

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2022 - 2026



Adopted by the KHCGCC (Kokomo MPO) Policy Board:

Resolution 2021-16 on July 8, 2021

TIP effective date: July 1, 2021 (FY2022)

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.

PREFACE

The Kokomo Howard County Governmental Coordinating Council (KHCGCC) was designated as the Kokomo MPO on March 2, 1982. 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 Supervisor, the Kokomo Senior Services Director and the Transportation Director. The Kokomo MPO Public Participation Policy, adopted by the Policy Board in August of 2007, serves as guidance for additional public participation.

TIP NARRATIVE AMENDMENTS

-Date, Resolution, Section Updated -

1)

2)

3)

4)

5)

**KOKOMO/ HOWARD COUNTY
GOVERNMENTAL COORDINATING COUNCIL**

POLICY BOARD VOTING MEMBERS

Mayor, City of Kokomo
Kokomo City Councilman
Howard County Councilman
President, Howard County Council
President, Kokomo City Planning Commission
Vice-Chairman, President, Kokomo City Council
President, Howard County Planning Commission
Chairman, President, Howard County Commissioners
Executive Director, Kokomo-Howard County Plan Commission
INDOT, Greenfield District Representative

POLICY BOARD NON-VOTING MEMBERS

Urban and MPO Manager, INDOT
Local Program Transit Section, INDOT
Planning & Environmental Specialist, FHWA

TECHNICAL ADVISORY COMMITTEE VOTING MEMBERS

Chairman, Executive Director, Kokomo-Howard County Plan Commission
Vice-Chairman, Supervisor, Howard County Highway Department
Director, Kokomo/Howard Co. Gov. Coordinating Council
Community Service Division, Kokomo Police Department
Assessment Engineer, Greenfield District, INDOT
Director, Kokomo Department of Development
Director of Senior Services, City of Kokomo
City Engineer, City of Kokomo
Planning Specialist, INDOT

NON-VOTING MEMBERS

President, Kokomo-Howard County Chamber of Commerce
Transit Planner, Local Program Transit Section, INDOT
Planner, Federal Highway Administration
Director, Kokomo Municipal Airport
Transportation Planner, INDOT
Howard County Surveyor

Table of Contents

Cover Page -----	1
Preface -----	2
Policy Board and Technical Advisory Committee Members-----	3
Table of Contents -----	4
 I. INTRODUCTION -----	 5
II. PLANNING METHODOLOGY and CONSIDERATIONS-----	5
A. Transportation Improvement Statement -----	6
B. Project Selection-----	6
C. Public Participation -----	7
D. Federal Transportation Act Planning Factors -----	7
E. Environmental Justice-----	8
F. ADA Transition Plan -----	8
G. Multimodal Complete Streets-----	9
H. Public Transit -----	11
I. Transit Route Map-----	12
J. Project Implementation Funding-----	13
K. Previously Obligated FHWA TIP projects -----	13
 III. PROJECT LIST DEVELOPEMENT-----	 14
Performance Measures -----	14
Howard County/Kokomo Project Selection -----	17
Planning Area-----	18
Kokomo and Howard County Projects-----	19
Fiscal Constraint-----	19
Transit Projects-----	20
State Transportation Projects initiated by INDOT-----	21
Project Prioritization/PICS document-----	23
Project Location Map-----	26
 IV. APPENDIX-----	 27
○ Metropolitan Transportation Planning Process Certification	
○ 2010/2020 Census updated UAB approval	
○ INDOT identified Emergency Relief Projects	
○ Resolution to support Safety Performance Measures	
○ Performance Targets – Four year financial impact	
○ Public Notice Documentation	
○ Resolution to Adopt FY2022-2026 TIP	
○ INDOT & FHWA approval letters	

I. INTRODUCTION

On December 4, 2015, the [Fixing America’s Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act is now under a continuing resolution (CR) provided by the Continuing Appropriations Act, 2021. FAST Act and the CR 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, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, 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.

The Transportation Improvement Program (TIP) for Kokomo and Howard County is developed every 4 years at a minimum by the Kokomo and Howard County Governmental Coordinating Council. 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.¹ 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”.² 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 publication of project lists and other means as required by the adopted Public Participation Policy.

¹ 23 CFR Sec. 450.324

² 23 CFR Sec. 450.324

II. METHODOLOGY

A. TRANSPORTATION IMPROVEMENT STATEMENT

The MPO encourages pavement preservation leaning projects, projects that curtail traffic congestion, promote traffic calming concepts and mitigate safety concerns while simultaneously promoting and further facilitating pedestrian traffic and general walk-ability within the Metropolitan Planning Area.

B. PROJECT SELECTION

The Howard County Highway Department, the City of Kokomo Engineering Office, the Kokomo Senior Citizen Bus Service and the Indiana Department of Transportation propose projects for the Kokomo MPO Transportation Improvement Program. Typically proposed projects have already been documented in the Transportation Management Plan (currently 2020 to 2040). However, the project selection process could be affected by the current transportation policy, which establishes requirements for performance management to ensure the most efficient investment of Federal transportation funds. States and MPO's will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs 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.

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. 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 road, street, or traffic signals
5. Changes planned by the utilities or private groups
6. Traffic accident data
7. Complaints from citizens and motorists

C. PUBLIC PARTICIPATION

The KHCGCC Public Participation Policy is compliant to regulations in the *Federal Transportation Act*. Public notice regarding the draft project list of the Transportation Improvement Program, was published in the local newspaper. Notices were published listing 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, including those traditionally underserved. Finally, the TIP is advertised as available for review and comment on the KHCGCC web-site.

D. FEDERAL TRANSPORTATION ACT PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life 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, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system

E. ENVIRONMENTAL JUSTICE

In July 1964 Congress passed the [Civil Rights Act](#). Title VI of the Civil Rights Act states that *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."* Additionally, in February 1994, President Clinton issued Executive Order 12898, "to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.

The Census Bureau information for the KHCGCC Metropolitan Planning Area identifies census tract 2 & 12 as the prevailing low income and minority areas in the City of Kokomo. In addition to priority consideration of projects within these tracts, KHCGCC addresses environmental justice concerns and needs by:

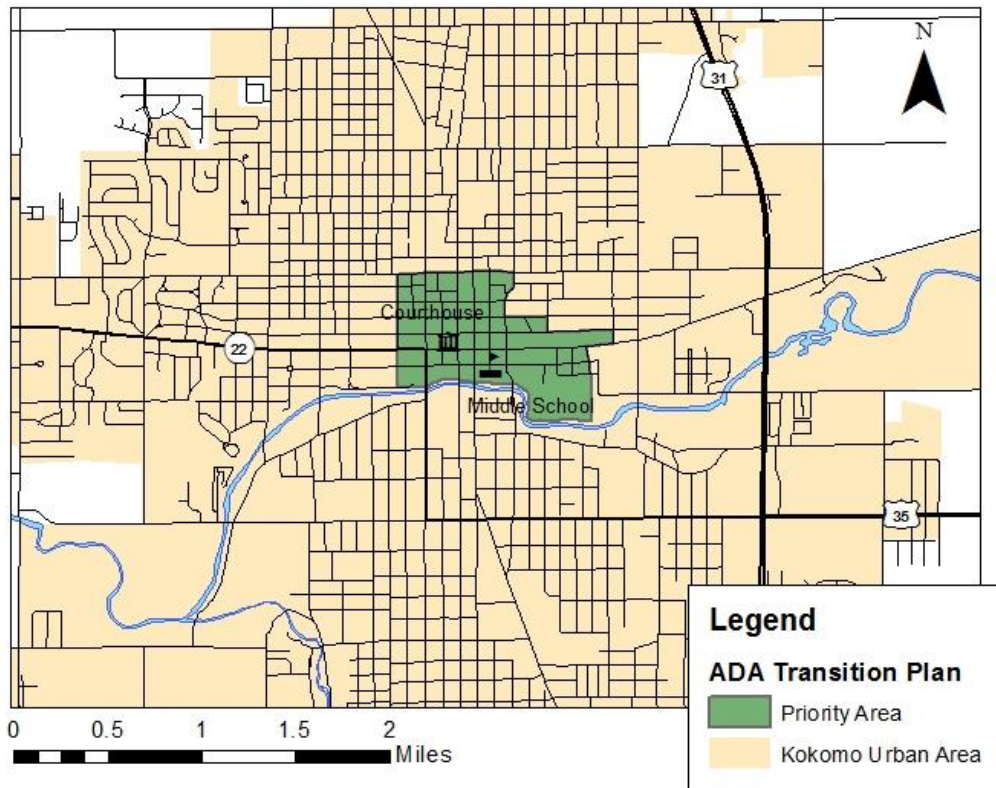
- Expressing Environmental Justice (EJ) concerns to the city and county for project design.
- EJ consideration when introducing new documents and procedures.
- Continuous improvement of public participation contact list, including EJ contacts.
- Determining completed and committed projects have no negative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

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

F. ADA TRANSITION PLAN

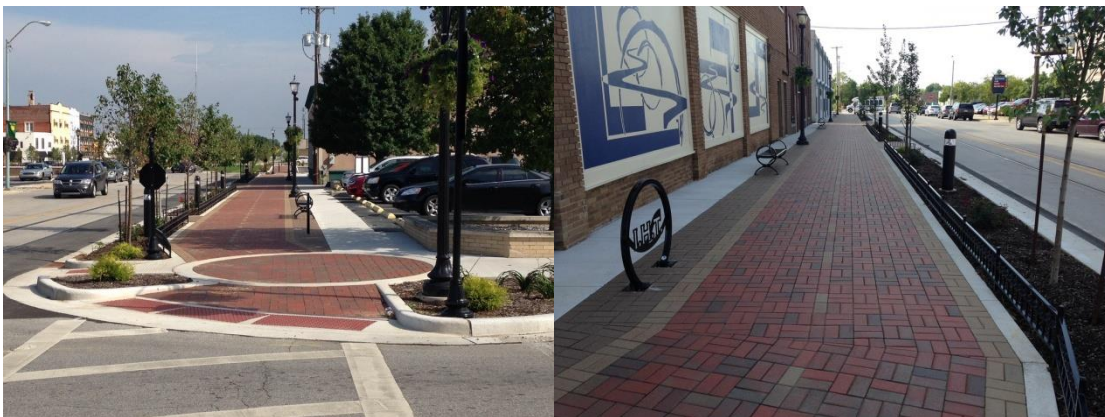
FHWA's regulatory responsibility under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504) require that recipients of Federal aid, either State or local entities that are responsible for roadways and pedestrian facilities, do not discriminate on the basis of disability in any high way 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 requires 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 and defined the ADA priority area in **FIGURE 1**.

FIGURE 1. City of Kokomo ADA priority area



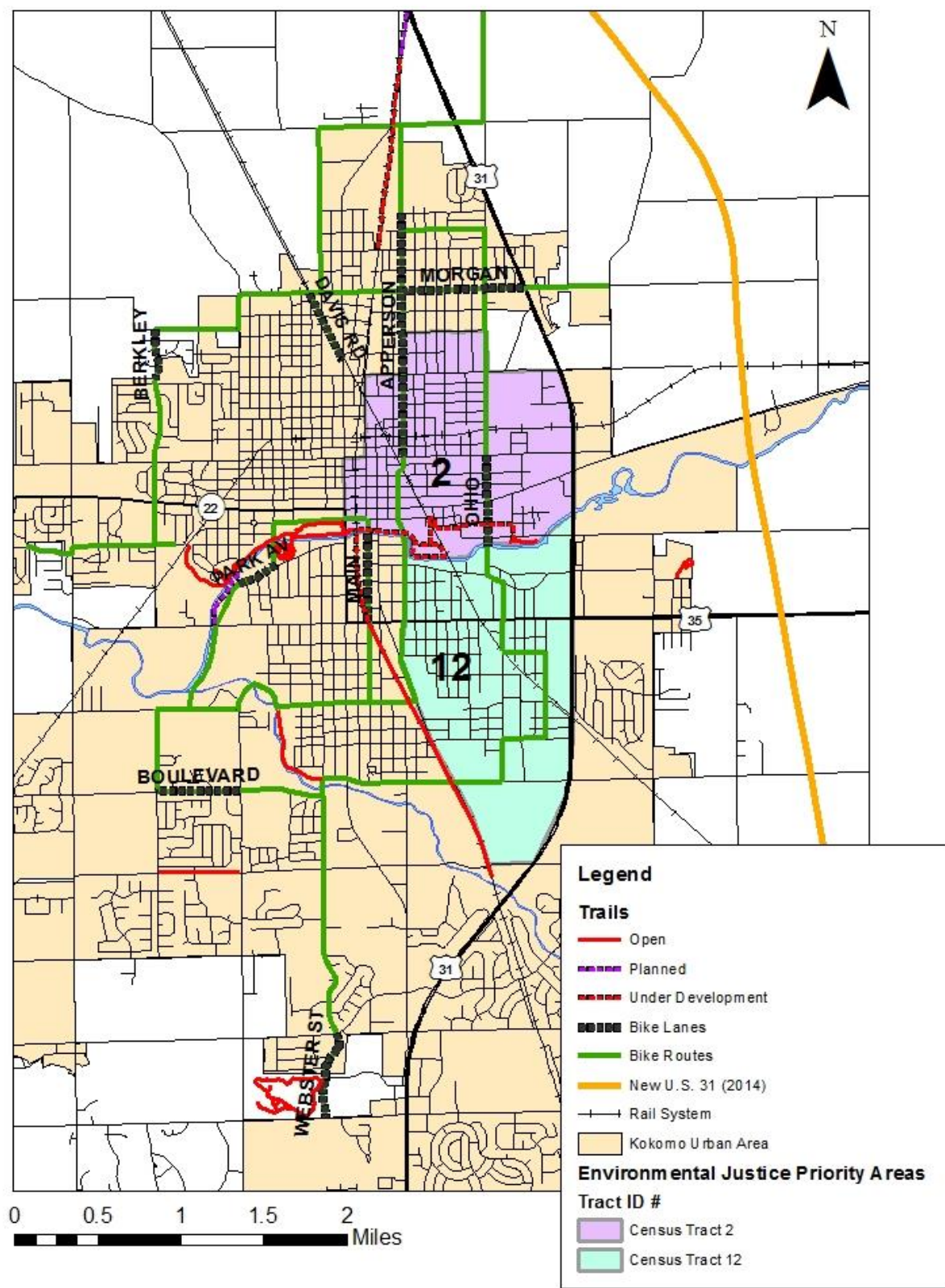
G. MULTIMODAL COMPLETE STREETS

The Kokomo MPO has received Transportation Enhancement funds in the past for pedestrian trails serving the downtown area and the near east side. The project improved pedestrian and bicyclist mobility while supporting the overall effort to enhance the environment along Wildcat Creek in Kokomo. Future Transportation Alternative



(TA) funds will be utilized towards efforts to connect downtown Kokomo with the expansive Nickel Plate Trail (NPT) to the North of Kokomo and just South of Cassville. Connectivity of the NPT to the City is imperative to promote future multimodal transportation in the area. Given the pedestrian trail connectivity opportunities within the Metropolitan Planning Area (MPA), future planning efforts will likely include a TAP component. For the status of pedestrian/recreational trail related TA initiatives in the MPA see **FIGURE 2**.

FIGURE 2. Multimodal Facilities



H. PUBLIC TRANSIT

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

In 2018 a new transit facility opened. The hub serves as a dispatch center for the Spirit of Kokomo and a transfer station for City-Line Trolley. The fixed route system has become the priority service and will need to be evaluated to determine service life and assorted bus fleet variables; in doing so a future bus purchase schedule will be proposed along with Operational and Maintenance estimations. See the paratransit service area in **FIGURE 3** and the fixed route map in **FIGURE 4**.

FIGURE 3. Paratransit Service Area

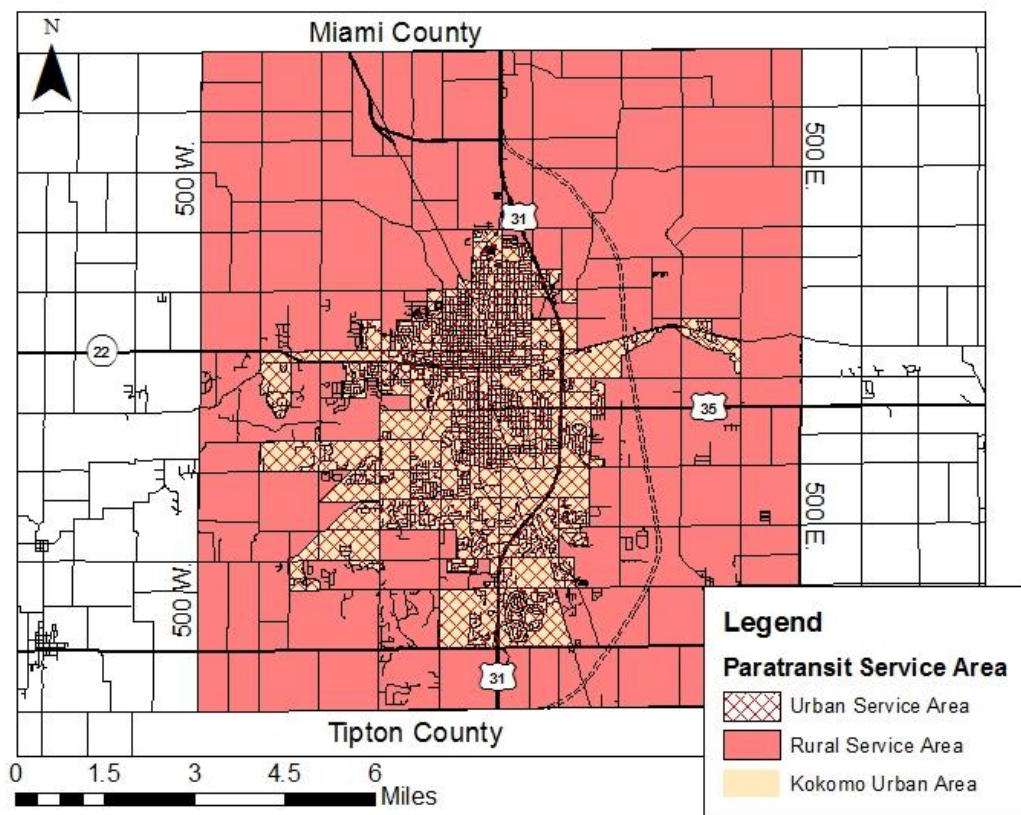
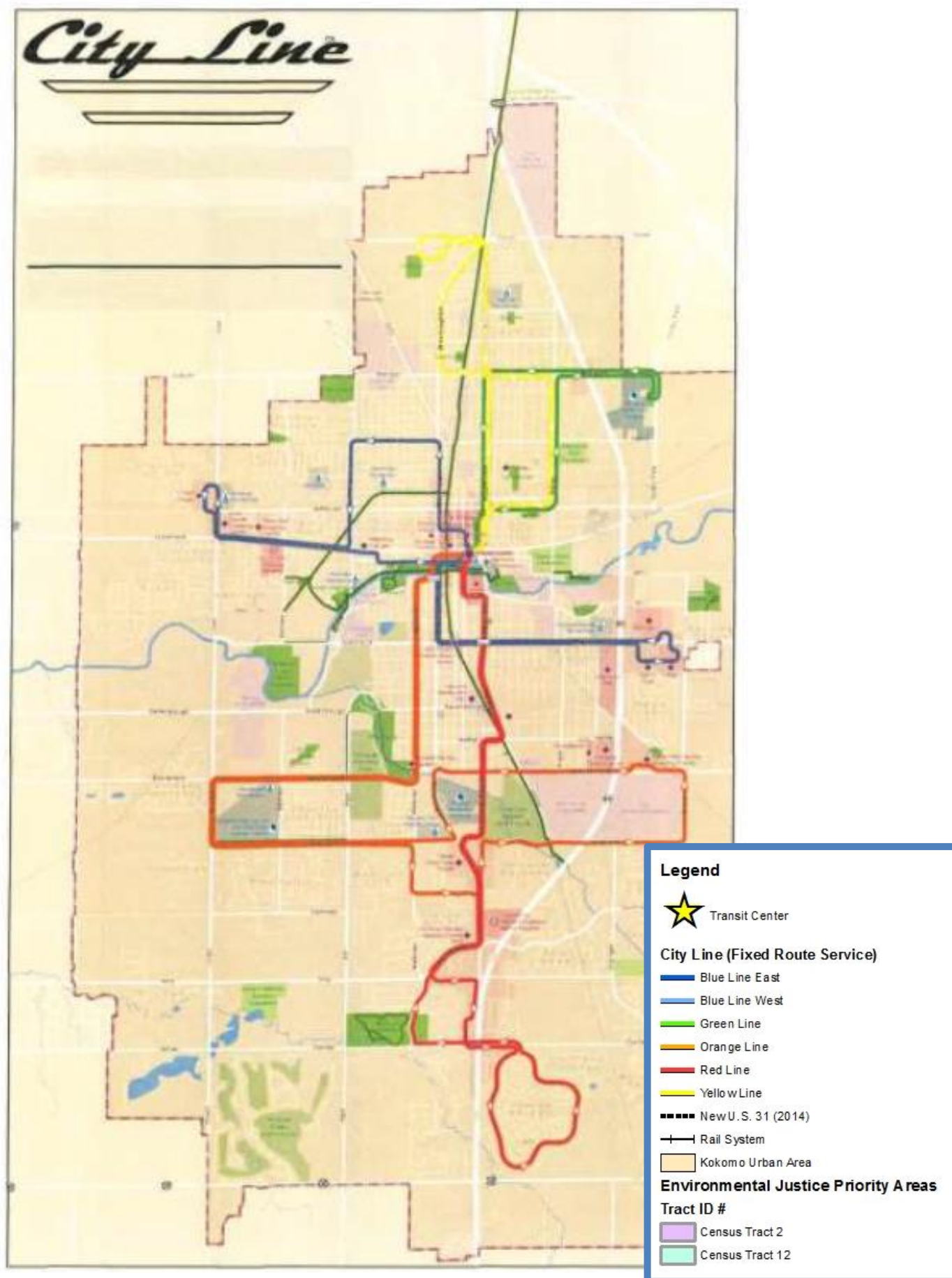


FIGURE 4. City of Kokomo Existing Fixed Routes for Transit



I. PROJECT IMPLEMENTATION FUNDING

A financial plan that demonstrates the monetary implementation of TIP projects is required and satisfied per the Project List portion of the TIP. In developing the TIP, the MPO, State(s), LPA(s) and public transportation operator(s) cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation and documented these funds within the Project List. Additionally, the MPO endeavors to demonstrate transparency of the source federal funding used to implement the TIP projects. The FHWA planning funds that are currently anticipated for each of the four TIP years is \$2,089,151. While the FTA planning funds are anticipated to be \$1,217,875 for each year of the TIP.

J. COMPLETED FHWA TIP 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.”

	ROAD AND PEDESTRIAN PROJECTS FUNDED IN PREVIOUS TIP			
	Project Location and Description	Cost Breakdown		
		Federal	Local	Total
1	Carter St Bridge	\$828,000	\$207,000	\$1,035,000
2	McCann St Bridge	\$1,693,800	\$423,450	\$2,117,250
3	Center Rr Trail	\$200,000	\$50,000	\$250,000
4	Lincoln Rd Intersection	\$280,000	\$70,000	\$350,000

III. PROJECT LIST DEVELOPEMENT FOR FY 2022- 2026

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 **FIGURE 6**) The Howard County MPA is an area bounded on the north by CR 600N (including a small sub-division in Southwestern Miami County), on the south by CR 500S, on the west by CR 500W, and on the east by CR 500E. The Policy Board of the Kokomo and Howard County Governmental Coordinating Council has adopted the TIP and in doing so, demonstrate 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. 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

2020 Number of fatalities – **907.6**
2020 Rate of fatalities per 100 million miles traveled – **1.097**
2020 Number of serious injuries – **3,467.4**
2020 Rate of serious injuries per 100 million miles traveled – **4.178**
2020 Number of non-motorized fatalities and serious injuries – **405.9**

Pavement Condition Target Performance Measures

2020 Percentage of Interstate pavements in Good condition – **84.24%**
2020 Percentage of Interstate pavements in Poor condition – **0.80%**
2020 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**
2020 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**
2021 Percentage of Interstate pavements in Good condition – **84.24%**
2021 Percentage of Interstate pavements in Poor condition – **0.80%**
2021 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**
2021 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**

Bridge Condition Target Performance Measures

2020 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**
2020 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**
2021 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**
2021 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**

NHS Travel Time Reliability Target Performance Measures

2020 Percent of person miles reliable on Interstate – **90.5%**
2021 Percent of person miles reliable on Interstate – **92.8%**
2022 Percent of person miles reliable on non-Interstate NHS – **89.8%**

Interstate Freight Reliability Target Performance Measures

2020 Truck travel time reliability index – **1.27**
2023 Truck travel time reliability index – **1.24**

On-Road Mobile Source Emission Target Performance Measures

2020 Volatile organic compounds reduction of **1,600 kilograms per day**
2020 Carbon Monoxide reduction of **200 kilograms per day**
2020 Oxides of nitrogen reduction of **1,600 kilograms per day**
2020 Particulate matter less than 10 microns reduction of **0.30 kilograms per day**
2020 Particulate matter less than 2.5 microns reduction of **20 kilograms per day**
2021 Volatile organic compounds reduction of **2,600 kilograms per day**
2021 Carbon Monoxide reduction of **400 kilograms per day**
2021 Oxides of nitrogen reduction of **2,200 kilograms per day**
2021 Particulate matter less than 10 microns reduction of **0.50 kilograms per day**
2021 Particulate matter less than 2.5 microns reduction of **30 kilograms per day**

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. City of Kokomo Transit has practiced system management that promotes safety, mobility and more efficient use of their existing transportation infrastructure. Consistent ridership increases are evidence that their aggressive programs of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning contribute to a system that successfully provides an alternative to the automobile.

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

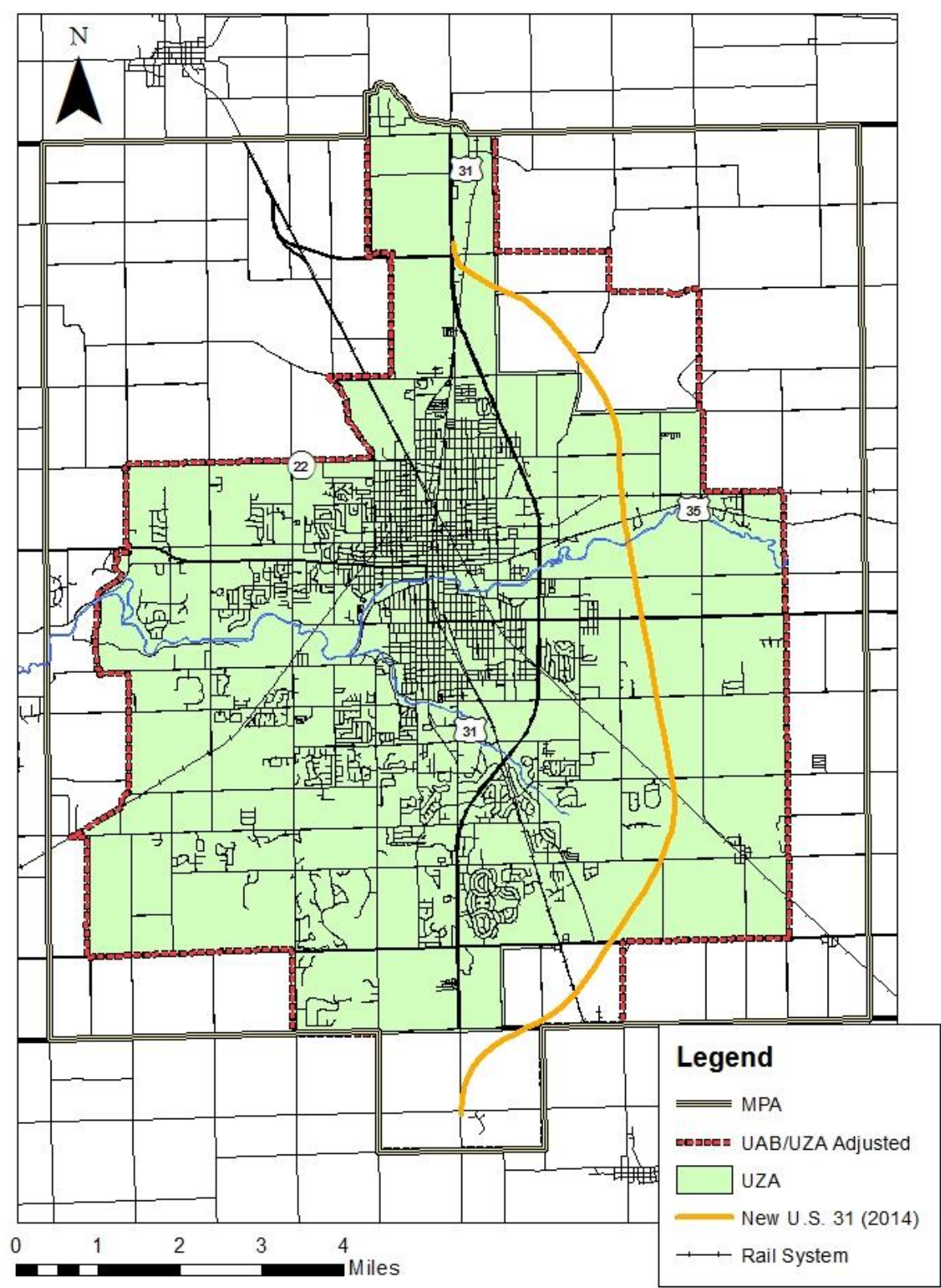
MPO Funded Road Improvement Projects using PICS methodology –

- Center Rd Trail, US931 to Dixon Rd; pedestrian trail south of road
- Berkley Rd, Markland Ave to Sycamore St; road reconstruction
- Lincoln Rd, intersection with Berkley Rd; added turn lanes
- Smith Rd, 50 E to Touby Pike; road reconstruction
- Goyer Rd, Markland Ave to Boulevard St; road reconstruction

MPO funded projects outside of the PICS metrics methodology –

- McCann St Bridge, bridge reconstruction with pedestrian walk

FIGURE 6. Planning Areas



Federal Funding to be expended on Kokomo and Howard County Projects

Howard County Bridge Inspection														
		Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source			Project Phase: Year of Funding Total				INFO ONLY	
Des #	LPA					Federal	State	Local		2022	2023	2024	2025	2026
								K	HC					
1500284	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	Bridge, \$8,749	\$6,999			\$1,750	\$8,749				
TBD														
TBD														
MPO Projects for Kokomo and Howard County										MPO Annual Allocation				
										STBG	HSIP	TA		
										\$1,726,298	\$248,169	\$92,001	As Allocated	
										\$1,896,383	\$124,085	\$46,001	V/50% trans	
		Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source			Project Phase: Year of Funding Total				INFO ONLY	
Des #	LPA					Federal	State	Local		2022	2023	2024	2025	2026
								K	HC					
1900778	K	Berkley Rd; Markland Ave to Sycamore St	Road reconstruction with added curb and gutter	PE	STBG, \$2,530,000	\$164,000		\$41,000		\$205,000				
				R/W	STBG	\$100,000		\$25,000		\$125,000				
				CN	STBG	\$1,760,000		\$440,000			\$2,200,000			
1901304	K	Center Rd Trail; US931 to Dixon Rd	Seperated/Protected trail adjacent to Center Rd	CN	STBG, \$1,450,000*	\$960,000		\$240,000		\$1,200,000				
1900780	K	Lincoln Rd; intersection with Berkley Rd	Intersect Improv. with added turn lanes	CN	STBG, \$1,050,000*	\$680,000		\$170,000		\$850,000				
2002563	K	Smith Rd (300 N); CR50E to Touby Pike	Road Reconstruction	R/W	STBG, \$2,995,000*	\$120,000		\$30,000		\$150,000				
				CN	STBG	\$1,921,396		\$480,349		\$2,401,745				
				CN	Group 3	\$194,604		\$48,651		\$243,255				
TBD	K	Goyer Rd; Markland to Boulevard	Road Reconstruction	PE	STBG, \$1,800,000	\$240,000		\$60,000			\$300,000			
				CN	STBG	\$1,200,000		\$300,000				\$1,500,000		
1902780	HC	CR 300 East; 0.7 miles North of CR 50 N over Wildcat Creek	Bridge Reconstruction	PE	state STBG, \$2,475,000		\$294,400		\$73,600		\$368,000			
				R/W	state STBG		\$92,000		\$23,000		\$115,000			\$115,000
				CN	state STBG		\$1,257,600		\$314,400					\$1,572,000
				CE	state STBG		\$336,000		\$84,000					\$420,000

Fiscal Constraint for LPA projects

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

Estimated Federal Funding by Funding Source and Fiscal Year					
FTA	FY 2022	FY 2023	FY 2024	FY 2025	Total
Sec. 5307	\$1,255,259	\$1,217,875	\$1,217,875	\$1,217,875	\$4,908,884
FHWA	FY 2022	FY 2023	FY 2024	FY 2025	Total
STBG	\$1,726,298	\$1,726,298	\$1,726,298	\$1,726,298	\$6,905,192
TA	\$92,001	\$92,001	\$92,001	\$92,001	\$368,004
HSIP	\$248,169	\$248,169	\$248,169	\$248,169	\$992,676
Total:	\$2,066,468	\$2,066,468	\$2,066,468	\$2,066,468	\$8,265,872

Every effort has been made to assure revenue forecasts are reasonable and estimated project costs balance with those financial resources and therefore demonstrate fiscal constraint.

Funding TOTALS for projects:				
Entitiy funding by year:	Federal	FY	Local Match	
			K	HC
	\$1,933,831	2022	\$482,229	\$1,229
	\$2,228,000	2023	\$554,000	\$1,500
	\$2,012,000	2024	\$441,500	\$1,500
	\$1,212,000	2025	\$301,500	\$1,500
	\$12,000	2026	\$1,500	\$1,500

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

Federal Funding to be expended on City of Kokomo Transit

Local Transit Projects, Operations														
Des #LPAProject Name (limits/ITS)Project DescriptionPhaseFunding Category						Funding Source			Transit Allocation				INFO	
										\$1,255,259	\$1,217,875	\$1,217,875		\$1,217,875
										Project Phase: Year of Funding Total				
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Federal	State	City of Kokomo	Transit Cost	2022	2023	2024	2025	2024
N/A	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N)	N/A	5307 (50/50)	\$1,137,959		\$1,162,041	\$2,250,000	\$2,300,000				
N/A	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N)	N/A	5307 (50/50)	\$1,100,575		\$1,199,425	\$2,250,000		\$2,300,000			
N/A	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N)	N/A	5307 (50/50)	\$1,100,575		\$1,199,425	\$2,250,000			\$2,300,000		
N/A	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N)	N/A	5307 (50/50)	\$1,100,575		\$1,199,425	\$2,250,000				\$2,300,000	

Federal Funding to be expended on City of Kokomo Transit

Local Transit Projects, Capital Purchase														
Des #LPAProject Name (limits/ITS)Project DescriptionPhaseFunding Category						Funding Source				Project Phase: Year of Funding Total				INFO
						Federal	State	City of Kokomo	Transit Cost					ONLY
										2022	2023	2024	2025	
N/A	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled transit service	Capital purchase of rolling stock	N/A	5307 (85/15)	\$117,300		\$20,700	N/A	\$138,000				
N/A	K	City Line Trolley (35-40 ft)	Capital purchase of rolling stock	N/A	FTA flexed funding	\$800,000		\$200,000	N/A	\$1,000,000				
N/A	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled transit service	Capital purchase of rolling stock	N/A	5307 (85/15)	\$117,300		\$20,700	N/A	\$138,000				
N/A	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled transit service	Capital purchase of rolling stock	N/A	5307 (85/15)	\$117,300		\$20,700	N/A		\$138,000			
N/A	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled transit service	Capital purchase of rolling stock	N/A	5307 (85/15)	\$117,300		\$20,700	N/A			\$138,000		

Federal & State Funding projects within the MPA

MPA State Projects														
						Funding Source				Project Phase: Year of Funding Total				INFO ONLY
						Federal	State	Local						
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost			K	HC	2022	2023	2024	2025	2026
1702929	NA	OVER LITTLE WILDCAT CREEK, 00.29 Miles N of SR 26	Bridge Replacement, Other Construction	PE	NHPP, \$1,868,345	\$300,000	\$75,000			\$375,000				
				R/W	NHPP	\$24,000	\$6,000			\$30,000				
				CN	NHPP	\$1,494,676	\$373,669				1,868,345			
1700270	NA	931 from US31N to US31S termi	US31 Median project	PE	STBG, \$2,200,000	\$160,000	\$40,000			\$200,000				
				CN	STBG	\$1,600,000	\$400,000						\$2,000,000	
1592306	NA	9.249 miles E of the Clinton/Howard County Line	Small Structure Replacement	CN	NHPP, \$527,269	\$421,815	\$105,454			\$527,269				
1600623	NA	0.98 miles W of SR 931 at south Park Road(100W)	Intersect, Improv. w/ New Signals	CN	NHPP, \$2,015,258	\$1,612,206	\$403,052			\$2,015,258				
1802826	NA	Statewide	On-call Consultant Review	PE	STBG, \$2,100,000	\$1,680,000	\$420,000			\$2,100,000				
				PE	STBG, \$2,100,000	\$1,680,000	\$420,000				\$2,100,000			
				PE	STBG, \$2,100,000	\$1,680,000	\$420,000					\$2,100,000		
1901366	NA	US31NB over Wildcat Creek	Bridge Maint and Repair	CN	STBG, \$725,919	\$580,735	\$145,184			\$725,919				
1900554	NA	Statewide; various locations	Funding for FY 2020-2023; Helpers program performed by LTAP	PE	HSIP, \$1,154,604	\$1,039,144	\$115,460			\$1,154,604				
1901367	NA	US31SB over Wildcat Creek	Bridge Maint and Repair	CN	STBG, \$725,919	\$580,735	\$145,184			\$725,919				
1802070	NA	Various locations	Traffic Signal Modernization	CN	STBG, \$1,075,000	\$860,000	\$215,000			\$1,075,000				
1901523	NA	SR931	Bridge Deck Overlay; Over US31 SB/NB 0.48 S of SR931	CN	STBG, \$863,000	\$690,400	\$172,600			\$863,000				
1901526	NA	SR931	Bridge Deck Overlay; Over US31 1.80 miles S of SR26 US31 SB/NB 0.48 S of SR931	CN	STBG, \$296,000	\$236,800	\$59,200			\$296,000				
1901544	NA	SR931	Bridge Deck Overlay; Over US31 and SR931 NB 2 mls S of SR26	CN	STBG, \$205,200	\$164,160	\$41,040			\$205,200				
1901546	NA	SR931	Bridge Deck Overlay; SR213 Bridge Deck Overlay; Over Wildcat Creek 1.44 mls S of US35	CN	STBG, \$88,000	\$70,400	\$17,600			\$88,000				
1801331	N/A	HMA Overlay, Preventive Maintenance	US 35, from SR 19 to US 31 S. Jct.	CN	STBG, \$863,000	\$690,400	\$172,600				\$863,000			
2001931		1.5 Mi. South of SR 218	US 31, 1.5 Mi. South of SR 218	CN	STBG, \$120,000	\$96,000	\$24,000					\$120,000		
2001930		SR 931 S junct to SR 931 N junct	US 31, SR 931 S junct to SR 931 N junct	CN	STBG, \$7,240,835	\$5,792,668	\$1,448,167					\$7,240,835		
2001928		US 31 S junct Ramps to Markland Avenue (Old SR 22)	SR 931, US 31 S junct Ramps to Markland Avenue (Old SR 22)	CN	STBG, \$5,163,470	\$4,130,776	\$1,032,694					\$5,163,470		

MPA State Projects														
Des #LPAProject Name (limits/ITS)Project DescriptionPhaseFunding Type & Total Cost						Funding Source				Project Phase: Year of Funding Total				INFO ONLY
						Federal	State	Local		2022	2023	2024	2025	2026
								K	HC					
2000465	N/A	Bridge Thin Deck Overlay	over US 31 NB/SB, 1.47 S SR 26	CN	STBG, \$274,242	\$219,394	\$54,848				\$274,242			
2000432	N/A	Bridge Thin Deck Overlay	over US 31 SB/NB, 1.0 S US 35	CN	STBG, \$320,593	\$256,474	\$64,119				\$320,593			
2000422	N/A	Bridge Thin Deck Overlay	over US 31, 01.36 S US 35	CN	STBG, \$245,286	\$196,229	\$49,057				\$245,286			
2000406	N/A	Bridge Thin Deck Overlay	over US 31 SB/NB, 00.67 N US 35	CN	STBG, \$207,633	\$166,106	\$41,527				\$207,633			
2000379	N/A	Bridge Thin Deck Overlay	over CR125 E, NS RR, 0.6 mi S SR 26	CN	STBG, \$258,196	\$206,557	\$51,639				\$258,196			
2000376	N/A	Bridge Thin Deck Overlay	over CR 125 E, NS RR, 0.6 mi S SR 26	CN	STBG, \$258,196	\$206,557	\$51,639				\$258,196			
2000374	N/A	Bridge Thin Deck Overlay	over DRAIN & MULTI-USE PATH, 00.63 S SR 931	CN	STBG, \$202,253	\$161,802	\$40,451				\$202,253			
2000371	N/A	Bridge Thin Deck Overlay	over DRAIN & MULTI-USE PATH, 00.63 S SR 931	RW	STBG, \$2,107,000	\$92,000	\$23,000					\$115,000		
2000371	N/A	Bridge Thin Deck Overlay	over DRAIN & MULTI-USE PATH, 00.63 S SR 931	CN	—	\$1,593,600	\$398,400						\$1,992,000	

Project prioritization within the MPA

The Kokomo MPO has developed a project prioritization methodology used to rank and identify projects for the Transportation Improvement Program. In the past, MPO TIP project selection has been based on MPO Policy Board and local LPA project selection consensus. Moving forward, the Transportation Network Project Prioritization process which is a metrics-based project evaluation document referred to as the Project, Implementation, Condition & Safety (PICS) will be used to efficiently accommodate performance-based planning for within the Kokomo MPA. This primarily performance-based PICS document is designed to assist the MPO in evaluating and prioritizing local projects by revealing or “picking” quantitative metrics-based projects with the added benefit of a qualitative assessment. The PICS metrics take into consideration (1) the need of a project as it relates the Transportation Network (2) Pavement Condition (3) Safety considerations (4) Prioritization based on Quantitative metrics (5) Qualitative assessment (6) Implementation recommendations and (7) Post build evaluation. Additional consideration will be given to INDOT identified Emergency Relief (ER) Projects in the TIP planning area. The MPO will coordinate with INDOT regarding ER projects as part of the planning process.

-PICS project prioritization form represented on the following page 24 & 25-

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

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICs) Metrics

Qualitative Terms
1 - Appeal
2 - Function
3 - Safety

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

System:	Federal Aid Transportation Network										Prepared by: MPO staff		Page __1__ of __3__				
Responsible:	Kokomo MPO admin & LPA ERC										Origination Date: 1-11-2019		Rev #11/3/2021		1		
Road Segment/ Network Input	Potential Failure Mode	Potential Failure Effects	Severity	Pavement Condition	Distress Rating	Safety Effects	DET	RPN	QUAL	QRPN	RFR	Project Recommendations	Project Built	Severity	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? -CR-, 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? Actions prioritized on the basis of: QRPN (3) Funding & Fit consideration	What is the recalculated RPN based on the project as built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safety Effected?	Risk Priority Number
Home Ave, Hoffer St to Lincoln Rd	Insufficient peak hour capacity	Shift change crash volume	3	Fatigue Cracking	2	Mild block freight u-turn, shift congestion from factory	4	24	3	27	3	Road reconstruction to accommodate heavy freight; added turn lanes; partner with factory for safe and efficient freight movements					
Gogier Rd, Markland Ave to Boulevard St	Backed up turn traffic	Poor traffic flow; turn movement difficulty	3	Alligator Cracking	3	Turn movement crash volume; crash with injury	3	27	2	29	1	Road reconstruction; added turn lanes; added bike lane	Active Project				
Berkley Rd, Markland Ave to Spicamee St	Falling Shoulders; poor drainage	Excessive resurfacing	4	Alligator Cracking	3	Shoulder rutting	2	24	1	25	3	Road reconstruction; added turn lanes; added bike lane; rail corridor trail terminus;RFR 3; involves RFR	Active Project				
Lincoln Rd, intersection with Berkley Rd	Congestion, thru lane includes left turn lane	Backed up traffic and thru traffic in right turn only lane	5	Low Severity Pavement to Concrete Transition	3	Turn movement crash volume; crash with injury	4	60	3	63	2	Intersection improvement with added turn lanes; culvert consideration; RFR 2; involves school property	Active Project				
Markland Ave, Berkley Rd to Dixon Rd	Intermittent standing water; shoulders inconsistent; narrow passage under future pedestrian bridge	Road closure	3	Alligator Cracking	3	High water related stalls; head on crash risk	4	36	2	38	4	Road reconstruction with added curb and gutter; culvert consideration; RFR 4; adjacent remediated property and RFR					
Smith Road, 50 East to Toulou Pike	Insufficient 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, SR931 to Dixon Rd	Pedestrian connectivity	Pedestrian safety	2	NA	1	Pedestrian fatality	5	10	3	13	3	Construct trail South of Center Rd to accommodate pedestrian movements; RFR 3; involves wetlands	Active Project				

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

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICs) Metrics

Qualitative
 1 - Appeal
 2 - Function
 3 - Safety

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

System: Federal Aid Transportation Network		Prepared by: MPO staff		Page __2__ of __3__	
Responsible: Kokomo MPO admin & LPA EHC		Origination Date: 1-11-2019		Rev #13/2021	

Road Segment/ Network Input	Potential Failure Mode	Potential Failure Effects	Severity	Pavement Condition	Distress Rating	Safety Effects	Distress Rating	Safety Effects	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Red Flag Risk Assessment	Project Recommendations	Project Built	Severity	Distress Rating	Distress Rating	Safety Effects	Risk Priority Number
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? -QRP- If Network geometry results in facilities and/or severe injuries, DET = 5	How often is Safety Effected?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Red Flag Risk Assessment	What are the project goals? What type of project is needed to improve the Key Input under investigation? Actions prioritized on the basis of: (1) Safety (2) high (3) Funding & Fit consideration	What is the recalculated RPN based on the project as built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safety Effected?	Risk Priority Number		
Dixon Rd, SR26 to Alto Rd	Capacity and continuity of lanes	Congestion	3	Moderate Block Cracking	2	Normal concern, turn movement, crash volume, church traffic	2	12	2	14	1	Road reconstruction; added turn lanes; added bike lane							
Dixon Rd, Alto Rd to West Morgan St	Excessive capacity	High speed traffic; no multi-modal consideration	2	Acceptable	1	Normal concern; unlikely pedestrian use	2	4	2	6	2	Road reconfiguration with separated/protected bike lane							
Linoch Rd Bridge (FY2024 build)	Pile fatigue; Non-Critical metal cracking	Compromised structural integrity	3	Increasingly Severe	3	Sub-standard integrity	3	27	3	30	2	Bridge reconstruction with elevated pedestrian crossing							
Dixon Rd Bridge (FY2027 build)	Deck overlay brittle fracture	Pothole; pothole debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	1	Deck reconstruction							
Apperson Way Bridge (FY 2030 build)	Deck overlay brittle fracture	Pothole; pothole debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	1	Deck reconstruction							
Fall Corridor Trail, Center Rd to Southway Blvd	pedestrian connecting	pedestrian safety	1	N/A	1	nominal pedestrian concern	1	1	1	2	3	Construct trail with lighting; RFR 3, involves PR							
Fall Corridor Trail, Deffenbaugh St to West Middleton	regional pedestrian connecting	pedestrian safety	3	N/A	1	nominal pedestrian concern	1	3	2	5	3	Construct trail with lighting; partial MPA project; RFR 3; involves PR							

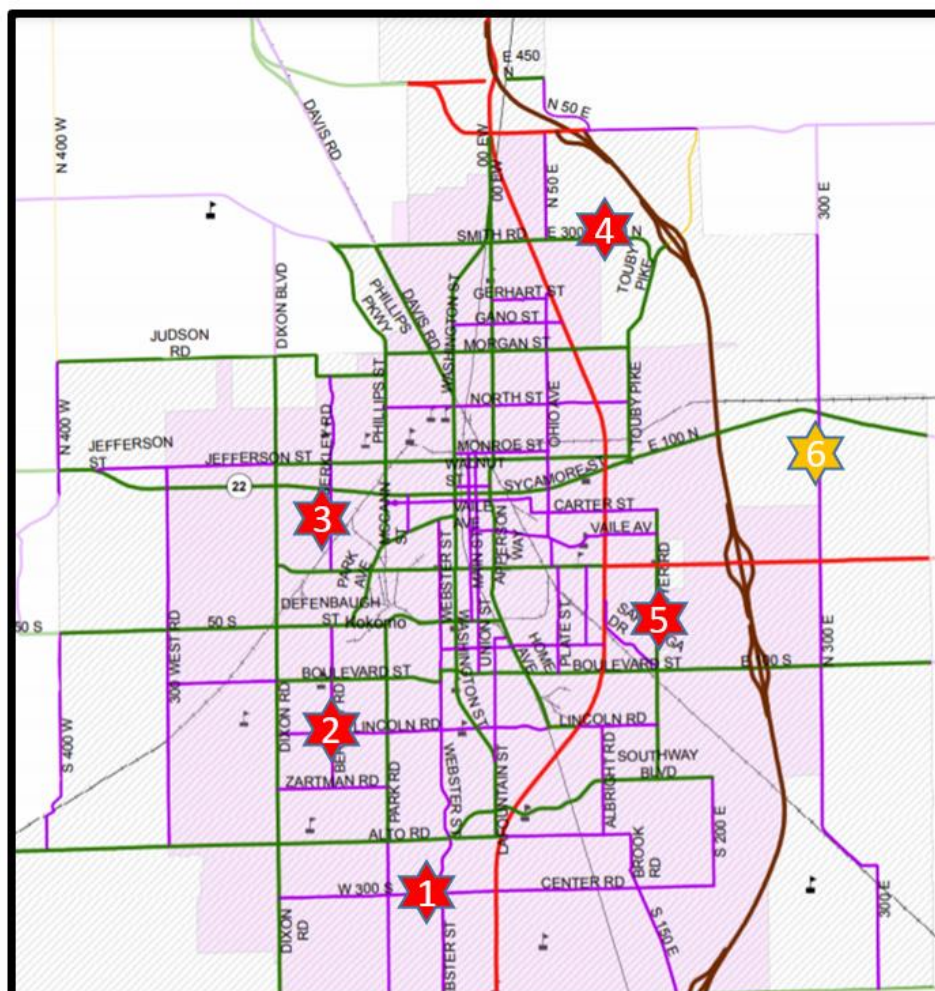
Project Locations

MPO Funded Road Improvement Projects using PICS methodology –

- Berkley Rd, location (3); Markland Ave to Sycamore St; road reconstruction
- Lincoln Rd, location (2); intersection with Berkley Rd; added turn lanes
- Smith Rd, location (4); 50 E to Touby Pike; road reconstruction
- Goyer Rd, location (5); Markland Ave to Boulevard St; road reconstruction

MPO funded projects outside of the PICS metrics methodology –

- Center Rd Trail, location (1); US931 to Dixon Rd; pedestrian trail south of road
- 300 E Bridge, location (6); bridge reconstruction (no MPO funding)



APPENDIX

Metropolitan Transportation Planning Process Certification

2010 Census updated UAB approval (2020 approval in process)

INDOT identified Emergency Relief Projects

Resolution to support INDOT Safety Performance Measures

Performance Targets – Four year financial impact

Public Notice Documentation

Resolution to Adopt FY2022-2026 TIP

Governor approval letters


Metropolitan Transportation Planning Process Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION Fiscal Year 2021

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

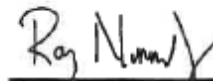
Executive Director

Title

1-14-2021

Date

Indiana Department of Transportation

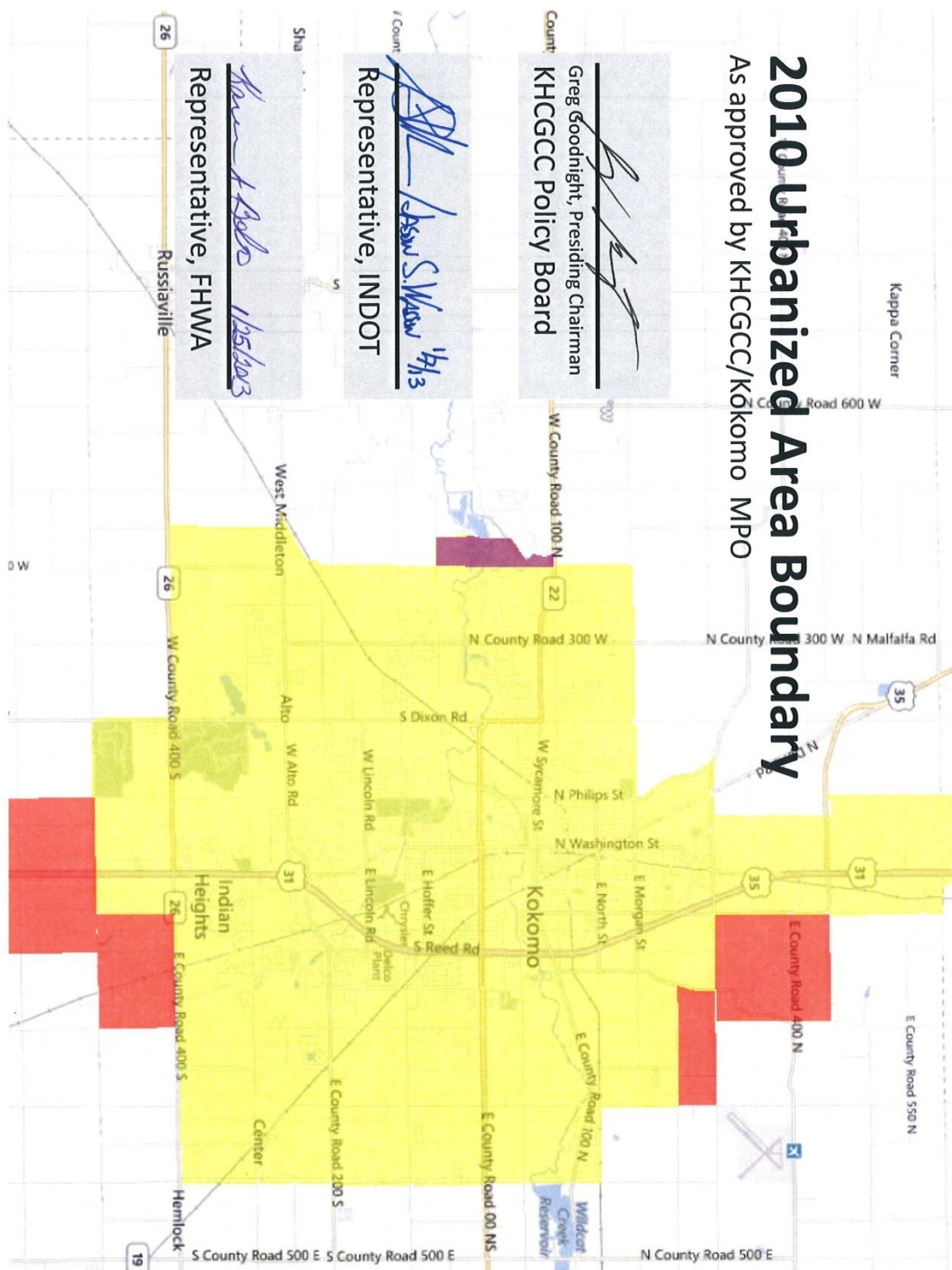


Roy S. Nunnally
Director, INDOT
Technical Planning & Programming

Title

1/15/2021

Date



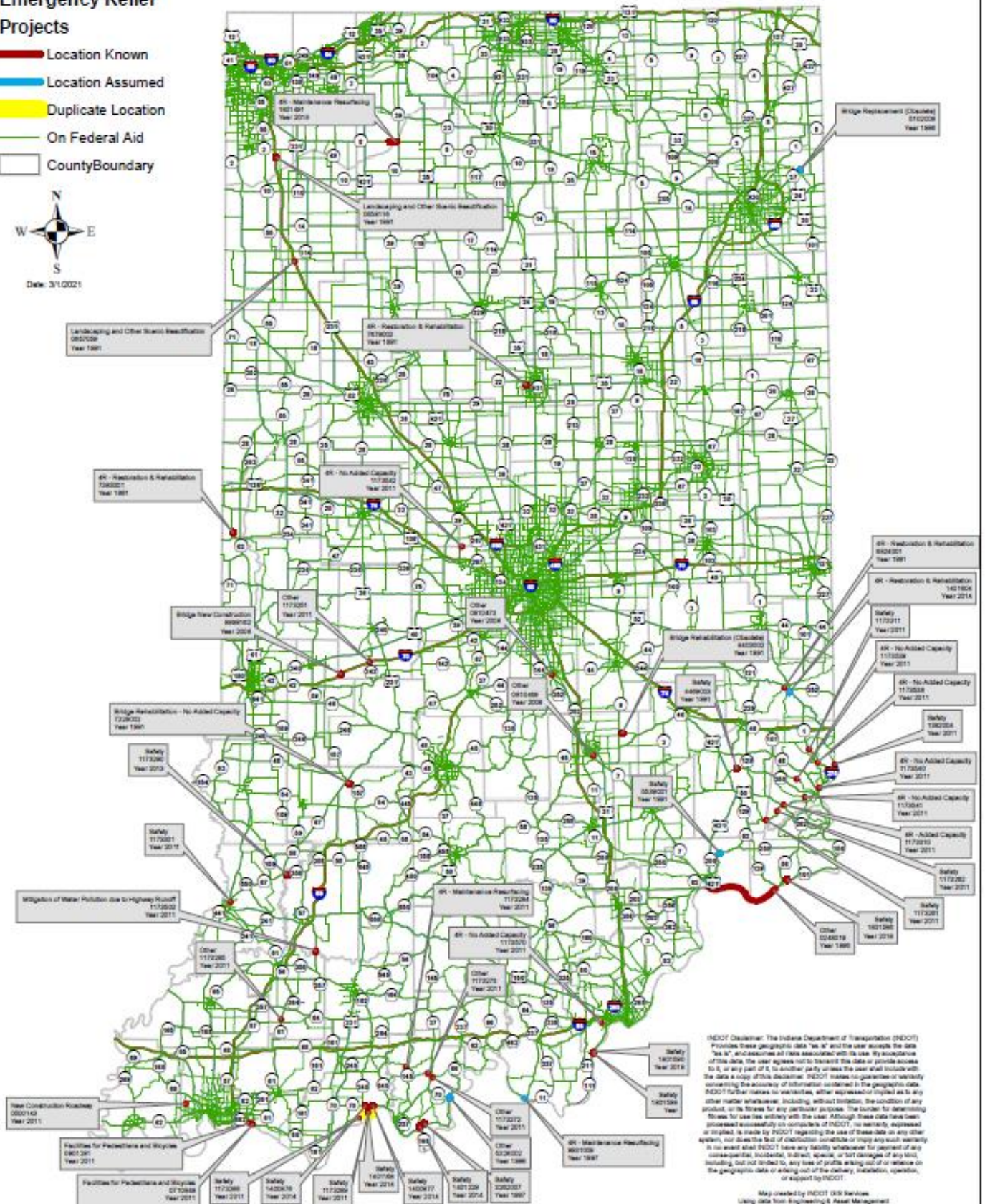
INDOT Emergency Relief Projects

Emergency Relief Projects

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



Date: 3/1/2021



Resolution to support Safety Performance Measures



RESOLUTION 2020-4 **RESOLUTION TO SUPPORT INDOT's TARGETS FOR** **Safety Target Performance Measures**

WHEREAS, the Kokomo/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 so that they contribute towards the accomplishment of the Indiana Department of Transportation's safety targets for the performance measures.

WHEREAS, the Metropolitan Planning Organization approved the support of INDOT's TPM on Safety.

NOW THEREFORE BE IT RESOLVED by staff of the KHC GCC that we will support the safety targets by incorporating planning activities, programs and projects in the Long-Range Transportation Plan and Transportation Improvement Program.

Section 1. That the Kokomo Howard County Governmental Coordinating Council (KHC GCC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2020 safety targets for the performance measures as follows: 907.7 crash fatalities, 1.097 fatalities per 100 million vehicle miles traveled, 3,467.4 serious injuries, 4.178 serious injuries per 100 million vehicle miles traveled, 405.9 non-motorist fatalities and serious injuries.

Section 2. That the Kokomo Howard County Governmental Coordinating Council (KHC GCC) will support the safety targets by incorporating planning activities, programs and projects in the Long-Range Transportation Plan and Transportation Improvement Program.

Adopted the 27th day of February, 2020


Tammy Corn, Executive Director KHC GCC


Attest: Doug Eytcheson, Planner KHC GCC

Performance Targets – Four year financial impact

TIP/STIP Project Impact						
		INDOT & KHCGCC			Support (FY 2022-2026)	
		2019	2020 Target	2021 Target		
Safety	Number of Fatalities	889.6	907.7	817.3	20 TIP Projects \$90.8 M in funding	
	Rate of Fatalities (per million VMT)	1.087	1.100	1.006		
	Number of serious injuries	3501.9	3467.4	3311.4		
	Rate of serious injuries (per million VMT)	4.234	4.178	4.088		
	Number of non-motorized fatalities and serious injuries	393.6	405.9	393.6		
		INDOT & KHCGCC			Support (FY 2022-2026)	
		Baseline	Year Target	Year Target		
Pavement	Interstate System - % of pavements in Good condition	n/a	n/a	50.0%	10 TIP Projects \$174.1 M in funding	
	Interstate System - % of pavements in Poor condition	n/a	n/a	0.8%		
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	78.7%	40.0%		
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	3.1%	3.1%		
Bridge	% of NHS Bridges, by deck area in Good condition	50.0%	48.3%	47.2%	1 TIP Project \$2.6 M in funding	
	% of NHS Bridges, by deck area in Poor condition	2.3%	2.6%	3.1%		
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTR)	93.8%	90.5%	92.8%	3 TIP Projects \$23.6 M in funding	
	Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTR)	n/a	n/a	89.8%		
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.27	1.3		
		City Line Transit			Support (FY 2022-2026)	
		2018	2019	2020 Target		
Transit Asset Management	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	0%	0%	0%		
	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	15%	10%		
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale	n/a	0%	0%		
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale	n/a	0%	0%		
Transit Safety	Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	> \$110,000 for Capital Projects annually
		Demand Response	0	0	0	
	Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	> \$1.1 million for Operating Assistance annually
		Demand Response	1	1	0	
	Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	1	0	
		Demand Response	0	0	1	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (n/a if no major mechanical failures)	Fixed Route	TBD	TBD	TBD	
		Demand Response	TBD	TBD	TBD	

Public Notice



INDIANA MEDIA GROUP

PO Box 607 • Greensburg, IN 47240-0907 • (877) 253-7755

Anderson Herald Bulletin • Batesville Herald Tribune • Graham News
Greensburg Daily News • Hendricks County Flyer • Highflyer
Kokomo Tribune • Lebanon Reporter • Loganport Photos-Tribune
Rushville Republican • Washington Times-Herald • Danville Commercial News
Zionsville Times Sentinel • Jeffersonville/New Albany News and Tribune

1) Billing Period		2) Advertiser/Client Name	
06/2021		KHCGCC	
23) Total Amount Due	*Unapplied Amount	3) Terms of Payment	
8.93			
21) Current Net Amount Due	22) 30 Days	60 Days	Over 90 Days
8.93	.00	.00	.00
4) Page Number	5) Billing Date	6) Billed Account Number	7) Advertiser/Client Number
1	06/30/21	13254	JOE B. 13254

Advertising Invoice

8) Billed Account Name and Address	
KHCGCC 219 E SYCAMORE KOKOMO IN 46901	

Please Return Upper Portion With Payment

10) Date	11) Newspaper Reference	12/13/14) Description-Other Comments/Charges	15) SAU Size	16) Billed Units	17) Times Run	18) Rate	19) C
06/02/21	6574945 LGOVI	SEEKING PUBLIC COMMENT 05/28,29,31,06/02 KTOL/KTR KTRI/KTR	1X	7.00	4	1.28	

PUBLIC NOTICE

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) is conducting an open house for the Transportation Improvement Program (TIP). Projects within the TIP will be discussed and public input for other road, bridge, freight and safety projects will be accepted.

Open House: April 12
Time: Noon-2pm and 4pm-6pm
Location: City Hall, Louks Conf Rm
Agenda for open house:

- About the TIP
- TIP project selection
- TIP project list
- Other projects

The TIP includes federally funded local transportation/road and transit/bus system projects along with state projects that will be completed in the Kokomo area.

The TIP can be viewed prior to the open house on our web site at kokomompo.com. Additional information and direct public input is available on Facebook (Kokomo/Howard Co. MPO). Draft copies are available for inspection from the KHCGCC office located at the Transit Center downtown; 219 E Sycamore St, Kokomo, IN 46901, telephone: (765) 456-2336. Comments will be accepted until April 9, 2021.

K-272 3/27,29 hspaxlp 1701441

Public Notices

**Seeking Public Comment
Title VI Policy/Program and TIP.**
There will be an open house on
May 26th and June 9th at 10-
11:30am and 4-5:30pm in Louks
Conference Room in City hall.
K-489 5/28,29,31,6/2 hspaxlp

Statement of Account - Aging of Past Due Amounts

Due date: 07/15/21

21) Current Net Amount Due	22) 30 Days	60 Days	Over 90 Days	*Unapplied Amount	23) Total Amount Due
8.93	0.00	0.00	0.00		8.93



INDIANA MEDIA GROUP

PO Box 607 • Greensburg, IN 47240-0907 • (877) 253-7755

* UNAPPLIED AMOUNTS ARE INCLUDED IN TOTAL AMOUNT DUE

24) Invoice Number	25) Advertiser Information
062113254	6) Billing Period
	7) Billed Account Number
	8) Advertiser/Client Number
	9) Advertiser/Client Name
	06/2021
	13254
	13254
	KHCGCC



RESOLUTION 2021-16

**RESOLUTION FOR ADOPTION
OF THE 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, 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 the KHCGCC and the Indiana Department of Transportation (INDOT), and

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

NOW THEREFORE BE IT RESOLVED by the Policy Board of the KHCGCC that the 2022-2026 TIP be adopted.

With this Resolution, the KHCGCC document titled Transportation Improvement Program 2022-2026 will be forwarded to INDOT for approval.

Adopted this 8th day of July, 2021

Presiding Officer, KHCGCC Policy Board

Attest: _____
Policy Board Member

|

Governor Approval Letter (UPDATE WHEN APPROVED)