

# **TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2024 - 2028**



**Adopted by the KHCGCC (Kokomo MPO) Policy Board:**

Resolution 13-2023 on May 11, 2023

TIP effective date: July 01, 2023 (SFY2024)

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 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 March of 2021, 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)

**-Date, Resolution, Section Updated -**

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**KOKOMO/ HOWARD COUNTY  
GOVERNMENTAL COORDINATING COUNCIL**

**POLICY BOARD**

**VOTING MEMBERS**

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

**NON-VOTING MEMBERS**

Representative, FHWA  
Representative, INDOT

**TECHNICAL ADVISORY COMMITTEE**

**VOTING MEMBERS**

Engineer, City of Kokomo  
Director, Kokomo Transit System  
Appointed Representative, Greenfield District, INDOT  
Director, City of Kokomo Department of Development  
Howard County Highway Department Superintendent  
Executive Director, Kokomo/Howard County Planning Commission  
Executive Director, Kokomo/Howard Co. Gov. Coordinating Council  
Community Service Division (or Traffic Division), Kokomo Police Department

**NON-VOTING MEMBERS**

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

**CITIZEN'S ADVISORY COMMITTEE ON TRANSPORTATION**

**VOTING MEMBERS**

Public Transit User  
Director, Carver Center  
Director, Transit System  
Director, Samaritan Caregivers  
Transit Manager, KHCGCC MPO  
Director, Kokomo Rescue Mission  
Trustee, Kokomo Center Township  
Executive Director, KHCGCC MPO  
Representative, Kokomo-Howard County Library  
Representative, United Way of Tipton-Howard County  
Executive Director, Kokomo-Howard County Plan Commission  
Representative, Howard County Health Department, Nursing Div.

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## I. INTRODUCTION

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, is more sustainable and resilient to a changing climate, and is more equitable. FHWA is committed to increasing our level of coordination with metropolitan planning organizations, State departments of transportation and other stakeholders and decisionmakers including local and tribal governments that have not traditionally had access to needed Federal funds to ensure these goals are fully realized.

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

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

## 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).

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 conduct studies, public meetings, and assists local municipalities with planning activities.

### B. PROJECT SELECTION

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

The Howard County Highway Department, the City of Kokomo Engineering Office, the City of Kokomo Transit Department and the Indiana Department of Transportation propose projects for the Kokomo MPO Transportation Improvement Program (TIP). Typically, proposed projects have already been documented in the Metropolitan Transportation Plan (currently 2020 to 2045). KHCGCC TIP is a subset of the MTP reflecting the investment priorities established in the region's metropolitan transportation plan. The project selection can be affected by current transportation policy, which establishes requirements for performance management to ensure the most efficient investment of Federal Transportation funds. The State and MPO's will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals. In a case where a project is submitted to meet federal goals, it shall meet the same criteria approval as all other proposed projects, including public input and amendment into the MTP.

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

Surface Transportation Block Grant Program (STBG): STBG is the largest allocation KHCGCC receives and has the most flexible eligibility. All projects eligible for the following funding types, are also eligible for STBG. Federal guidance regarding STBG funds can be found here:

<https://www.fhwa.dot.gov/bipartisaninfrastructure-law/docs/hsip.pdf>.

The KHCGCC does not receive Congestion Mitigation and Air Quality Program (CMAQ) funds; however, (CMAQ) fund information can be found here [https://www.fhwa.dot.gov/bipartisan-infrastructurelaw/docs/surface\\_transportation\\_block\\_grant.pdf](https://www.fhwa.dot.gov/bipartisan-infrastructurelaw/docs/surface_transportation_block_grant.pdf).



Highway Safety Improvement Program (HSIP): HSIP is intended to be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP), can correct or improve a hazardous road location or feature, and address a highway safety problem. Eligibility guidance can be found here, <https://safety.fhwa.dot.gov/hsip/resources/fhwas15011/>

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

The following factors are traditionally considered while setting project priorities:

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

## **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. All comments received will be addressed and responded to, whether in a meeting and documented in meeting minutes, in email, or social media. The questions and responses will be part of the appendix.

## **D. FEDERAL TRANSPORTATION ACT PLANNING FACTORS**

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

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

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

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



## 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."* In February 1994, President Clinton issued Executive Order 12898, "to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects. Additionally on January 20, 2021, President Biden issued Executive Order 13985 pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Because advancing equity requires a systematic approach to embedding fairness in decision-making processes, executive departments and agencies (agencies) must recognize and work to redress inequities in their policies and programs that serve as barriers to equal opportunity.

The 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:

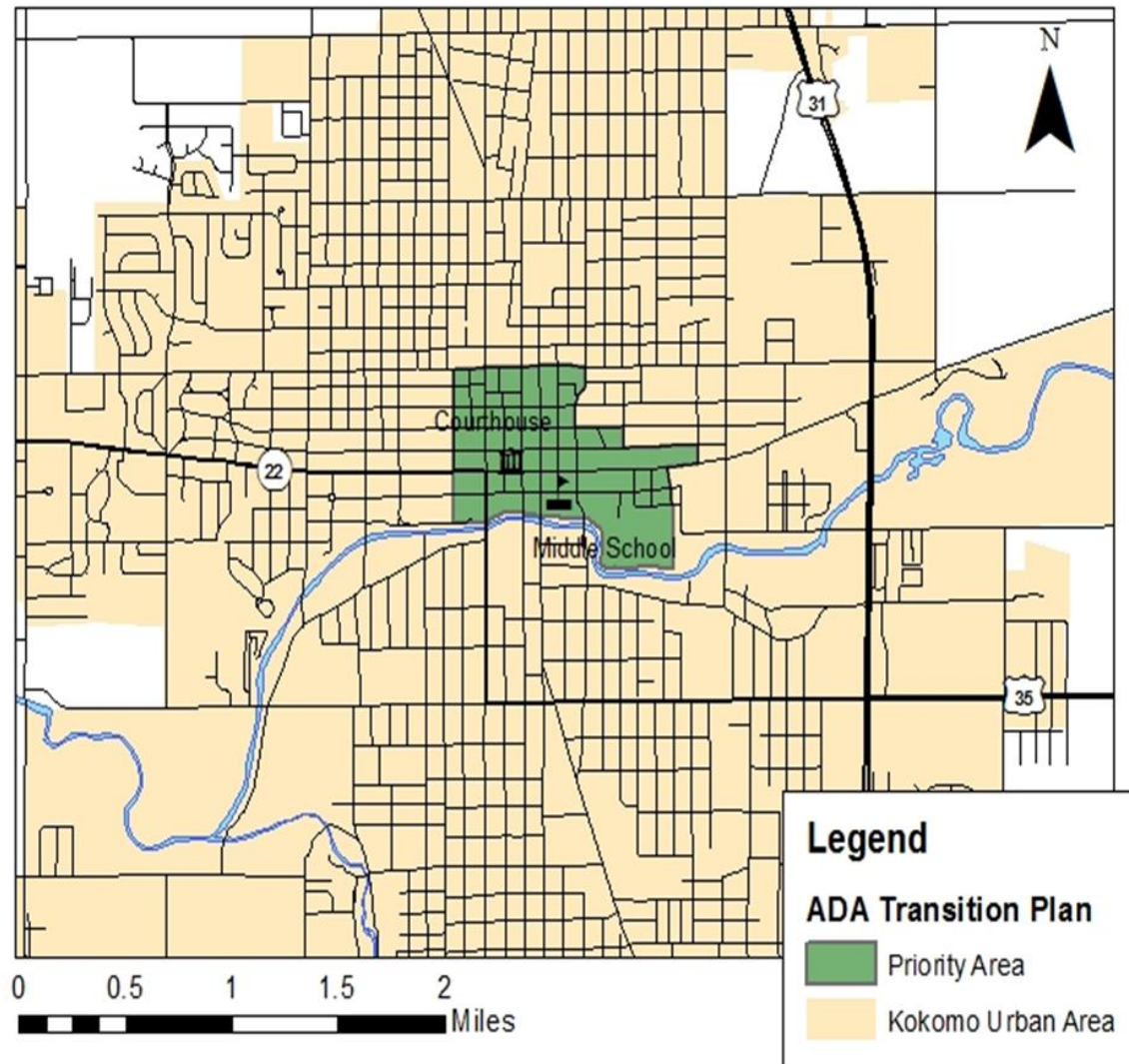
- Expressing Environmental Justice (EJ) concerns to the city and county for project design.
- EJ consideration when introducing new documents and procedures.
- Continuous improvement of public participation contact list, including EJ contacts.
- Determining completed and committed projects have no negative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

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

## 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**

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).

### FIGURE 2. Multimodal Facilities

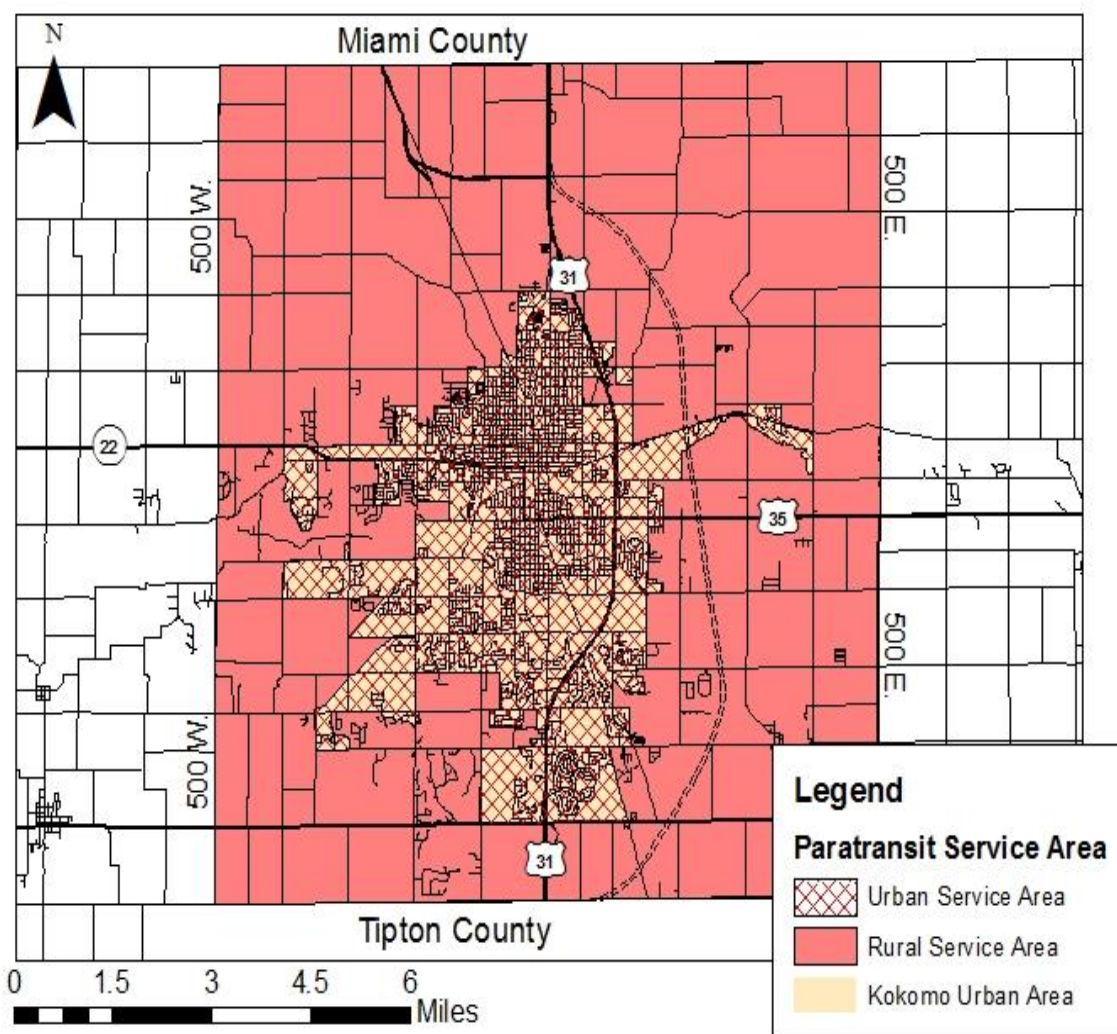


## H. PUBLIC TRANSIT

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).

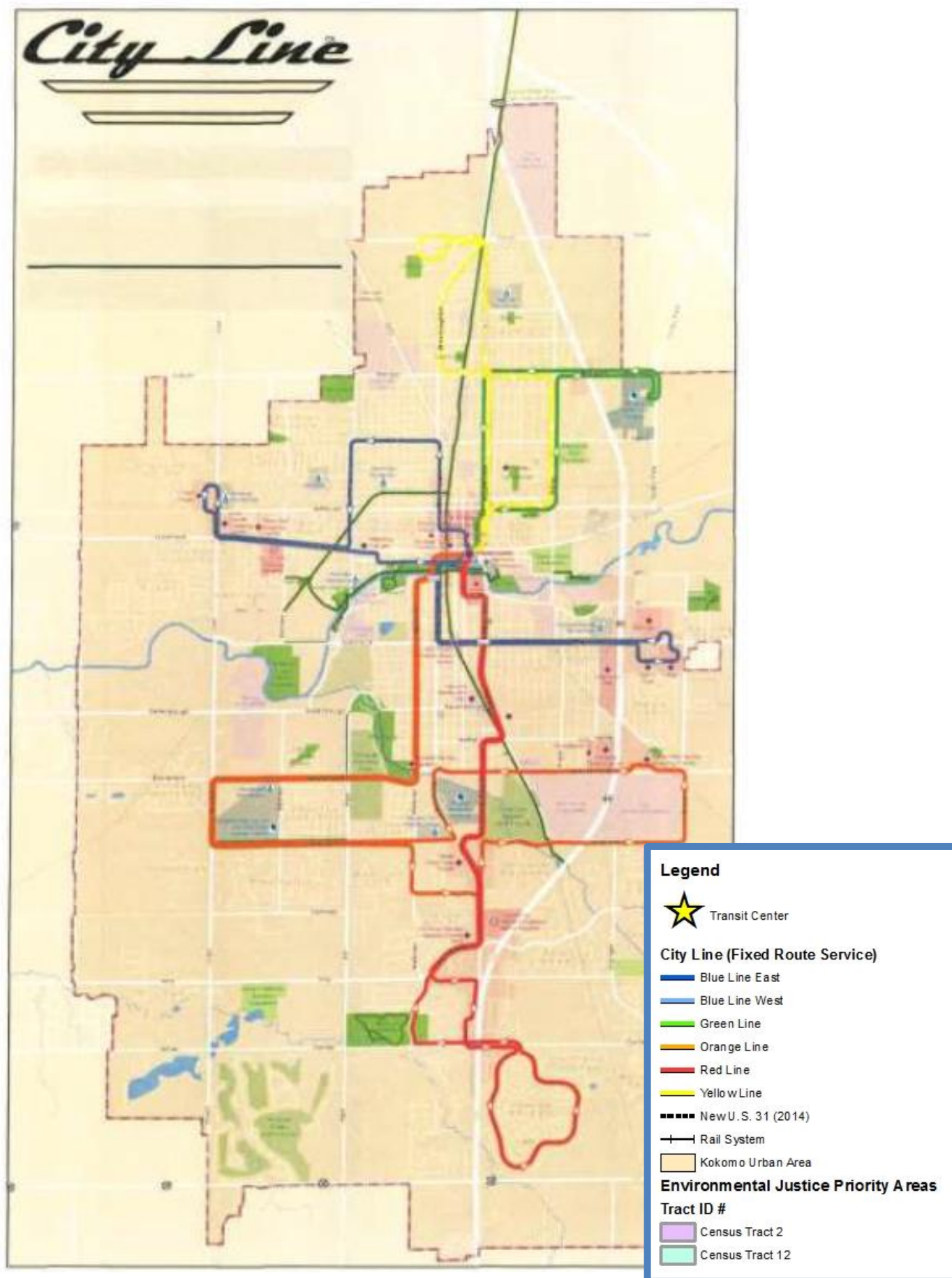
In 2018 a new transit facility opened. The hub serves as a dispatch center for the Spirit of Kokomo and a transfer station for City-Line Trolley. The fixed route system has become the priority service and will need to be evaluated to determine service life and assorted bus fleet variables; in doing so 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 \$1,218,875 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	Center Rr Trail – in construction	\$2,670,800	\$667,700	\$3,764,005
2	Lincoln Rd Intersection - built	\$602,662	\$150,665	\$753,327

## III. PROJECT LIST DEVELOPEMENT FOR FY 2024- 2028

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 7**) 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 **FIGURE 6**).

When the Policy Board of the Kokomo-Howard County Governmental Coordinating Council has 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.



FIGURE 6 - MPA

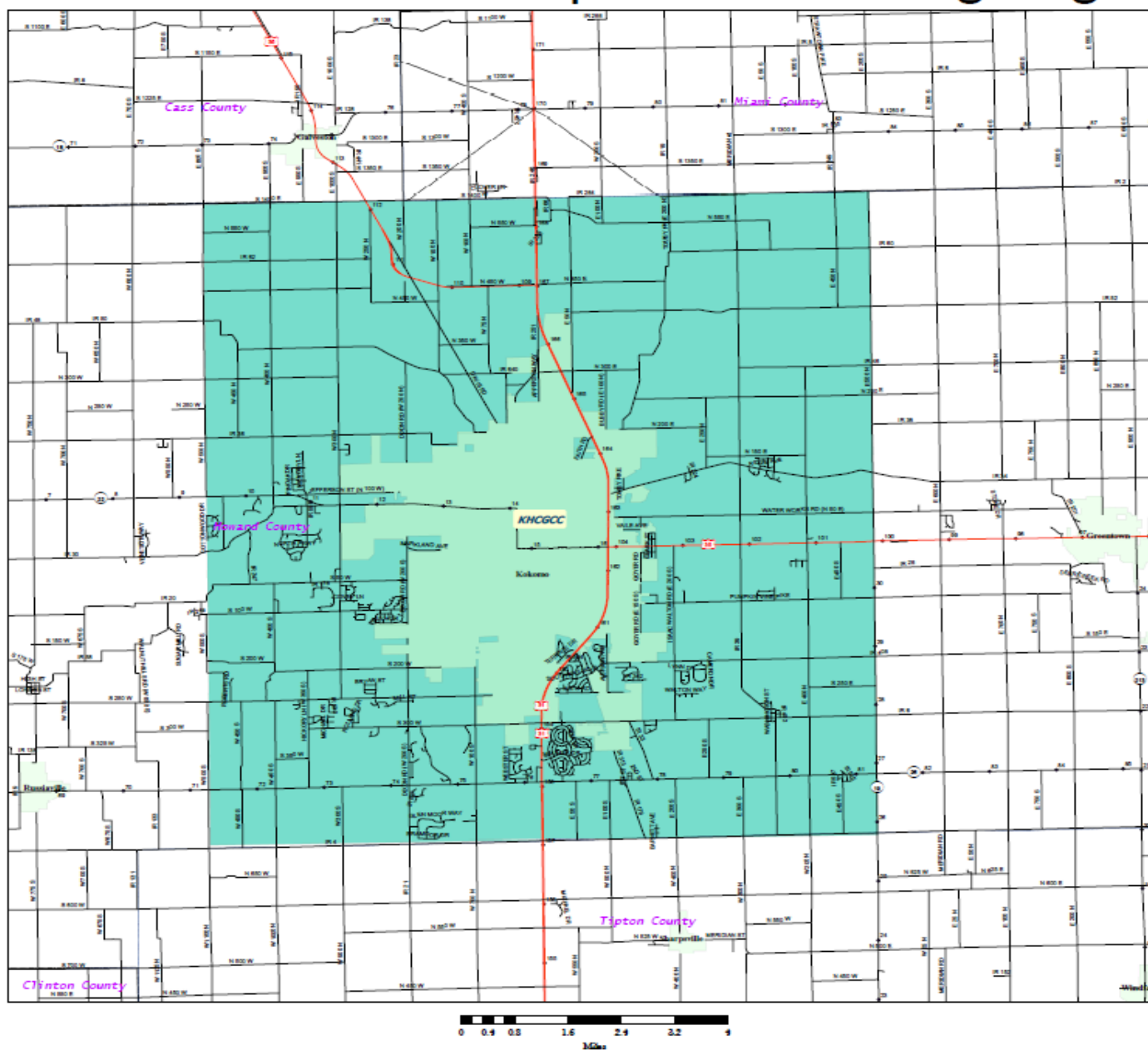
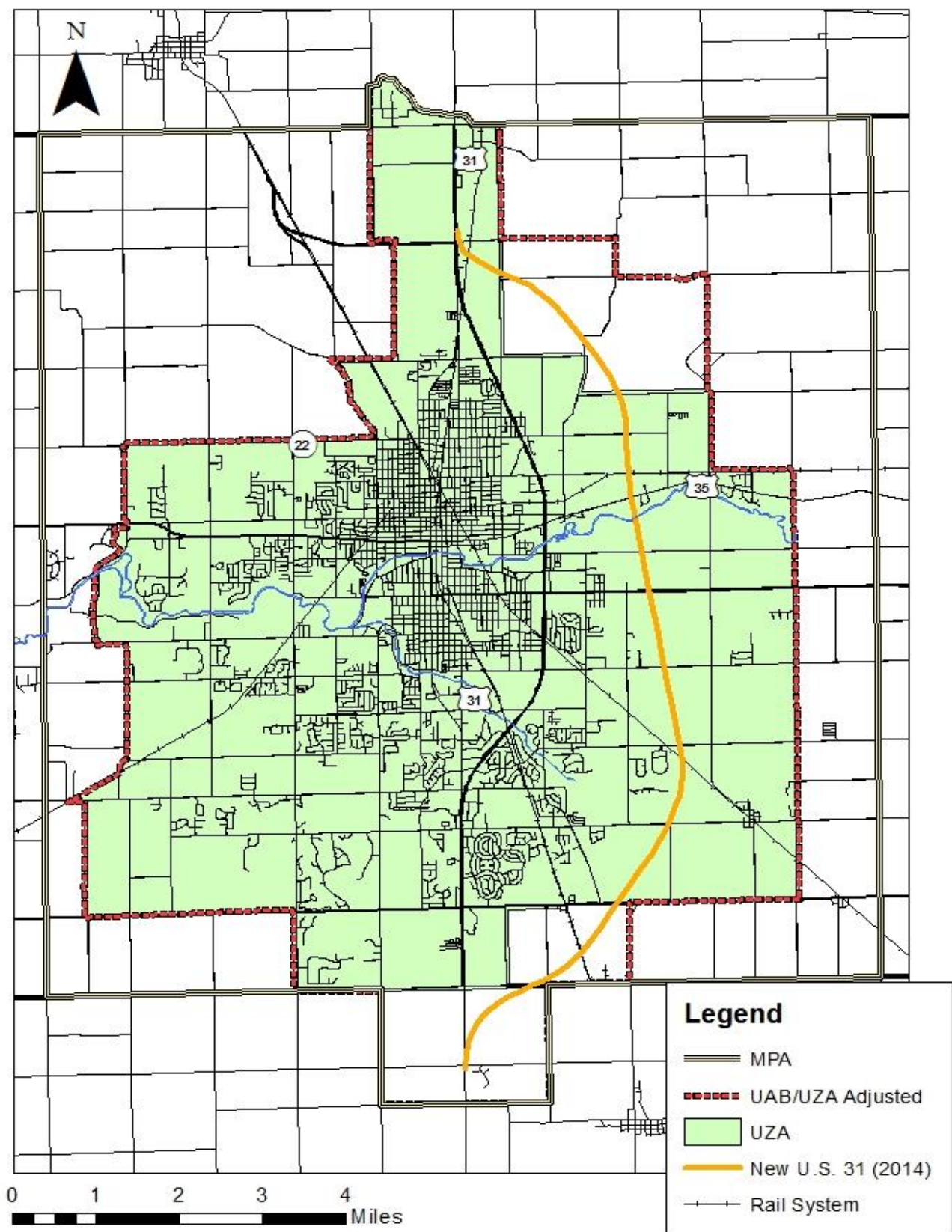


FIGURE 7 Planning Areas



## 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

2023 Number of Fatalities = 945

2023 Rate of Fatalities = 1.128

2023 Number of Serious Injuries = 3413

2023 Rate of Serious Injuries (Per HVMVT) = 4.073

2023 Number of Non-Motorized Fatalities and Serious Injuries = 410

### 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 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

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.

### Current MPO Funded Road Improvement Projects using PICS methodology –

- Center Road Trail – from SR 931 to Dixon Rd - Construct trail South of Center Rd to accommodate pedestrian movements
- Berkley Rd, Markland Ave to Sycamore St; road reconstruction – In design with \$546,800 spent to date and expect to build in FY 25.
- Smith Rd, 50E to Touby Pike; road reconstruction – In design with \$652,020 spent to date in coordination with new business Stellantis. Expect to build in FY 25
- Goyer Rd, Markland Ave to Boulevard St; road reconstruction – In design with \$848,100 spent to date and expect to build FY 26.
- Alto Rd, Cartwright Dr to Albright Rd; Road reconstruction / Sidewalks – Design will begin in FY 24 and expect to build in FY 28.
- Center Rd, Kimberly Dr to Albright Rd; Road Reconstruction / Sidewalks – Design will begin in FY 24 and expect to build after FY 28.
- Zartman Rd, S. Berkley Rd to S. Park Rd; Road Reconstruction – Design will begin in FY 24 and expect

to build after FY 28.

- Izaak Walton Rd over Kokomo Creek, bridge 71; Bridge Replacement – Design will begin in FY 24 and expect to build FY 27.
- Webster St over Kokomo Creek, bridge 129; Bridge Rehabilitation – Design will begin in FY 24 and expect to build FY 27.
- CR 250S over Little Wildcat Creek, bridge 30; Bridge Rehabilitation – Design will begin in FY 24 and expect to build FY 27.

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

Howard County Bridge Inspection																
Project Name					Funding	Funding Source				Project Phase: Year of Funding Total				INFO ONLY		
Des #	LPA	(limits/ITS)	Description	Phase	Type & Total Cost	Federal	State	Local		2024	2025	2026	2027	2028		
								K	HC							
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$15,000	\$12,000			\$3,000	\$15,000						
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$111,000	\$88,800			\$22,200		\$111,000					
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$14,000	\$11,200			\$2,800			\$14,000				
TBD	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$125,000	\$100,000			\$25,000				\$125,000			
TBD	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$16,000	\$12,800			\$3,200					\$16,000		
MPO Projects for Kokomo and Howard County																
										MPO Annual Allocation 2024						
										Carbon Red	Sect 164	Protect	STBG	HSIP	TA	FY24
										\$194,341.00	\$76,280.00	\$71,931.00	\$1,784,895.00	\$320,091.00	\$222,736.00	\$2,670,274
Funding					Funding Source				Project Phase: Year of Funding Total				INFO ONLY			
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Type & Total Cost	Federal	State	Local		2024	2025	2026	2027	2028		
								K	HC							
1900778	K	Berkley Rd; Markland Ave to Sycamore St	Road reconstruction with added curb and gutter	Total	\$4,571,800											
				RW	STBG	\$100,000		\$25,000		\$125,000						
				CN	STBG	\$2,640,415		\$1,259,585			\$3,900,000					
				CE				\$487,500			\$487,500					
2002563	K	Smith Rd (300N); CR50E to Touby Pike	Road Reconstruction	Total	\$6,790,624											
				RW	STBG	\$20,000		\$5,000		\$25,000						
				CN		\$0		\$5,426,158			\$5,426,158					
				CN	Relinquishment	\$0		\$60,263			\$60,263					
				CE		\$100,000		\$500,000			\$600,000					
2201070	K	Goyer Rd; Markland to Boulevard	Road Reconstruction	Total	\$5,210,548											
				RW	STBG / HSIP	\$40,000		\$10,000			\$50,000					
				CN		\$2,350,459		\$1,428,239				\$3,778,698				
				CE		\$427,000		\$106,750				\$533,750				
2300583	K	Alto Road - from Cartwright to Albright	Road Reconstruction / sidewalks	Total	\$4,200,000											
				PE	STBG / HSIP	\$420,000		\$105,000		\$525,000						
				RW		\$360,000		\$90,000					\$450,000			
				CN		\$2,280,000		\$570,000						\$2,850,000		
				CE		\$300,000		\$75,000						\$375,000		
2300584	K	Center Road - from Kimberly Dr to Albright	Road Reconstruction / sidewalks	Total	\$2,800,000											
				PE	STBG / HSIP	\$280,000		\$70,000		\$350,000						
				RW		\$160,000		\$40,000						\$200,000		
				CN		\$1,600,000		\$400,000								
				CE		\$200,000		\$50,000								
2300588	K	Zartman - from S. Berkley Rd to S. Park Rd	Road Reconstruction	Total	\$2,310,000											
				PE	STBG / TA	\$240,000		\$60,000		\$300,000						
				RW		\$120,000		\$30,000						\$150,000		
				CN		\$1,320,000		\$330,000								
				CE		\$168,000		\$42,000								
Funding						Funding Source				Project Phase: Year of Funding Total				INFO ONLY		
Des #	LPA	(limits/ITS)	Project Description	Phase	Cost	Federal	State	Local		2024	2025	2026	2027	2028		
								K	HC							
1902780	HC	CR 300 East; 0.7 miles N of CR 50 N over Wildcat Creek- 56	Bridge Reconstruction	RW	State STBG, \$2,446,300	\$92,000			\$23,000	\$115,000						
				CN/CE	State STBG	\$1,593,600			\$398,400		\$1,992,000					

2300066	HC	CR550N Over S Fork Deer Creek near Cassville - 46	Bridge Replacement	PE	State STBG \$2,589,500	\$421,000			\$103,000	\$515,000			
				RW		\$45,600			\$11,400		\$57,000		
				UT		\$20,800			\$5,200				\$26,000
				CN		\$1,352,000			\$338,000				\$1,690,000
				CE		\$203,200			\$50,800				\$254,000
				mitigation			in lieu		\$0			\$47,500	
2300585	HC	Izaak Walton Road over kokomo Creek - 71	Bridge Replacement	Total	\$1,600,000								
				PE	STBG	\$200,000			\$50,000	\$250,000			
				CN		\$960,000			\$240,000				\$1,200,000
				CE		\$120,000			\$30,000				\$150,000
2300587	HC	Webster St over Kokomo Creek - 129	Bridge Rehabilitation	Total	\$1,060,000								
				PE	STBG	\$128,000			\$32,000	\$160,000			
				CN		\$640,000			\$160,000				\$800,000
				CE		\$80,000			\$20,000				\$100,000
2300586	HC	CR250S over little Wilcat Creek - 30	Bridge Rehabilitation		\$850,000								
				PE	STBG	\$96,000			\$24,000	\$120,000			
				CN		\$520,000			\$130,000				\$650,000
				CE		\$64,000			\$16,000				\$80,000

### 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 2024	FY 2025	FY 2026	FY 2027	Total
Sec. 5307	\$1,255,259	\$1,217,875	\$1,217,875	\$1,217,875	\$4,908,884
FHWA	FY 2024	FY 2025	FY 2026	FY 2027	Total
STBG	\$1,784,895	\$1,819,552	\$1,854,904	\$1,890,500	\$7,349,851
TA	\$222,736	\$227,190	\$231,734	\$235,000	\$916,660
Sect 164	\$76,280	\$77,806	\$79,362	\$80,000	\$313,448
HSIP	\$320,091	\$327,189	\$334,429	\$341,400	\$1,323,109
Carbon	\$194,341	\$198,228	\$202,193	\$205,000	\$799,762
Protect	\$71,931	\$73,370	\$74,837	\$75,559	\$295,697
Total:	\$2,670,274	\$2,723,335	\$2,777,459	\$2,827,459	\$10,999,527

Entity funding by year:	Federal	FY	Local Match		Potential Additional			Over/ Under Allocation
			K	HC	Local Match			
Note: trade FY 24 - get back in FY 25 - updated FY 25 Federal \$3,966,689 with city overmatch \$5,565,560	\$1,484,000	2024*	\$265,000	\$106,000	\$0	Trade for FY 25	\$1,186,274.00	\$1,186,274
	\$2,780,415	2025**	\$695,104	\$0	\$7,048,402	get back trade	to overmatch	-\$57,080
	\$2,777,459	2026	\$694,364	\$0	\$840,625			\$0
	\$2,744,000	2027	\$70,000	\$596,000	\$0			\$83,459
	\$2,860,000	2028	\$715,000	\$0	\$0	Illustrative		N/A
* FY 24 allocation \$2,670,274 minus programmed amount \$1,484,000 equals left over for trade amount \$1,186,274 with hope of getting back in FY 25.								
** FY 25 allocation \$2,723,335 with \$2,780,415 being programmed makes local match for federal portion \$695,104 plus additional funds needed at letting equals city total <b>over match</b> for all FY 25 potentially without trade back funds \$7,048,402. With trade back from FY 24 <b>over match</b> by city is reduced to \$5,862,128.								

The KHCGCC FY24-27 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 sources

City of Kokomo			2024	2025	2026	2027	2028	Total 2024-2028
Revenues								
Fund #2020	LR&S		1,105,600.00	1,105,600.00	1,105,600.00	1,105,600.00	1,105,600.00	5,528,000.00
Fund #2010	MVH	Local Prop Taxes	2,595,000.00	2,595,000.00	2,595,000.00	2,595,000.00	2,595,000.00	12,975,000.00
	MVH	Wheel & Surtax	820,000.00	820,000.00	820,000.00	820,000.00	820,000.00	4,100,000.00
	MVH	State	1,450,000.00	1,450,000.00	1,450,000.00	1,450,000.00	1,450,000.00	7,250,000.00
	MVH	Paymnt in lieu of Restoration						-
	MVH	Misc	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	250,000.00
Fund #2030	MVH-Restricted	State	1,350,000.00	1,350,000.00	1,350,000.00	1,350,000.00	1,350,000.00	6,750,000.00
Fund #2690	Comm Crossing							-
Fund #2310	CDBG	Infrastructure						-
Fund #2700	INDOT rd project							-
Fund #2820	FTA grant	IUK Sidewalk Gt						-
	Others		-	-	-	-	-	-
	Calculated Total		7,370,600.00	7,370,600.00	7,370,600.00	7,370,600.00	7,370,600.00	36,853,000.00

MVH & LR&S Annual  
report total

Howard County			2024	2025	2026	2027	2028	Total 2024-2028
Revenues								
LR&S			745,182.29	745,182.29	745,182.29	745,182.29	745,182.29	3,725,911.45
MVH		Local Prop Taxes						-
MVH		Wheel & Surtax	626,857.36	626,857.36	626,857.36	626,857.36	626,857.36	3,134,286.80
MVH		State	1,884,566.92	1,884,566.92	1,884,566.92	1,884,566.92	1,884,566.92	9,422,834.60
MVH		Federal	995,075.12	995,075.12	995,075.12	995,075.12	995,075.12	4,975,375.60
MVH		Misc	41,366.80	41,366.80	41,366.80	41,366.80	41,366.80	206,834.00
MVH-Restricted		State	1,884,566.93	1,884,566.93	1,884,566.93	1,884,566.93	1,884,566.93	9,422,834.65
Comm Crossing								-
CDBG		Infrastructure						-
Cumm Bridge -			760,402.21	760,402.21	760,402.21	760,402.21	760,402.21	3,802,011.05
Other Cumm Bridge			68,219.54	68,219.54	68,219.54	68,219.54	68,219.54	341,097.70
Calculated Total			7,006,237.17	7,006,237.17	7,006,237.17	7,006,237.17	7,006,237.17	35,031,185.85

MVH / LR&S / Cumm  
Br- Annual report  
total

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															
Project Name (limits/ITS)Project DescriptionPhaseFunding Category						Funding Source				Transit Allocation				INFO	
										\$1,231,135	\$1,231,135	\$1,231,135	\$1,231,135		
										Project Phase: Year of Funding Total					
Des #	LPA					Federal	State	City of Kokomo	Transit Cost	2024	2025	2026	2027	2028	
KOKO-24-001	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2024	N/A	5307 (50/50)	\$1,187,135		\$1,187,135	\$2,374,270	\$2,374,270					
KOKO-25-00	K	Spirit of Kokomo/ City Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2025	N/A	5307 (50/50)	\$1,103,135		\$1,103,135	\$2,206,270	\$2,206,270					
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)	\$1,150,000		\$1,150,000	\$2,300,000			\$2,300,000			
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	5307 (50/50)	\$1,167,135		\$1,167,135	\$2,334,270				\$2,334,270		
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)	\$1,150,000		\$1,150,000	\$2,300,000					\$2,300,000	
Local Transit Projects, Capital Purchase															
Project Name (limits/ITS)Project DescriptionPhaseFunding Category						Funding Source								INFO ONLY	
										Project Phase: Year of Funding Total					
						2024	2025	2026	2027	2028					
KOKO-24-002	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase of bus support equipment: computers/monitors, public access live AVL equipment - FFY 2024	N/A	5307 (80/20)	\$12,000		\$3,000	\$15,000	\$15,000					
KOKO-24-003	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase of bus stop shelters for fixed route bus service. - FFY 2024	N/A	5307 (80/20)	\$32,000		\$8,000	\$40,000	\$40,000					
KOKO-26-004.2	K	Transit Bus Storage Facility	Phases of bus storage facility and maintenance area - FFY 2026	N/A	5307 (80/20)	\$81,135		\$20,283	\$101,418			\$101,418			
KOKO-28-004.2	K	Transit Bus Storage Facility	Phases of bus storage facility and maintenance area - FFY 2028	N/A	5307 (80/20)	\$81,135		\$20,283	\$101,418					\$101,418	
KOKO-25-002	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled	Capital purchase of 2-rolling stock below 30' - FFY 2025	N/A	5307 (80/20)	\$128,000		\$32,000	\$160,000		\$160,000				
KOKO-27-002	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled	Capital purchase of 1-rolling stock below 30' - FFY 2027	N/A	5307 (85/20)	\$64,000		\$16,000	\$80,000				\$80,000		
Project Name (limits/ITS)Project DescriptionPhaseFunding Category						Funding Source				Year of Funding Total				INFO ONLY	
								Local							
						Des #	LPA					Federal	State		K
2001083	K/HC	2024 Transfer		NA	STBG	\$0		\$0	\$0	\$0					
TBD	K/HC	2025 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500		\$15,000				
TBD	K/HC	2026 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500			\$15,000			
TBD	K/HC	2027 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500				\$15,000		
N/A	K/HC	2028 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500					\$15,000	

## Federal & State Funding projects within the MPA

MPA State Projects														
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source				Project Phase: Year of Funding Total				INFO ONLY
						Federal	State	Local		2024	2025	2026	2027	
								K	HC					
1700270	NA	931 from US 31N to US 31S termini	Median Construction	CN	NHPP \$2,107,000	\$1,600,000	\$400,000				\$2,000,000			
1902737	NA	Small Structure Pipes US 31, SR 32, SR 13, SR 9	Small Structures & Drains Construction	CN	STBG \$1,588,990	\$806,400	\$201,600			\$1,008,000				
2002338	NA	Small Pipes - SR1, SR26, SR67, US27, US35, US36	Small Structures & Drains Construction	CN	Multi \$2,201,309	\$1,056,000	\$264,000			\$1,320,000				
2101108	NA	Traffic Signal Modernization in Greenfield District.	Traffic Signals Modernization	CN	Multi \$3,897,100	\$2,307,200	\$576,800			\$2,884,000				
2101289	NA	Traffic Signal Modernizations in the Greenfield District.	Traffic Signals Modernization	CN	Multi \$2,633,937	\$1,772,000	\$443,000			\$115,000	\$2,100,000			
2200145	NA	Noise Barrier Repair at various locations in the Greenfield District	Noise Abatement	CN	Multi \$750,000	\$600,000	\$150,000			\$750,000				
2200933	NA	IDIQ - Locations throughout the Greenfield District	Pavement Patching	CN	Multi \$4,000,000	\$800,000	\$200,000			\$1,000,000				
				CN	Multi \$4,000,000	\$800,000	\$200,000			\$1,000,000				
2200995	NA	District Wide Pedestrian Crossings	Bike Pedestrian Facilities	CN	Multi \$883,125	\$706,400	\$176,600						\$883,000	
2201135	NA	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 25	ITS Devices Maintenance Contracts	CN	Multi \$418,616	\$335,200	\$83,800			\$419,000				
2201210	NA	Signs, Lighting, Signals And Markings - within Greenfield District	Signs, Lighting, Signals And Markings	CN	STBG \$1,423,000	\$1,138,400	\$284,600						\$1,423,000	
1800910	NA	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 24	ITS Devices Maintenance Contracts	CN	Multi \$423,168	\$338,400	\$84,600			\$423,000				
1801113	NA	Software License for Statewide ATMS for FY 24	Software License for Statewide ATMS - FY 24	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000				
1801115	NA	ITS Program Contracted Services	Statewide TMC Dispatcher Operations Contract for FY 24	PE	NHPP \$1,800,000	\$1,620,000	\$180,000			\$1,800,000				
1801117	NA	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 24	ITS Program Contracted Services	PE	Multi \$500,000	\$400,000	\$100,000			\$500,000				
1801118	NA	Statewide INRIX Traffic Data for FY 24	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000			\$500,000				
1801227	NA	Statewide Cell Service for Communications for Signals and ITS Devices for FY 24	ITS Operations And Maintenance Contracts	PE	\$Multi \$1,250,000	\$1,000,000	\$250,000			\$1,250,000				
1801233	NA	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 24	ITS Program Equipment	CN	Multi \$350,000	\$280,000	\$70,000			\$350,000				
2002554	N/A	Software License for Statewide ATMS for FY 25	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000				
2001931 - bridge	N/A	US 31 - 1.5 Mi. South of SR 218	US 31, 1.5 Mi. South of SR 218	CN	NHPP \$8,309,635	\$96,000	\$24,000			\$120,000				
2001930	N/A	SR 931 S junct to SR 931 N junct	Concrete Pavement Restoration (CPR)	CN	NHPP \$8,309,635	\$5,792,800	\$1,448,200			\$7,241,000				
2001928	N/A	US 31 S junct Ramps to Markland Avenue (Old SR 22)	HMA Overlay, Preventive Maintenance	CN	NHPP \$5,538,370	\$4,130,400	\$1,032,600			\$5,163,000				
2002554	NA	Software License - Statewide ATMS - FY 25	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000.00				
2002555	NA	Statewide TMC Dispatcher Operations Contract FY 25	ITS Program Contracted Services	PE	NHPP \$1,500,000	\$1,350,000	\$150,000			\$1,500,000				
2002556	NA	Statewide O&M fee - CARS (Condition Acquisition & Reporting System) for FY 25	ITS Program Contracted Services	PE	Multi \$500,000	\$400,000	\$100,000			\$500,000				
2002557	NA	Statewide INRIX Traffic Data for FY 25	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000			\$500,000				
2002952	NA	Software License for Statewide ATMS for FY 26	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000				\$800,000			
2002953	NA	Statewide TMC Dispatcher Operations Contract - FY 26	ITS Program Contracted Services	PE	NHPP \$1,500,000	\$1,350,000	\$150,000				\$1,500,000			
2002955	NA	Statewide O&M fee CARS (Condition Acquisition & Reporting System) for FY 26	ITS Program Contracted Services	PE	Multi \$500,000	\$400,000	\$100,000				\$500,000			
2002956	NA	Statewide INRIX Traffic Data for FY 26	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000				\$500,000			
2101120	NA	Statewide Cell Service - Communications for Signals / ITS Devices FY 25	ITS Operations And Maintenance Contracts	PE	Multi \$1,250,000	\$1,000,000	\$250,000			\$1,250,000				
2101121	NA	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 25	ITS Program Equipment	CN	Multi \$350,000	\$280,000	\$70,000			\$350,000				
2201179	NA	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	ITS Operations And Maintenance Contracts	PE	Multi \$1,250,000	\$1,000,000	\$250,000				\$1,250,000			
2201180	NA	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	ITS Program Equipment	CN	Multi \$350,000	\$280,000	\$70,000				\$350,000			
2201205	NA	small purchase contract for NEPA support (manuals, training, and document review)	Other Type Project (Miscellaneous)	PE	Multi \$250,000	\$100,000	\$25,000			\$125,000				
2100209 /2100210	N/A	SR 26 - 9.6 mi W SR 931 (Clinton / Howard Co Line to 7.79 mi W of SR 931 (russiaville	HMA Overlay, Preventive Maintenance	CN	NHPP \$1,099,558	\$2,342,219	\$585,555				\$1,463,774	\$1,464,000		
				RW		\$32,000	\$8,000			\$40,000				
2001866 / 2200489	N/A	US 35 - SR 13 to SR 213	HMA Overlay, Minor Structural	CN	NHPP \$6,713,188	\$4,768,000	\$1,192,000					\$5,960,000		
				CN		\$56,800	\$14,200					\$71,000		
2200583 / 2200560 / 2200582 / 2200585	N/A	SR 26 - over M Fork Wildcat Creek	Bridge Replacement	CN	STBG \$3,394,500	\$4,489,395	\$1,122,349					\$5,611,744		
2003085	N/A	SR 26 @ SR931	Intersection Improvement	CN	NHPP \$1,269,740	\$759,200	\$189,800				\$949,000			

## 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) Need of a project as it relates the Transportation Network and Underserved Areas (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 23 & 24

<div> <div> <b>Project Metrics</b>  Severity (SEV): 1-5  Occurrence (OCC): 1-5  Detection (DET): 1-5  Red Flag Risk (RFR): 1-5 </div> <div> <b>Transportation Network Project Prioritization</b> </div> <div> <b>Qualitative</b>  1 - Appeal  2 - Function  3 - Safety </div> <div> <b>Terms</b>  Risk Priority Number (RPN)  Qualitative Risk Priority Number (QRPN)  Red Flag Risk (RFR) </div> </div>																	
System: Federal Aid Transportation Network		Prepared by: MPO staff		Page 1 of 3													
Responsible: Kokomo MPO admin & LPA ERC		Origination Date:		Rev 1													
Road Segments/ Network Input	Potential Failure Mode	Potential Failure Effects	SEV	Pavement Condition	OCC	Safety Effects	DET	RPN	QRPN	RFR	Project Recommendations	Project Built	SEV	OCC	DET	RPN	
What is the road segment/Key Input under investigation?	In what ways does the road segment/ Key Input negatively impact the Network?	What is the impact of the sub-performing/Key Input on the Transportation Network?	How Severe is the effect to the Network?	What is the Distress of the existing Pavement? Is the same level and type of distress sustained through project area? If so, OCC = 5	What is the distress rating of pavement?	What caused or will cause the Key Input to sub-perform or become unacceptable from a safety perspective? -OR- If Network geometry results in fatalities and/or severe injuries, DET = 5	How often is Safety Effectuated?	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 Effectuated?	Risk Priority Number
Alto Rd - Cartwright 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, 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 Sycamore St	Failing 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 termini;RFR 3, involves RR	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					
Zartman - S. Berkley to S. Park	Failing subbase, poor drainage	Road failure	3	Widespread base failure	3	Travel Path rutting and base failures	4	36	2	38	4	Road reconstruction including drainage improvements					
Smith Road, 50 East to Touby 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

**Qualitative**  
1 - Appeal  
2 - Function  
3 - Safety

<b>Risk Priority Number (RPN)</b>
<b>Qualitative Risk Priority Numb (QRPN)</b>
<b>Red Flag Risk (RFR)</b>

System:	Federal Aid Transportation Network					Prepared by:	MPO staff		Page		2		of		3		
Responsible:	Kokomo MPO admin & LPA ERC					Origination Date:						Rev	1				
Road Segments/ Network Input	Potential Failure Mode	Potential Failure Effects	SEV	Pavement Condition	OCC	Safety Effects	DET	RPN	QRPN	RFR	Project Recommendations	Project Built	SEV	OCC	DET	RPN	
What is the road segment/Key Input under investigation?	In what ways does the road segment/ Key Input negatively impact the Network?	What is the impact of the sub-performing/Key Input on the Transportation Network?	How Severe is the effect to the Network?	What is the Distress of the existing Pavement? Is the same level and type of distress sustained through project area? If so, OCC = 5	What is the distress rating of pavement?	What caused or will cause the Key Input to sub-perform or become unacceptable from a safety perspective? -OR- If Network geometry results in fatalities and/or severe injuries, DET = 5	How often is Safety Effectuated?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	Red Flag Risk Assessment	What are the project goals? What type of project is needed to improve the Key Input under investigation? Actions prioritized on the basis of: (1) Safety (2) high QRPN Funding & Fit consideration (3)	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 Effectuated?	Risk Priority Number
Izaak Walton Rd over Kokomo Creek #71	Insufficient Load Rate	Public Safety	3	5	3	Eventual Closure should further deterioration continue and load rate continue to decrease	3	27	3	30	2	Bridge Replacement					
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 250S over Little Wildcat Creek #30	Deck and Coping Failures	Structure Longevity	2	5	3	Further deterioration would cause more extensive maintenance measures	4	24	2	26	1	Bridge Rehabilitation					
Rail Corridor Trail, Center Rd to Southway Blvd	pedestrian connectivity	pedestrian safety	1	NA	1	nominal pedestrian concern	1	1	1	2	3	Construct trail with lighting; RFR 3, involves RR					
Rail Corridor Trail, Deffenbaugh St to West Middleton	regional pedestrian connectivity	pedestrian safety	3	NA	1	nominal pedestrian concern	1	3	2	5	3	Construct trail with lighting; partial MPA project; RFR 3, involves RR					

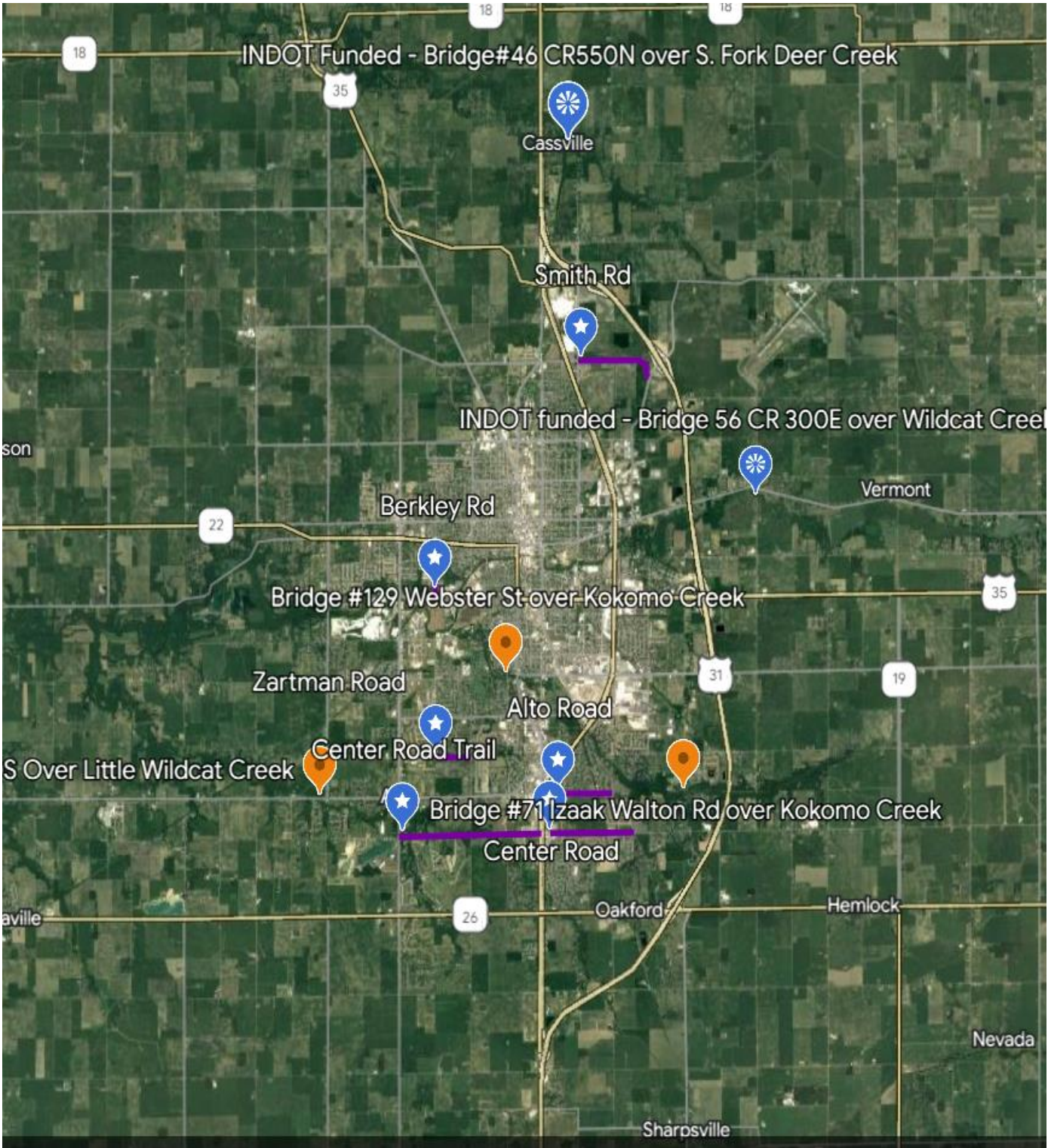
## Project Locations

### Proposed MPO Funded Road Improvement Projects using PICS methodology –

- Alto Road – from Cartwright to Albright – road reconstruction, sidewalks, curb/gutter, storm sewer
- Center Road – from Kimberly Drive to Albright – Sidewalks and road reconstruction
- Zartman Road – from S. Berkley Road to S. Park Road – Road reconstruction , curb / gutter, storm sewer
- Izaak Walton Road over Kokomo Creek – bridge #71 – replacement
- Webster Street over Kokomo Creek – bridge #129 – Rehabilitation / Repair
- CR 250S over Little Wildcat Creek – bridge#30 – Rehabilitation / Repair
- Berkley Road – from Markland to Sycamore – Road reconstruction, bike lane, turn lane
- Smith Road – from CR 50 E to Touby Pike – Road reconstruction, heavy freight
- Goyer Rd – from Boulevard to Markland - Road reconstruction; added turn lanes; added bike lane
- Center Road Trail – from SR 931 to Dixon Rd - Construct trail South of Center Rd to accommodate pedestrian movements



**Project Locations Map**





# **APPENDIX**

**Amendment / Modification Procedure**

**Metropolitan Transportation Planning Process Certification**

**Resolution Adopting Public Participation Plan**

**2010 Census updated UAB approval (2020 Census 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 FY2024-2028 TIP**

**Governor approval letters**

## **Amendment / Modification Procedure**

### **Transportation Improvement Program (TIP) Amendment/Modification Procedures Kokomo-Howard County Governmental Coordinating Council**

#### **Section 1. Definitions**

1. "Amendment" is a formal process that must be approved by the KHCGCC Policy Board. This may include major project scope changes (e.g., more than a 15% increase in total project cost, project changes fiscal year). The amendment is sent to INDOT, requesting approval and incorporation of the amendment into the Statewide Transportation Improvement Program (STIP). is sent to INDOT for inclusion in the STIP.
2. "Modification" is a less formal process that does not require formal approval from the Policy Board. Modifications may include minor project scope changes (e.g., changes in State projects in the TIP, minor changes to project funding). The modification is sent to INDOT, requesting approval and incorporation of the modification into the Statewide Transportation Improvement Program (STIP).
3. "FHWA" means the Federal Highway Administration of the United States Department of Transportation.
4. "FTA" means the Federal Transit Administration of the United States Department of Transportation.
5. "INDOT" means the Indiana Department of Transportation.
6. "KHCGCC" means the Kokomo-Howard County Governmental Coordinating Council, the federally designated Metropolitan Planning Organization for Kokomo and Howard County.
7. "Notification" means the notice provided to agencies affected by a change to a project listing in the TIP which does not require an amendment to be approved by INDOT. Notification is recommended in certain instances to maintain intergovernmental cooperation.
8. "Policy Board" or "Board" means the official Policy Board of the Kokomo-Howard County Governmental Coordinating Council.
9. "TAC" means the official Technical Advisory Committee of the Kokomo-Howard County Governmental Coordinating Council.
10. "CAC" means Citizen Advisory Committee on Transportation.
11. "TIP" means the Transportation Improvement Program required for metropolitan planning purposes, pursuant to 23 U.S.C. Section 134.
12. "STBG" means Surface Transportation Block Grant.

## **Section 2. Purpose**

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

## **Section 3. TIP Amendment Criteria**

- A. The TIP may be amended at any time with appropriate approvals and appropriate public involvement, as prescribed in these TIP amendment procedures.
- B. The following actions require the approval of an amendment by KHCGCC and INDOT:
  - 1. Deletion of a project from the TIP.
  - 2. Addition of a project to the TIP.
  - 3. Substantial change in the scope of work of a project in the TIP, including change in project year, major increase in project cost (e.g., increase exceeding 15% of total project cost).
  - 4. An increase in the cost of a state or federally funded project above the “allowable amount” pursuant to the INDOT Local Fund Sharing Arrangement. Such a cost increase may require a resubmittal of a project application, as determined by INDOT.
  - 5. A major change in project funding source across modes, including a shift in funding from one federal source to another.
  - 6. Movement of a project from an illustrative (information only) list in the MTP, to a TIP project list.
  - 7. A change that renders a project out of conformance with a Metropolitan Transportation Plan, including conformance across analysis years.
  - 8. A change that causes STBG Flex to FTA.
  - 9. A change that materially affects another project, whether in KHCGCC’s jurisdiction or in another jurisdiction.

## **Section 4. Public Involvement in TIP Amendment Process**

- A. Any agency or person, including INDOT, a member of the Policy Board, a member of the TAC, KHCGCC staff, Howard County, the City of Kokomo or any other affected agency or person, may propose an amendment to the TIP for consideration by the KHCGCC. An agency or person who intends to offer a proposed amendment shall initiate the request with the KHCGCC Executive Director or designee so that the amendment can be considered in accordance with the official amendment procedures.

- B. Except as provided in Subsection D, KHCGCC shall provide adequate public notice and time for review and comment on all major TIP amendments and at key decision points involving consideration or approval of a TIP amendment, including:
1. Provision of a 30-day comment period for consideration of TIP amendments.
  2. Opportunity for public comment on proposed amendments at each official Policy Board and TAC meeting where a proposed amendment is on the agenda for consideration or action.
- C. KHCGCC shall employ appropriate strategies for provision of public notice pursuant to this Section, including the following:
1. Appropriate legal notice in local newspapers, as prescribed in accordance with the official Public Involvement Process for KHCGCC.
  2. Posting of notices in selected public places.
    - a. FHWA and/or FTA as appropriate to the subject of the amendment
    - b. INDOT
    - c. The Policy Board
    - d. The Technical Advisory Committee (TAC), as appropriate
    - e. The Citizen's Advisory Committee (CAC), as appropriate
    - f. Representatives of transportation (transit) agency employees, as appropriate
    - g. Private transportation providers, as appropriate
    - h. Local, state, and federal environmental resource and permit agencies, as appropriate
    - i. Appropriate representatives of affected segments of the community, including the "traditionally underserved" (minority and low-income populations)
    - j. Traffic agencies
    - k. Rideshare agencies
    - l. Transportation safety and enforcement agencies
    - m. Airports
    - n. Other appropriate private service providers
- D. KHCGCC is not required to conduct public involvement activities prescribed in this section for TIP amendments that are not of appropriate scale for individual identification in a given program year, such as grouped system preservation projects.

## **Section 5. KHCGCC TIP Amendment Process**

The KHCGCC TIP amendment process shall include the following steps:

1. Upon receiving a request for an amendment, the KHCGCC Executive Director shall consider the request and bring the request and an appropriate recommendation before the TAC for consideration. In preparing a recommendation, the KHCGCC Executive Director shall consider whether the proposal should be advanced through the process as an amendment, treated as a modification pursuant to Section 6, or dismissed without

further consideration. The KHC GCC 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 KHC GCC 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 KHC GCC 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 KHC GCC 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 KHC GCC Executive Director to take appropriate actions pursuant to Section 6.

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

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

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

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

## **Section 6. TIP Modification Criteria**

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

1. A non-major, (Substantial) change in project scope.

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

**Section 7. Effective Date**

These procedures shall take effect on October 12, 2022.



## Metropolitan Transportation Planning Process Certification

### **TRANSPORTATION PLANNING PROCESS CERTIFICATION 2024**

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.

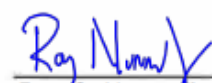
**Kokomo & Howard County G.C.C.  
Metropolitan Planning Organization**

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

**Executive Director**  
\_\_\_\_\_  
Title

1.17.23  
\_\_\_\_\_  
Date

**Indiana Department of Transportation**

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

1/19/2023  
\_\_\_\_\_  
Date

**Resolution adopting Public Participation Plan**



**RESOLUTION 2021-8**

**RESOLUTION TO ADOPT KHCGCC'S PUBLIC PARTICIPATION PLAN (PPP)**

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

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

**WHEREAS**, staff has updated the format and information in the Public Participation Plan (PPP). and;

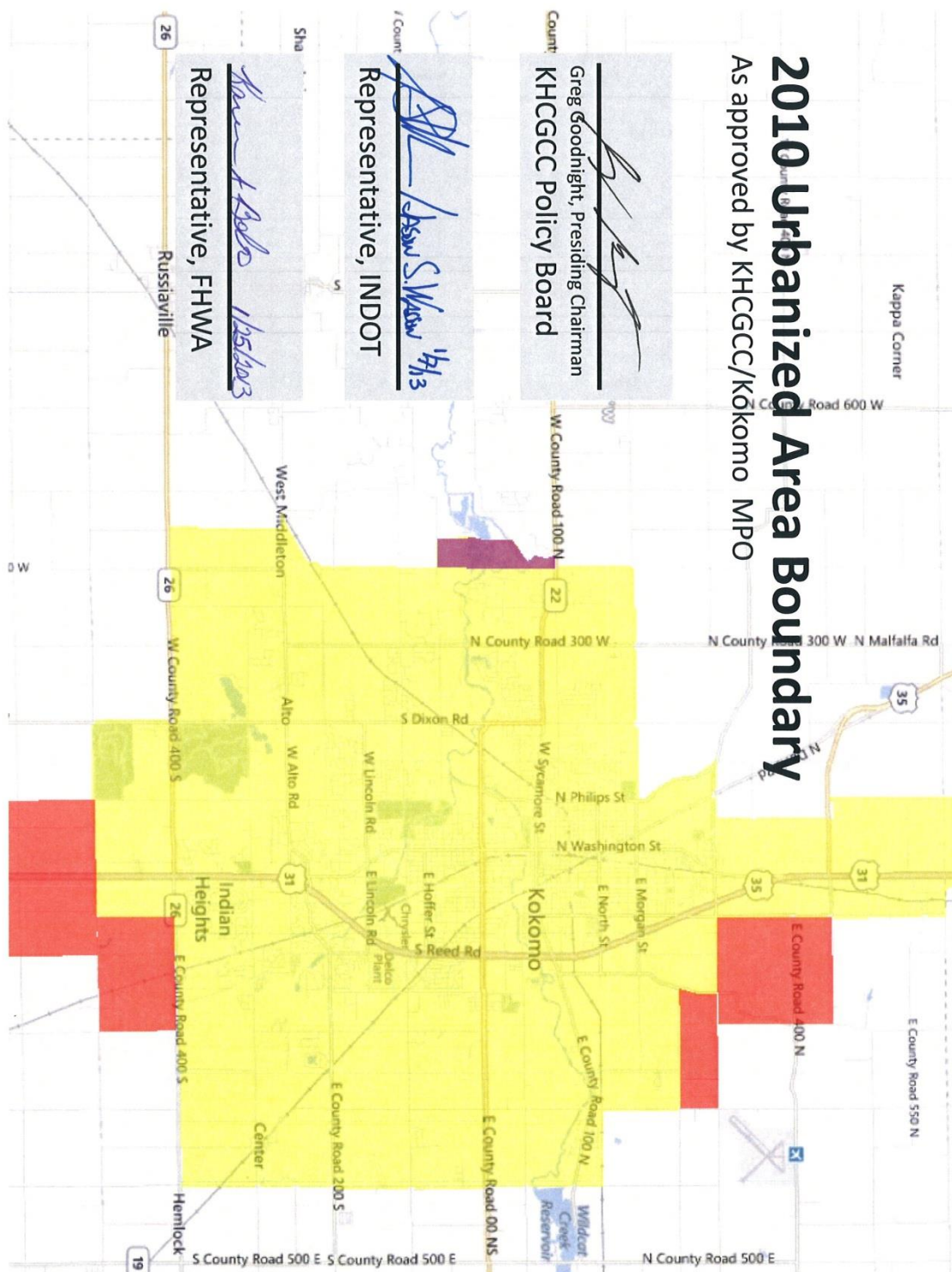
**WHEREAS**, the Technical Advisory Committee of the Kokomo and Howard County Governmental Coordinating Council has given the Public Participation Plan a favorable recommendation.

**NOW THEREFORE BE IT RESOLVED** by the Policy Board of the Kokomo and Howard County Governmental Coordinating Council that the presented Public Participation Plan (PPP) is hereby accepted and adopted.

**Adopted on this 18th day of March, 2022**

  
\_\_\_\_\_  
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.32)

### 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.



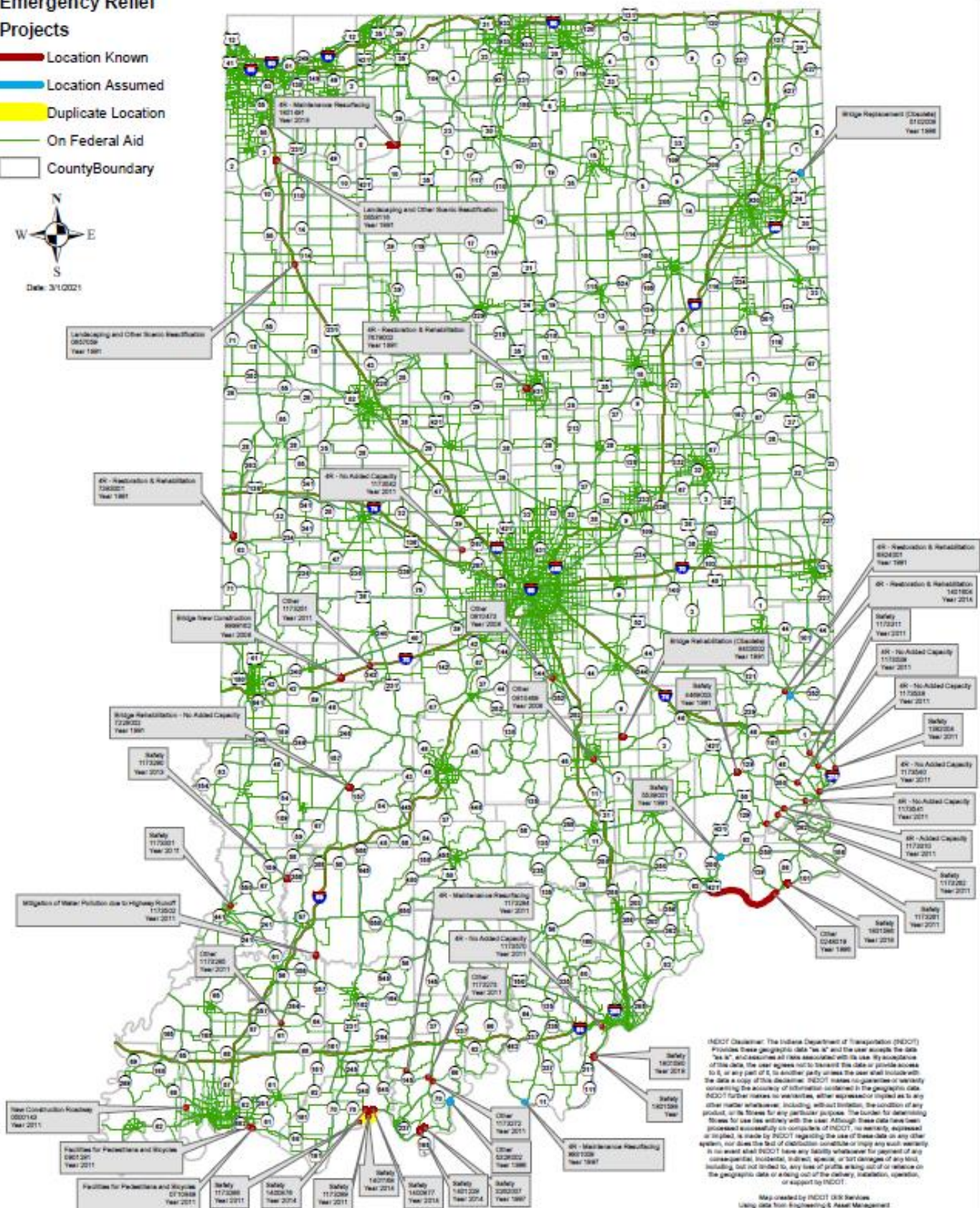
# INDOT Emergency Relief Projects

## Emergency Relief Projects

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



Date: 3/1/2021



## Resolutions to support Safety Performance Measures



### RESOLUTION 2022-13

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

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

**WHEREAS**, the MPO staff of the KHCGCC has elected to plan and program projects so that they 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 TPM on Safety.

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

#### **INDOT's PM Safety Performance Targets for the Year 2023**

Number of Fatalities = **945**

VTM/ (Hundred Million VMT) = **837.90**

Rate of Fatalities = **1.128**

Number of Serious Injuries = **3413**

Rate of Serious Injuries (Per HMVMT) = **4.073**

Number of Non-Motorized Fatalities and Serious Injuries = **410**

Adopted the 15th day of September, 2022

  
\_\_\_\_\_  
Chairman, KHCGCC Policy Board  
\_\_\_\_\_  
Attest: Member, KHCGCC Policy Board



**RESOLUTION 2022-19**

**RESOLUTION TO SUPPORT INDOT'S 2- AND 4-YEAR TARGETS FOR  
PAVEMENT AND BRIDGE CONDITION, PERFORMANCE MEASURES**

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

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

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


**WHEREAS**, the Metropolitan Planning Organization approves the support of INDOTs, 2- and 4-year TPMs on Pavement and Bridge conditions.

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

	<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%

Adopted the 15<sup>th</sup> day of September, 2022

  
Chairman, KHCGCC Policy Board

  
Attest: Member, KHCGCC Policy Board





**RESOLUTION 2023-01**  
**RESOLUTION TO SUPPORT INDOT'S 2 AND 4 -YEAR TARGET PERFORMANCE MEASURES FOR TRAVEL TIME RELIABILITY, ANNUAL HOURS OF PEAK EXCESSIVE DELAY, AND EMISSION REDUCTIONS**

**WHEREAS**, the Kokomo/Howard County Governmental Coordinating Council (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



## Performance Targets – Four year financial impact

### TIP/STIP Project Impact

		INDOT & KHC GCC			Support (FY 2024–2028)
		2021	2022 Target	2023 Target	
Safety	Number of Fatalities	889.6	907.7	945	46 TIP Projects \$73.4 M in funding
	Rate of Fatalities (per million VMT)	1.087	1.100	837.900	
	Number of serious injuries	3501.9	3467.4	3413.0	
	Rate of serious injuries (per million VMT)	4.234	4.178	1.128	
	Number of non-motorized fatalities and serious injuries	393.6	405.9	410	
		INDOT & KHC GCC			Support (FY 2024–2028)
		Baseline	Year Target	Year Target	
Pavement	Interstate System - % of pavements in Good condition	n.a	49.0%	47.5%	46 TIP Projects \$64.8 M in funding
	Interstate System - % of pavements in Poor condition	n.a.	3.0%	3.0%	
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	60.0%	62.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	1.0%	1.0%	
Bridge	% of NHS Bridges , by deck area in Good condition	50.0%	60.0%	62.0%	5 TIP Project \$8.2 M in funding
	% of NHS Bridges , by deck area in Poor condition	2.3%	1.5%	1.5%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	n/a	93.0%	93.5%	
	Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	n/a	93.0%	93.5%	
	Interstate System - Level of truck travel time reliability (TTTR)	n/a	1.32	1.3	
		City Line Transit			Support (FY 2024–2028)
		2021	2022	2023 Target	
Transit Asset Management	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	0%	0%	0%	> \$110,000 for Capital Projects annually  > \$1.1 million for Operating Assistance annually
	Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	3%	10%	18%	
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale	n/a	n/a	n/a	
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale	0%	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	
		Demand Repons	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	1	0	
		Demand Repons	1	3	
	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	1	0	
		Demand Repons	1	0	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow , or create safety issues	Fixed Route	21,000	21,000	
		Demand Repons	41,000	41,000	

## Public Notice

### **Public Input Request Notice: 2020 to 2045 MTP Amendment and New 2024 to 2028 TIP**

The Kokomo-Howard County Governmental Coordinating Council (KHCGCC) is the MPO, governed by 23 U.S.C. 134 -135. A transportation and transit policy-making organization designated by agreement between the State of Indiana, City of Kokomo and the Howard County Governments.

The KHCGCC MPO is in the process of amending the 2020-2045 Metropolitan Transportation Plan (MTP) and advertising the new 2024 to 2028 Transportation Improvement Program (TIP). The MTP addresses transportation and transit future planning in the Kokomo Metropolitan Planning Area. The TIP addresses transportation and transit identified projects through the year 2028.

Public input is requested and meetings will be held:

Tuesday April 4, 2023, 2- 4pm,

Thursday April 6, 2023, 4-6pm, and

May 4, 2023, 12-2pm and 3-5pm.

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

If you cannot attend, comments will be accepted until May 9, 2023 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: LORI GAITHER	Printed at 03/28/23 16:51 by lgait
Acct #: 13254	Ad #: 1823145 Status: New
KHCGCC	Start: 03/30/2023 Stop: 04/15/2023
219 E SYCAMORE	Times Ord: 2 Times Run: ***
KOKOMO IN 46901	LEG 1.00 X 44.00 Words: 183
	Total LEG 44.00
	Class: 105 PUBLIC NOTICES
	Rate: LGOVT Cost: 35.58
Contact:	Ad Descript: PUBLIC INPUT REQUEST NOTI
Phone: (765) 456-2339	Given by: *
Fax#: (765) 459-9185	P.O. #:
Email: <a href="mailto:deytcheson@kokomompo.com">deytcheson@kokomompo.com</a>	Created: lgait 03/28/23 15:57
Agency:	Last Changed: lgait 03/28/23 16:50
PUB ZONE EDT TP RUN DATES	
KTRI KTR 95 S 03/30 04/15	
KTOL KTR 95 S 03/30 04/15	

#### 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)

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ORDER CONFIRMATION (CONTINUED)

Salesperson: LORI GAITHER

Printed at 03/28/23 16:51 by lgait

Acct #: 13254

Ad #: 1823145

Status: New

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2020 to 2045 MTP Amendment  
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May 4, 2023, 12-2pm and 3-5pm.  
Meeting location is  
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Kokomo, IN 46901  
If you cannot attend, comments  
will be accepted until May 9, 2023  
by calling the KHCGCC office at  
765-456-2336 or by email:  
[tcorn@kokomompo.com](mailto:tcorn@kokomompo.com).  
Tammy Corn, Director  
KHCGCC/ Kokomo MPO  
219 East Sycamore St.  
Kokomo, IN 46901  
765-456-2336  
K-295 3/30 4/15 hspaxlp 1823145

**PUBLIC NOTICE**

The Kokomo and Howard County  
Governmental Coordinating Council  
(KHCGCC) is encouraging public  
input and/or review of the following  
FHWA and FTA required documents.

- Public Transportation  
Agency Safety Plan  
(PTASP)
- Public Participation Plan  
(PPP)
- Statement of Work 2022  
(SOW)
- Transportation  
Improvement Plan (TIP)

The planning documents are related  
to the federally funded local  
transportation/road and transit/bus  
system projects. The KHCGCC  
funds federal transportation and  
transit projects in cooperation with  
the State of Indiana and the City of  
Kokomo/Howard County.

The documents are available to the  
public for review and comment along  
with an opportunity for public  
meetings if needed.

All documents can be viewed on our  
web site at [kokomompo.com](http://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 located at the  
Transit Center downtown; 219 E  
Sycamore St, Kokomo, IN 46901,  
[telephone: (765) 456-2336].  
Comments will be accepted for 45  
calendar days following the date of  
publication of this notice.

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Kokomo/Howard Co. MPO

March 28 · 🌐

We are looking for public input on our 2020-2045 amended Metropolitan Transportation Plan (MTP) and our newly completed 2024-2028 Transportation Improvement Program (TIP) Draft.

We will be holding public meetings on the following dates:

Tuesday, April 4, 2023, 2-4 pm

Thursday, April 6, 2023, 4-6 pm

Thursday, May 4, 2023, 12-2 pm and 3-5 pm

If you cannot attend in person, please feel free to call in or email any comments to, Tammy Corn at 765.456.2338, or, tcorn@kokomompo.com

We look forward to building our transportation future with you!

## Sign in sheets

MEETING SIGN-IN SHEET			
KHCGCC	Public Input for the 2020-2045 MPT Amendment and New 2024-2028 TIP	Meeting Date:	April 4, 2023 - 2:00 PM
Name	Address	Phone	E-Mail
Tammy Corn	219 E. Sycamore	—	—
Kim Bowdell	219 E Sycamore	—	—
Jane Edwards	"	—	—
Ligha Hedrick	219 E. Sycamore		
C. Wing	219 E Sycamore		

MEETING SIGN-IN SHEET			
KHCGCC	Public Input for the 2020-2045 MPT Amendment and New 2024-2028 TIP	Meeting Date:	April 6, 2023 - 4:00 PM
Name	Address	Phone	E-Mail
Tammy Corn	KHCGCC		
Kim Bowdell	KHCGCC		
CLARA Idle	Transit		

	A	B	C	D
1	Public Input for the 2020-2045 MPT Amendment and New 2024-2028 TIP	May 4, 2023 - 12:00 PM		
2	Name	Address	Phone	Email
3	Kim Bowdell	819 E. Sycamore	765-456-2339	KBowdell@kokomompo.com
4	Leigha Hedrick	219 E. Sycamore	765-456-2337	lhedrick@kokomompo.com
5	T. Corn	" "	765-456-2388	tcorn@kokomompo.com
6	J. Basil	219 E. Sycamore	765-456-7556	Jbasil@cityofkokom.org
7				
8				
9				
10				
11				
12				
13				
14				
15				

	A	B	C	D
1	Public Input for the 2020-2045 MPT Amendment and New 2024-2028 TIP	May 4, 2023 - 3:00 PM		
2	Name	Address	Phone	Email
3	Kim Bowdell	819 E. Sycamore	765-456-2339	KBowdell@kokomompo.com
4	Leigha Hedrick	219 E. Sycamore	765-456-2337	lhedrick@kokomompo.com
5	Tommy Corn	219 E. Sycamore	765-456-2338	tcorn@kokomompo.com
6	Jane Edwards	219 E. Sycamore	765-456-2336	jedwards@kokomompo.com
7	Clara	219 E. Sycamore	765-456-7556	clwininger@cityofkokom.org
8				
9				
10				
11				
12				
13				

**Resolution to adopt TIP**



**RESOLUTION 2023-13**

**RESOLUTION FOR ADOPTION OF THE 2024 – 2028 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

**NOW THEREFORE BE IT RESOLVED** by Policy Board of the KHCGCC that the 2024 - 2028 TIP be adopted with any INDOT, FHWA requested changes,

**With this Resolution, the KHCGCC document titled Transportation Improvement Program 2024-2028 will be forwarded to INDOT and FHWA for approval and admission into the State Transportation Plan (STIP).**

Adopted on this 11th day of May 2023

  
\_\_\_\_\_  
Presiding Officer, KHCGCC Policy Board

Attest:

  
\_\_\_\_\_  
Policy Board Member

**Governor Approval Letter (UPDATE WHEN APPROVED)**