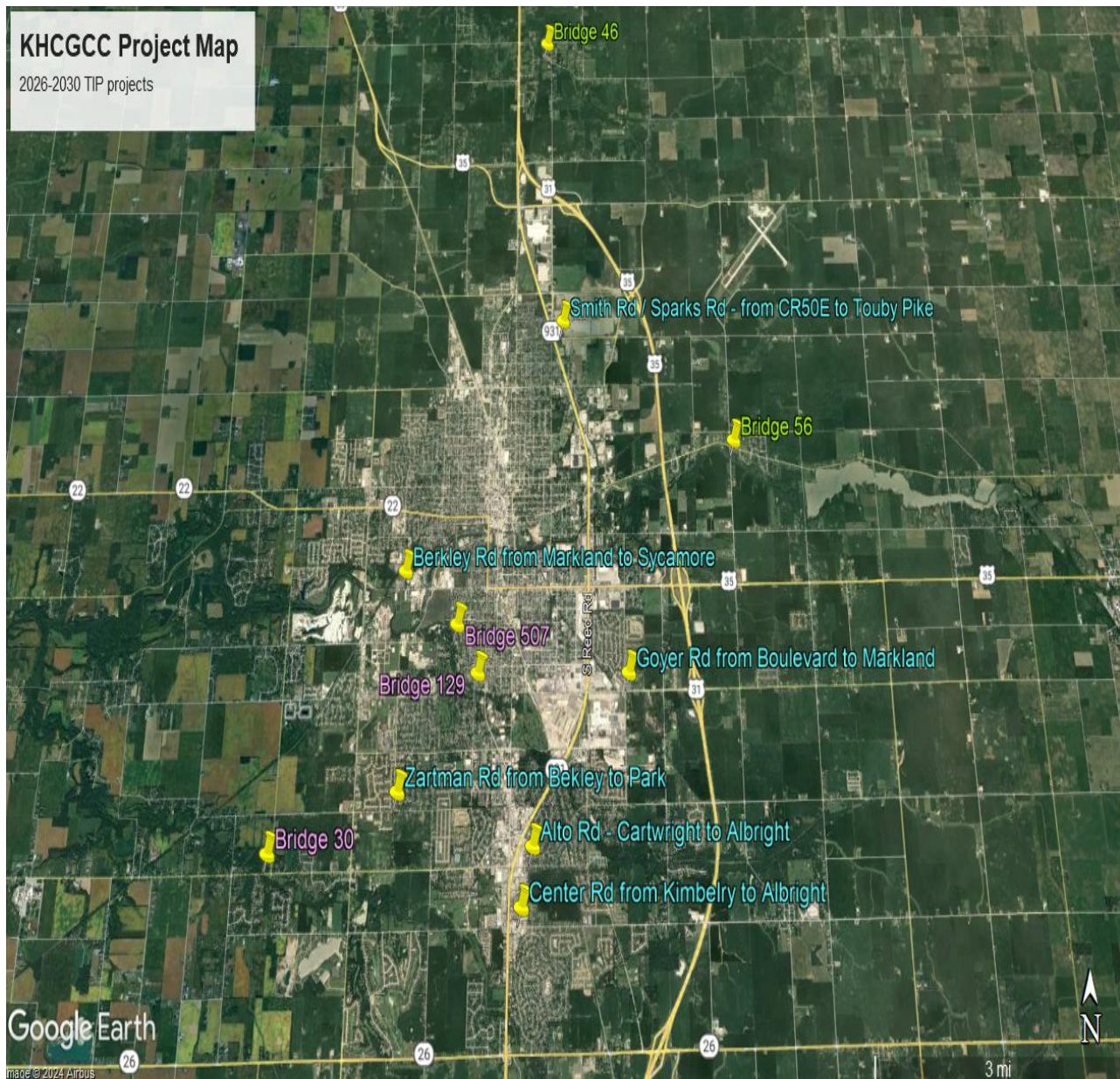
Qualitative Risk Priority Number (QRPN)

Red Flag Risk (RFR)

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

Prepared by: MPO staff	Page __1__
Origination Date:	Rev
	1

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	Pavement Condition	DOC	Safety Effects	DET	RPN	QUAL	RPN	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 Assessment	What are the project goals? What type of project is needed to improve the Key Input under investigation? <b>Actions prioritized on the basis of (1) Safety (2) high QRPN (3) Funding &amp; Fit consideration</b>	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
Deterbaugh St over Kokomo Creek #807	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 #129	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 260S over Little Village 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					



## Legend

Roads – Blue / KHCGCC funded

Bridges – Pink / KHCGCC funded – Green / INDOT funded

## Federal Funding to be expended on Kokomo and Howard County Projects

Howard County Bridge Inspection															
Des #	Sponsor	Project Name (limits/ITS)	Project Description	Phase	Total Cost	Fund Type	Funding Source				Project Phase: Year of Funding Total				Illustrative ONLY
							MPO / Federal	INDOT / Federal	Local		2026	2027	2028	2029	
									K	HC					
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges 20ft or larger	PE	\$14,000	INDOT Bridge		\$11,000		\$3,000	\$14,000				
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges 20ft or larger	PE	\$174,000	INDOT Bridge		\$139,000		\$35,000		\$174,000			
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges 20ft or larger	PE	\$16,000	INDOT Bridge		\$13,000		\$3,000			\$16,000		
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges 20ft or larger	PE	\$123,000	INDOT Bridge		\$98,000		\$25,000				\$123,000	
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges 20ft or larger	PE	\$15,000	INDOT Bridge		\$12,000		\$3,000				\$15,000	

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

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

<b>Year of Payback</b>	<b>Loan Back Amount</b>	<b>Yearly Allocation</b>	<b>Total Federal Available</b>	<b>FY</b>	<b>Federal Programmed</b>	<b>Local Match</b>		<b>Potential add'l Local Match</b>		<b>Flex FTA</b>
						<b>Kokomo</b>	<b>Howard Co</b>	<b>Kokomo</b>	<b>Howard Co</b>	
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 KHC GCC 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
<b>Totals</b>	<b>\$9,250,000</b>	<b>\$9,395,685</b>	<b>\$18,645,685</b>

\*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 and (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 #	Sponsor	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Transit Allocation Est.				INFO
						MPO / Federal	INDOT / Federal	City of Kokomo	Total Cost	\$1,213,135	\$1,250,000	\$1,300,000	\$1,350,000	
										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 #	Sponsor	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					2030
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 #	Sponsor	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	Only
														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															Illustrative
Des #	Sponsor	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source					INFO ONLY		Info Only		
						INDOT / Federal	INDOT / Match	Perf Measure	2026	2027	2028	2029	2030		
2002415	INDOT	At various locations in Greenfield District	Traffic signals Modernization	CN	STBG \$3,216,000	\$2,021,343	\$505,336	safety			\$2,527,000				
2200995	INDOT	District Wide Pedestrian Crossings	Saefty Revisions	CN	STBG \$1,615,000	\$771,628	\$192,907	safety		\$965,000					
2201210	INDOT	Various locations throughout Greenfield District	Signs, Lighting, Signals And Markings	CN	STBG \$1,530,000	\$1,223,783	\$305,946	safety		\$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	safety		\$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	safety		\$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	safety	\$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	safety		\$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	safety			\$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	safety			\$2,872,000				
2400079	INDOT	Various locations in the Greenfield District	Guardrail, Maintenance Or Repair	CN	STBG \$1,000,000	\$800,000	\$200,000	safety	\$1,000,000						
2400080	INDOT	Various locations in the Greenfield District	Repair Or Replace Barrier Wall	CN	STBG \$400,000	\$320,000	\$80,000	safety	\$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	safety			\$3,397,000				
2400625	INDOT	Various locations in the Greenfield District	Tree Removal/Trimming	CN	STBG \$300,000	\$240,000	\$60,000	safety	\$300,000						
2400605	INDOT	NEVI BP applicant sites	Other Type Project (Miscellaneous)	CN	STBG \$6,000,000	\$2,400,000	\$600,000	CMAQ	\$3,000,000						
2400610	INDOT	NEVI PILOT Locations	Other Type Project (Miscellaneous)	CN	STBG \$4,500,000	\$1,800,000	\$450,000	CMAQ	\$2,250,000						
2400612	INDOT	NEVI Tesla Locations	Other Type Project (Miscellaneous)	CN	STBG \$4,160,370	\$1,635,750	\$408,938	CMAQ	\$2,044,688						
2400593	INDOT	ADA Ramps for 2026	ADA Sidewalk Ramp Construction	CN	STBG \$735,000	\$347,861	\$86,965	safety	\$435,000						
2400594	INDOT	Various locations in the Greenfield District	ADA Sidewalk Ramp Construction	CN	STBG \$4,224,000	\$713,911	\$178,478	safety		\$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	safety		\$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	safety			\$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	Road	\$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	safety	\$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	safety	\$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	safety	\$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	safety	\$1,200,000						
2101642	INDOT	Post-Construction BMP Program Implementation / MS4 MCM5-- Various Locations	Other Type Project (Miscellaneous)	PE	STBG \$3,318,000	\$885,840	\$221,460	Road	\$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	safety	\$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	safety	\$350,000						
2300076	INDOT	Statewide Underwater Bridge Inspection FY-24 through FY-27	Bridge Inspections	PE	STBG \$2,000,000	\$640,000	\$160,000	Bridge	\$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	Bridge		\$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	safety		\$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	safety	\$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	Road	\$250,000				
2400543	INDOT	Various bridges around the state.	Bridge Inspections	PE	STBG \$500,000	\$400,000	\$100,000	Bridge	\$500,000				
2400803	INDOT	Statewide ATMS Camera / Communications / Detection / OMS Replacements - FY 27	ITS Traffic Management Systems	CN	NHPP \$300,000	\$270,000	\$30,000	safety		\$300,000			
2400804	INDOT	Software License for Statewide ATMS for FY 27	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$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	safety		\$1,800,000			
2400823	INDOT	Statewide ATMS Camera / Communications / Detection / OMS Replacements - FY 28	ITS Traffic Management Systems	CN	NHPP \$500,000	\$450,000	\$50,000	safety		\$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	safety		\$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	safety		\$500,000			
2100210	INDOT	District Pavement Project (Non-IT)	HMA Overlay, Preventive Maintenance	CN	NHPP \$976,000	\$603,244	\$150,811	Road	\$754,000				
2200583	INDOT	Bridge over M Fork Wildcat Creek	Bridge Replacement	CN	STBG \$7,627,000	\$4,851,151	\$1,212,788	Bridge		\$6,064,000			
2300741	INDOT	Bridge over Wildcat Creek, 1.60 mile E of SR 26; SR 19 over Turkey Creek, 2.42 mi N of SR 28; 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	Bridge		\$45,000			
				CN		\$671,338	\$167,834	Bridge		\$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 931 SR 931 SB	Bridge Replacement	CN	NHPP \$7,363,000	\$5,890,502	\$1,472,626	Bridge		\$7,363,000			
2300753	INDOT	Bridge over KOKOMO CREEK, 02.55 mi N SR 26 SR 26 SR 26	Bridge Replacement	CN	STBG \$7,6363,128	\$2,892,088	\$723,022	Bridge		\$3,615,110			
2300743	INDOT	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	Bridge		\$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	Bridge	\$789,000				
				RW		\$288,000	\$72,000	Bridge	\$360,000				
				CN / RR		\$823,536	\$205,884	Bridge		\$1,029,000			
				CN / RD		\$4,474,194	\$1,116,548	Road		\$5,993,000			
2401458	INDOT	Various locations in the Greenfield District	Raised Pavement Markings, Refurbished	CN	HSIP \$600,000	\$480,000	\$120,000	safety	\$600,000				
2400601	INDOT	Various Interchange Locations	Lighting Installation / Maintenance	CN	HSIP \$3,417,209	\$3,057,488	\$339,721	safety		\$3,397,209			
2400077	INDOT	Hazard Elimination for existing roads	Helpers Program V	CN	HSIP \$1,272,000	\$289,000	\$29,000	safety	\$318,000	\$318,000	\$318,000		
2200995	INDOT	District Wide Pedestrian Crossings	Safety Revisions	PE	HSIP \$1,836,865	\$617,864	\$154,466	safety		\$772,330			
				CN		\$771,628	\$192,907	safety		\$964,535			
2400590	INDOT	Soil nail repair on MSE failures - Central Districts	Other Type Project (Miscellaneous)	CN	STBG \$2,000,000	\$1,600,000	\$400,000	bridge	\$2,000,000				
2300274	INDOT	Other Type Project (NEVI)	Other Type Project (Miscellaneous)	CN	NHPP 90/10 \$75,765,370	\$59,561,073	\$6,617,897	cmaq	\$19,948,211	\$27,242,899	\$18,987,861		

# 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

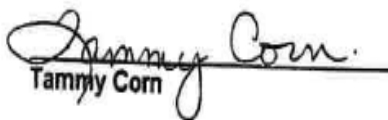
Governor approval letters

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION FY 2026**

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.

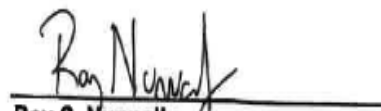
**Kokomo & Howard County G.C.C.  
Metropolitan Planning Organization**

  
\_\_\_\_\_  
Tammy Corn

**Executive Director**  
**Title**

1.14.25  
**Date**

**Indiana Department of Transportation**

  
\_\_\_\_\_  
**Roy S. Munnally**  
**Director, INDOT**  
**Technical Planning & Programming**  
**Title**

1/16/2025  
**Date**

## **Amendment / Modification Procedure**

### **Section 1. Definitions**

1. “Amendment” is a formal process that must be approved by the KHC GCC 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. “KHC GCC” 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 KHC GCC’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, KHC GCC 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 KHC GCC. An agency or person who intends to offer a proposed amendment shall initiate the request with the KHC GCC 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, KHC GCC 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 KHCGCC 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. Changes or additions to state projects in the MPO area with no Local Match required do not need to have TAC or Policy Board approval and can be signed by KHC GCC staff.

#### **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 April 15, 2025.



**RESOLUTION 2024-25**

**RESOLUTION TO AMEND THE KHC GCC'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 KHC GCC'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.**

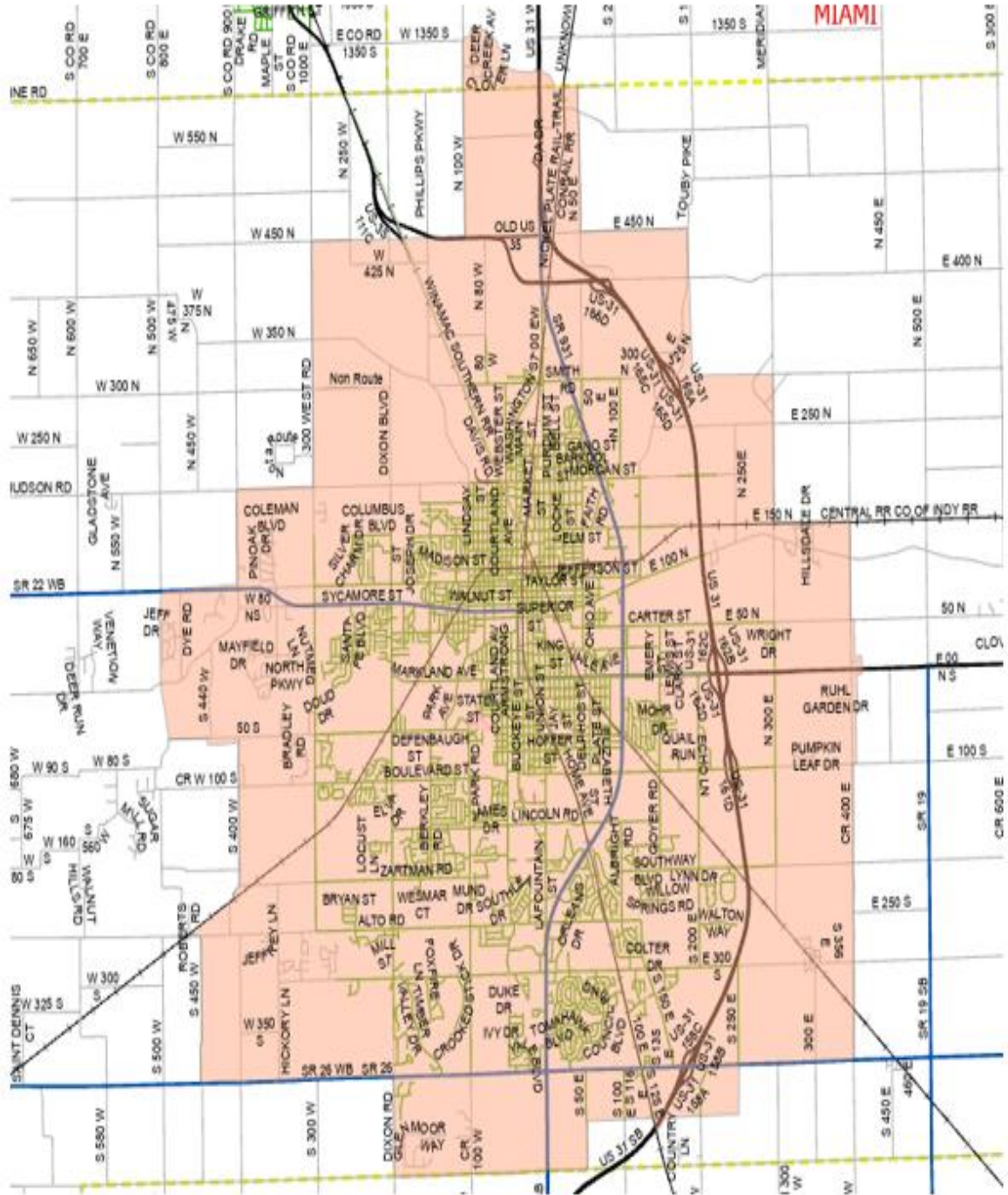
**NOW THEREFORE BE IT RESOLVED** by the Policy Board of the Kokomo and Howard County Governmental Coordinating Council that the amended Public Participation Plan (PPP) is hereby accepted to reflect additional language on page 2.

**Adopted on this 11th day of July 2024**

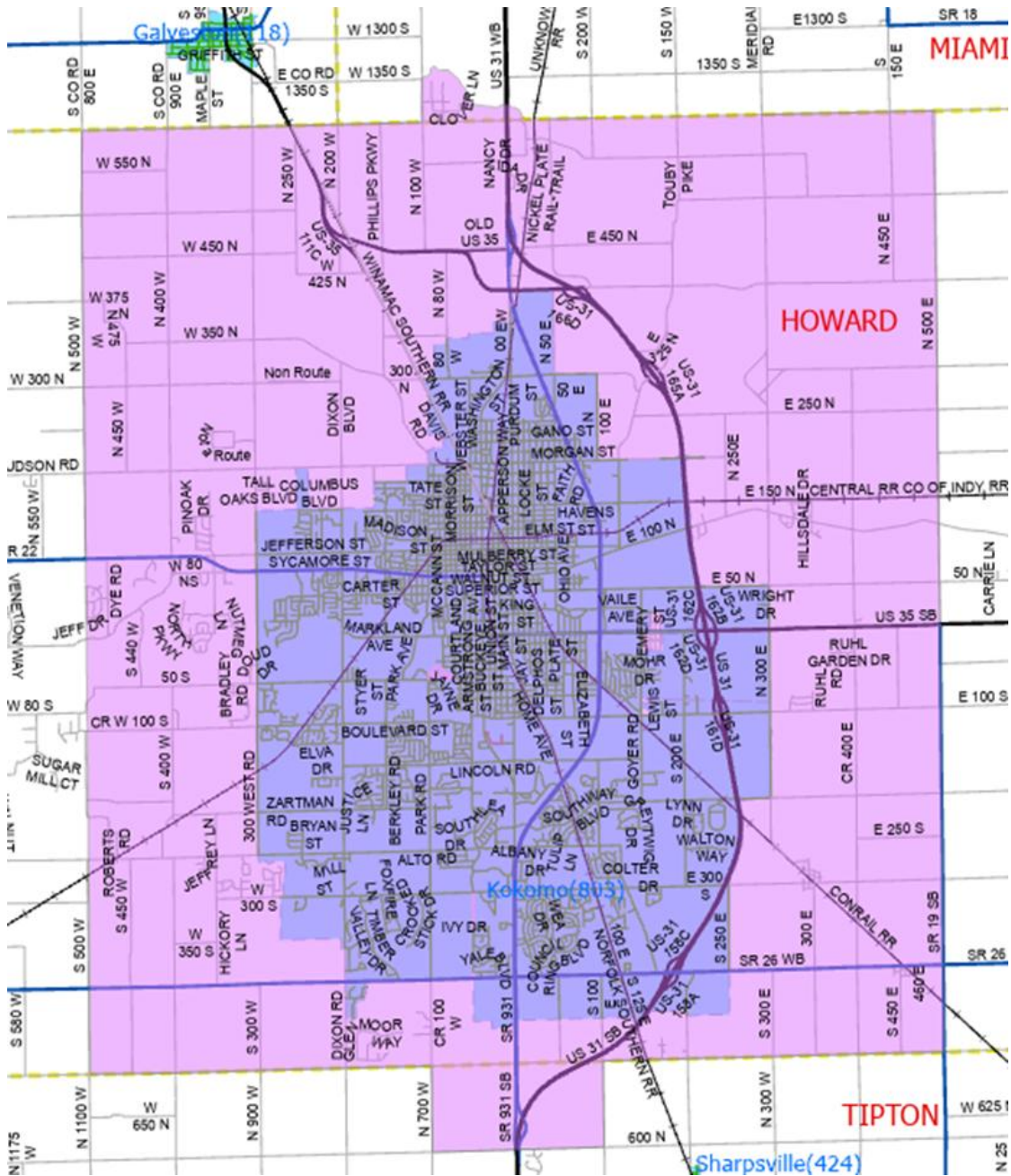
  
\_\_\_\_\_  
Presiding Officer, KHC GCC Policy Board

Attest:   
\_\_\_\_\_  
Policy Board Member

## 2020 Urban Area



# 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

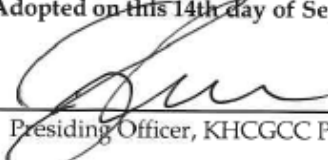
**WHEREAS**, designation of the Metropolitan Planning Area (MPA) for the Kokomo/Howard County Metropolitan Planning Organization is a requirement of the U.S. Department of Transportation Title 23, Part 450.312, and

**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.

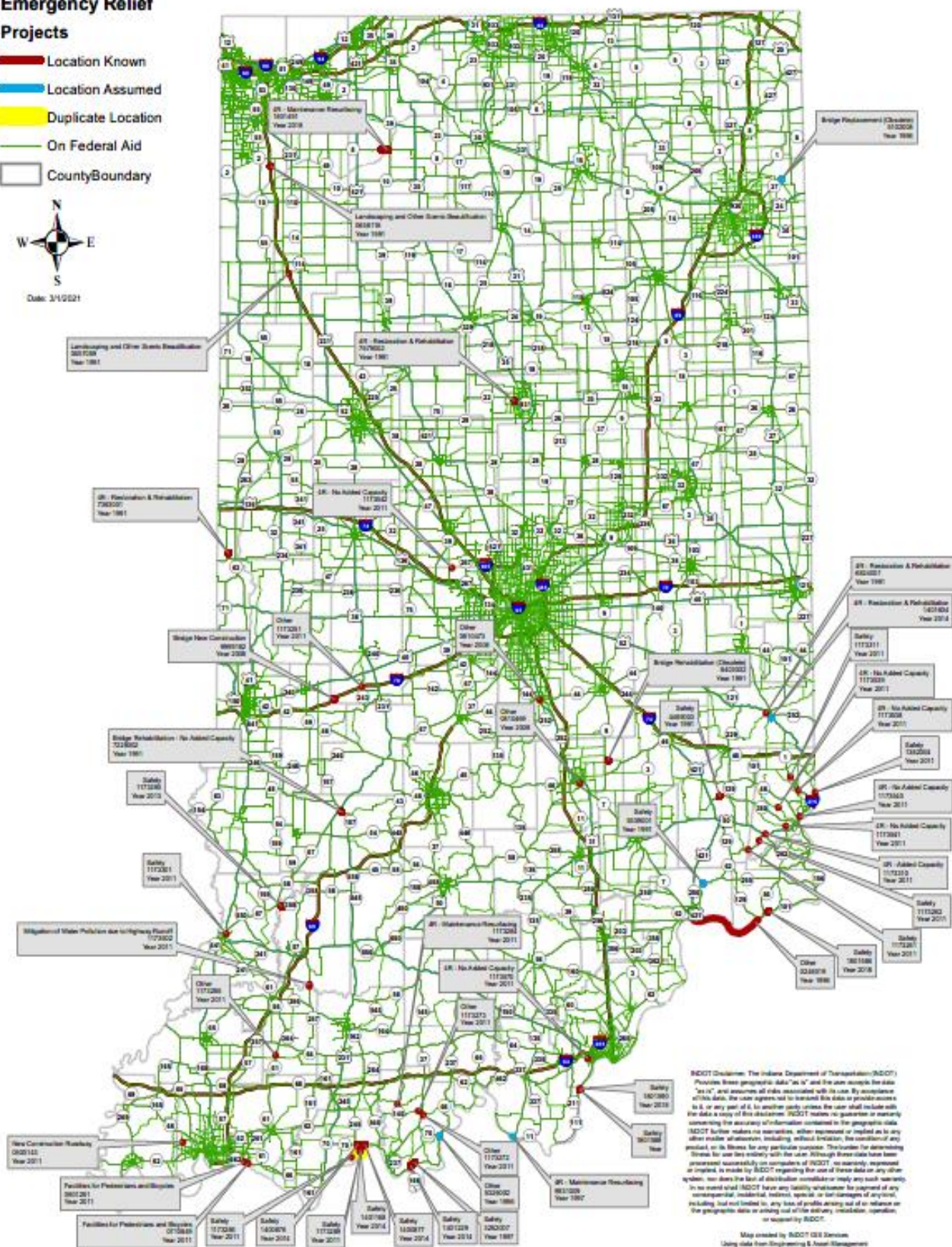
To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs. (See map appendix p.57)

### 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 (STIP).
- 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.

\*Area on map next page was from an event in 1991, map supplied by INDOT.

 Location Known  
 Location Assumed  
 Duplicate Location  
 On Federal Aid  
 County Boundary





**RESOLUTION 2025-01**

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

**WHEREAS**, the Kokomo and Howard County Governmental Coordinating Council (KHC GCC) 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 KHC GCC; and

**WHEREAS**, the MPO staff of the KHC GCC 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 (KHC GCC) 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, KHC GCC Policy Board

Attest: Member, KHC GCC 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 (KHC GCC) 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 KHC GCC; and

**WHEREAS**, the MPO staff of the KHC GCC 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

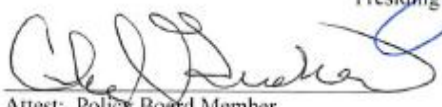
**WHEREAS**, the Metropolitan Planning Organization approves the support of INDOT's, 2- and 4-year TPM's listed below.

**NOW THEREFORE BE IT RESOLVED** by the members of the Kokomo and Howard County Governmental Coordinating Council (KHC GCC) 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 9<sup>th</sup> of March 2023

  
Presiding Chairman, KHC GCC 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](http://kokomompo.com), by calling the KHCGCC office at 765-456-2338, or by email: [tcorn@kokomompo.com](mailto: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  
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Acct #: 13254 Ad #: 1911604 Status: New WHOLD  
  
KHCGCC 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 Descrpt: 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  
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PUB ZONE EDT TP RUN DATES  
KTRI KTR 95 S 12/18 01/08  
KTOL KTR 95 S 12/18 01/08  
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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**

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Tammy Corn,  
Executive Director  
KHCGCC, MPO

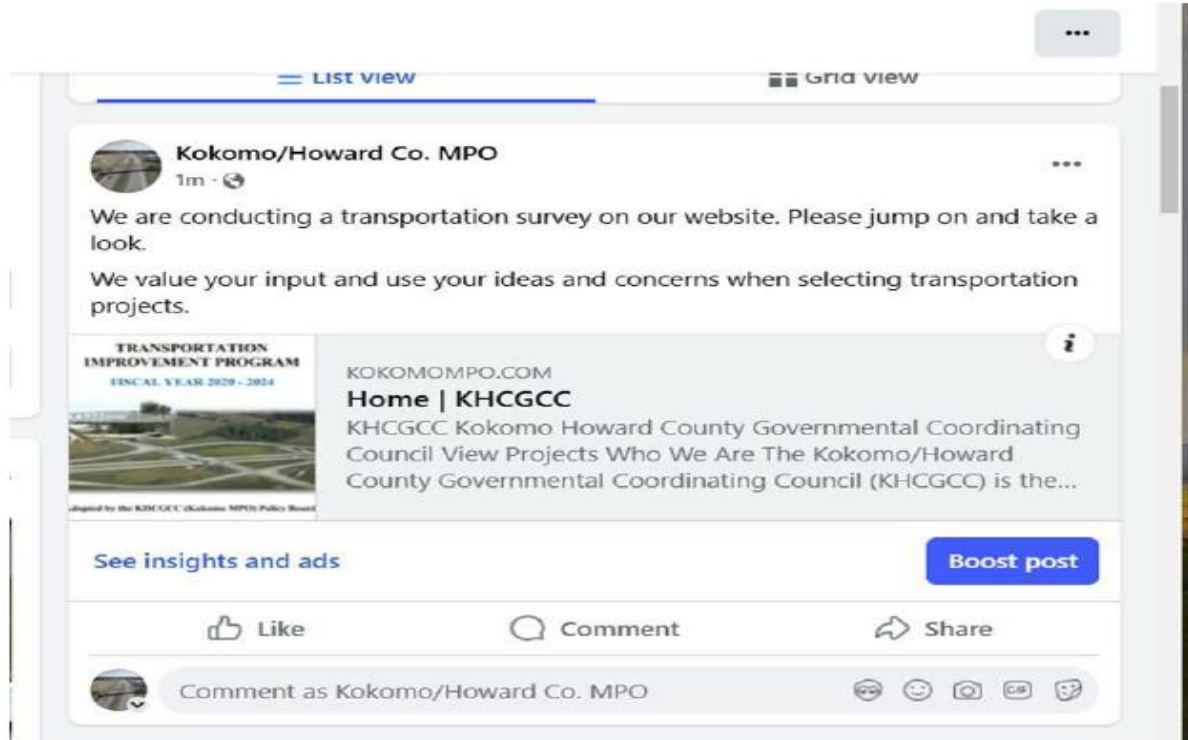
765-456-2338  
K-966 12/18 1/8 hspaxlp

**INDOT website – posted KHCGCC Survey’s – for public involvement 2026-2030 TIP / MTP updated.**

<https://www.in.gov/indot/public-involvement/public-involvement/planning-for-public-engagement/how-do-i-get-involved/>

## Facebook post for Public Involvement

**Archived:** Monday, January 27, 2025 10:46:19 AM  
**From:** Tammy Corn  
**Sent:** Wed, 18 Dec 2024 18:54:23  
**To:** Lane Edwards Kim Bowdell  
**Subject:** Facebook post for Public Involvement 2026-2030 TIP and MP changes  
**Importance:** Normal  
**Sensitivity:** None



## Public Involvement Post Locations

Public Comment Post locations	email address	phone number	street address
Work One	<a href="http://www.in.gov">www.in.gov</a>	765-450-3019	700 E Firmin St Suite 150, Kokomo 46903
Carver Center	<a href="http://www.kokomocarver.org">www.kokomocarver.org</a>	765-457-9318	1030 N Purdum St, Kokomo 46901
United Way	<a href="http://www.howardandtiptonunitedway.org">www.howardandtiptonunitedway.org</a>	765-457-4357	125 N Buckeye St, Kokomo 46901
Library - North	<a href="http://www.khcpl.org">www.khcpl.org</a>	765-457-3242	220 N Union St, Kokomo 46901
Library - South	<a href="http://www.khcpl.org">www.khcpl.org</a>	765-543-4150	1755 E Center Rd, Kokomo 46902
CAM - Coordinated Assistance Ministries	<a href="http://camhope.org">camhope.org</a>	765-452-8963	625 N. Union, Kokomo 46903
Rescue Mission	<a href="http://kokomorescuemission.org">kokomorescuemission.org</a>	765-456-3838	321 W Mulberry St, Kokomo 46901
Social Media	Facebook		
Center Township Trustee	<a href="http://centertownship1.com">centertownship1.com</a>	765-452-8259	213 E Jefferson St, Kokomo 46901
Housing Authority	<a href="http://kokomoha.org">kokomoha.org</a>	765-459-3162	210 E Taylor, Kokomo 46901
CAC			
Stakeholders			
INDOT website	sent to Cat Seeley / Brandon Burgoa		
Each Elevator City Hall			100 S Union St, Kokomo 46901
Bus office and lobby			219 E Sycamore St, Kokomo 46901
KHCGCC website	<a href="https://www.kokomompo.com">https://www.kokomompo.com</a>		

## 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.*

Choose an item.

**List Location:**

Choose an item.

**List Location:**

Choose an item.

**List Location:**

### 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.*

Choose an item.

**List Location:**

Choose an item.

**List Location:**

Choose an item.

**List Location:**

### 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.*

Choose an item.

**Start earlier:** ☐ **or** **End later:** ☐

Choose an item.

**Decrease wait times for buses:** ☐      **and / or**      **Decrease hourly routes to 30 minutes:** ☐

Choose an item.

**List location(s) for additional routes or for improve / add shelters:**

Choose an item.

**List location(s) for additional routes or for improve / add shelters:**

**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 #:

## Synopsis of Public Survey

9 responses								
<b>Bike Priorities:</b>								
Question:	Bike Lane	Cycle Track	Greenways	Road Diets	Bike share	Scoters	no scooter	No answer
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.	1	0	2	2	0	2	1	4
<b>Pedestrian Priorities:</b>								
Question:	New sidewalks	Repair sidewalks	Curb ramps	Crosswalks	signal improvements	Ped overpass		
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.	Berkley - Sycamore to Markland; Washington, Markland Mall, Deffenbaugh; Washington and Markland; Everywhere;	Indian Heights; Mulberry; Everywhere	Bell / Jefferson; everywhere		Trail @ Sycamore /Western; 931 / Markland	931 @ Markland; all along US 931		
<b>Transit Priorities:</b>								
Question:								
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	Add routes	where	Extend service times	start earlier	end later	Improve frequency	add shelter	
	5	Ollie's, South Library, Dixon from Deffenbaugh to Boulevard;	2; run Mon - Sat	1	2	1	1	
<b>Road / Bridge Priorities:</b>								
Question:								
What roads need improvement	Where	Webster- Park to Boulevard	Apperson, Sycamore, Washington, and Main (train tracks)	Algonquin Trail and many in Indian Heights				
What bridges need improvement	Where							
Area need more lighting	Where	Stops at Boulevard / Lafountain & Jefferson around Bell	Indian Heights					
Unsafe intersections	Where	Home Ave - bump outs in front of Critter Corner						
Drainage issues	Where		Indian Heights					
<b>Additional comments:</b>								
I am so thankful for the trolleys. They help me get to work and other places. Cabs are too expensive. I would like First City Riders to come back. - Brandi Wade								
The kokomo High School Stop needs to be a light - like the one at IUK on Washington. - Deanna Myers								
Yes I live in the Heights - No name								

### Responses to survey questions: (posted @ KHCGCC Facebook page and KHCGCC website)

Berkley is slated for construction in FY 2029.

SR 931 areas have been discussed with INDOT and they are in process of doing a corridor assessment.

All other areas suggested will go in our list for next round.

The additional routes have been given to the transit department for consideration of extending or creating new routes.

Transit would love to run longer hours and will keep looking at ways to make that happen.

All areas listed above are being investigated, and hope to add into the project list in future.

More lighting is needed throughout town and hope to have a project adding lighting to many areas.

Safety is the main priority and all ways to make the community safer will be investigated.

Other Comments:

Transit stops need sidewalk & benches.

Response:

Agree we need more sidewalks and benches throughout the city. Where possible when road work is being done sidewalks will be added or repaired. Benches are going to be replaced and added as well.

## Transit 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 not, please explain:

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

If not, 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.: ☐

Additional Comments:

Name:

Address:

Phone number:  (If you wish to be contacted)

Email address:  (If you wish to be contacted)

## Synopsis of Transit Survey

14 responses																
Question	Yes	No	No answer	Comment	Very	Somewhat	N/A	Not Much	Not at all	Grocery	Work	School	Shopping	Doctor	Appointments	Misc
Do you feel safe riding on the Kokomo City Line Trolley?	12	1	1													
Do you feel safe riding on the Spirit of Kokomo Paratransit?	13	0	1													
Would you be able to ride either service if you had to pay for it?	7	7	0													
Do you feel there are safe and adequate ADA resources?	12	1	1	stops need sidewalk & benches												
Do you feel treated fairly and equitably at the Kokomo Transit?	13		1													
Thinking of yourself only, how much do you depend on the free Transit?					12	1	1									
Do you feel safe when you are at the transit building?	14															
Do you feel the transit building and facilities are clean?	14															
Having a TV in the lobby to see the news / weather – is this a good thing?	13		1													
Where do you ride the service to? Check all that apply:										11	7	2	11	9	11	5
Additional Comments:																
All the workers at the station, and the bus drivers are kind and helpful.																

Public Meeting -2026-2030 New TIP - comments

### Meeting Sign In Sheet

Date: January 14, 2025

1:00pm-6:00pm

	A	B	C	D
1	NAME	PHONE	EMAIL	SIGNATURE
2	Tammy Corn			T. Corn
3	Amanda Ferguson			Amanda Ferguson
4	Amanda Corn			Amanda Corn
5	Lane Edwards			Lane Edwards
6	Leigha Hedrick			Leigha Hedrick
7	Deanna Davis			Deanna Davis
8	Vicky Taylor			Vicky Taylor
9	Christie Winger			Christie Winger
10	Karen Bergin			Karen Bergin
11	Nikki Brannon			Nikki Brannon
12	Clara Idle			Clara Idle
13	Jan Basil			Jan Basil
14	Kim Boudell			Kim Boudell
15				
16				
17				

Public Meeting - 2026-2030 TIP - comments

### Meeting Sign In Sheet

Date: January 23, 2025

9:00am-4:00pm

	A	B	C	D
1	NAME	PHONE	EMAIL	SIGNATURE
2	Tammy Corn			T. Corn
3	Ryan Pennington			Ryan Pennington
4	April Leckie			April Leckie
5	Leigha Hedrick			Leigha Hedrick
6	Kim Boudell			Kim Boudell
7	Deanna Davis			Deanna Davis
8	Clara Idle			Clara Idle
9	Karen Bergin			Karen Bergin
10	Christie Winger			Christie Winger
11	Vicky Taylor			Vicky Taylor
12	Jan Basil			Jan Basil
13	Lane Edwards			Lane Edwards
14				
15				
16				
17				
18				



**RESOLUTION 2025-03**

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

**WHEREAS**, the Kokomo/Howard County Governmental Coordinating Council (KHC GCC) 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 KHC GCC and the Indiana Department of Transportation (INDOT), and

**WHEREAS**, the Technical Advisory Committee of the KHC GCC has given the proposed TIP its favorable recommendation,

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

**With this Resolution, the KHC GCC 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 30th day of January 2025

  
\_\_\_\_\_  
Presiding Officer, KHC GCC Policy Board

Attest:   
\_\_\_\_\_  
Policy Board Member