Kokomo Howard County Governmental Coordinating Council

Metropolitan Transportation Plan

Kokomo and Howard County

Adopted April 9, 2019 – Modified September 18, 2023

Pictured above: The Nickel Plate pedestrian bridge crossing SR931

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

ACKNOWLEDGEMENTS

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Executive Summary

The Metropolitan Transportation Plan (MTP) is a 20+year strategic guide for transportation investments throughout the Metropolitan Planning Area here in Howard County, per 23 CFR §450.324(a). The plan identifies the location, size, and type of improvements in transportation infrastructure and services that can be afforded in Kokomo and Howard County. It is a multi-modal plan, meaning it includes projects for highways, sidewalks, trails, airports, buses and other public transportation.

Per 23 CFR §450.324(a) Kokomo/Howard County being an attainment area, the effective date of the transportation plan shall be its date of adoption by the MPO.

Because the MTP is intended to be regional in scale, it focuses on major facilities, such as arterial and major collector roads. It does not consider local or subdivision roads. The plan aims to ensure that both existing development and future growth are well served. The future growth plans for the City of Kokomo and Howard County are documented in their comprehensive plans and can be viewed by visiting their respective web sites.

The plan is required by federal law to be financially constrained. The plan can only contain projects for which funding is secured or can reasonably be expected to be available. The projects are selected from a much longer list of projects considered to be needed over the next twenty years. The plan has broad goals, such as reaching target performance measures, promoting safety, reducing traffic congestion, promoting emergency access and preserving the environment. Projects are selected for inclusion in the plan based on how well they move our community towards those goals.

The plan is updated every five years, as required by federal law. To update the plan, population and job growth trends are projected into the future; traffic levels are forecast and compared to the capacity of the road network; the costs of needed transportation projects are estimated and compared with revenue forecasts. Public meetings are held to solicit public opinion on transportation needs and priorities using the guidelines from

the KHCGCC's Public Participation Plan (PPP) per 23 CFR §450.316(a). Finally, the MPO Policy Board adopts a list of projects considered to be the highest priority.

Road Construction – The Kokomo MPO (also known as the Kokomo Howard County Governmental Coordinating Council, or KHCGCC) plans and programs transportation improvements for the Kokomo Urbanized Area. All federally funded transportation projects in the urban area must be programmed for construction by the KHCGCC/MPO, and be listed in the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan adopted by the KHCGCC/MPO.

Alternatives to road construction – The Plan discusses methods of reducing traffic congestion through encouraging ride sharing, walking and bicycling. It recommends Kokomo, Howard County and INDOT should build sidewalks along all arterials and collectors which are rebuilt or widened within the built-up portion of the urbanized area in the future. They should require construction of sidewalks in all new residential subdivisions and new commercial developments. All commercial developments should be required to have marked walkways connecting their main entrances with street sidewalk. And, when rebuilding or widening arterials within the urban area, they should add an additional two foot of width to the outside lanes or add paved shoulders and route markings for bicyclists.

Public Transportation – The Plan reviews the existing Kokomo public transportation services; City Line Trolley and Spirit of Kokomo. It discusses possible improvements, expansions, and potential funding sources for local transit. The Plan recommends Kokomo should work with the Indiana Legislature toward enhancing the Public Mass Transportation Fund to support local efforts, and toward improving local transportation services.

• Pursue possible funding opportunities to increase public transit capital and operating investment.

• Prioritize projects that will create or improve direct access to transit services.

• Use the KHCGCC Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region.

• Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.

• Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community.

• Involve the public in transportation project selection, scoping, and implementation.
• Encourage the expansion of both geographic coverage and hourly services offered by transit.

• Encourage development patterns that are walkable, bikeable, and readily served by public transit.

• Use the local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.

Safety - Improve the safety of the transportation system for all modes and all users.

• Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit.

• Analyze crash data and identify causes of crashes and safety hazards in a comprehensive, systematic, and sustainable way.

• Promote projects that focus on improving safety for all.

• Capacity Expansion - major new transportation capital investments and include new roadways, new transit lines and new bicycle/pedestrian paths such as trails, paths and transit connectivity with sidewalk projects.

• Annually evaluate the top ten (10) crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary.

Preservation

• Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation projects; always considering the performance measures at the highest priority.

• Support projects that maximize the use of existing infrastructure through systematic and operational best practices.

• Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping, and sign replacements.

• Capacity Preservation and Maintenance – protect existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.

National Highway System - The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) network includes Interstates, Other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors and Intermodal Connectors.

INTRODUCTION

The Metropolitan Transportation Plan for the City of Kokomo and Howard County has been prepared in compliance with Federal Transportation planning regulations by the Kokomo/Howard County Governmental Coordinating Council (KHCGCC). The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) is the designated Metropolitan Planning Organization (MPO) for Kokomo and Howard County. KHCGCC is responsible for providing *“continuing, cooperative and comprehensive”* (3C’s) transportation planning. The Governmental Coordinating Council was created in 1981, in response to a federal mandate per Federal statutes 23 USC 134 and 23 CFR Section 450.300; that all metropolitan areas population 50,000 or greater have Metropolitan Planning Organizations. The Federal Highway Administration (FHWA), Federal Transit

Administration (FTA) and the Indiana Department of Transportation (INDOT) pay a combined eighty percent of the cost of the Coordinating Council. The City of Kokomo and Howard County split the remaining twenty percent of the cost equally.

The Coordinating Council is made up of the Policy Board, Technical Advisory Committee, and a small staff. The Policy Board includes local elected and appointed officials. The Technical Advisory committee includes representatives of local and state transportation agencies, law enforcement, and private transportation organizations.

The Metropolitan Transportation Plan (MTP) serves as a review of transportation impacts of expected changes in the population and employment patterns projected for the Kokomo and Howard County area. It discusses currently planned and proposed transportation improvements needed for maintaining safe and efficient transportation in the area. The Plan adopts and schedules actions for implementing the improvements. Revision of the Plan is required every five years.

The 2020 - 2045 Metropolitan Transportation Plan incorporates all of Howard County into its study area to improve project coordination on the edge of the expanding urban area. Upon adoption, the 2020 - 2045 Metropolitan Transportation Plan will:

• Serve as the basis from which to draw transportation projects involving Federal surface transportation funds for the Transportation Improvement Program (TIP) for the Kokomo/Howard County Urbanized Area;

• Be incorporated by reference into the Indiana Statewide Long-Range Multi-Modal Transportation Plan when it is updated; and

• Provide guidance of an advisory nature to Howard County and the Indiana Department of Transportation on projects outside the Urbanized Area boundary. The 2020 - 2045 Metropolitan Transportation Plan shall undergo an update at least every five years in order to maintain the minimum 20-year time horizon with more frequent amendments as needed and approved.

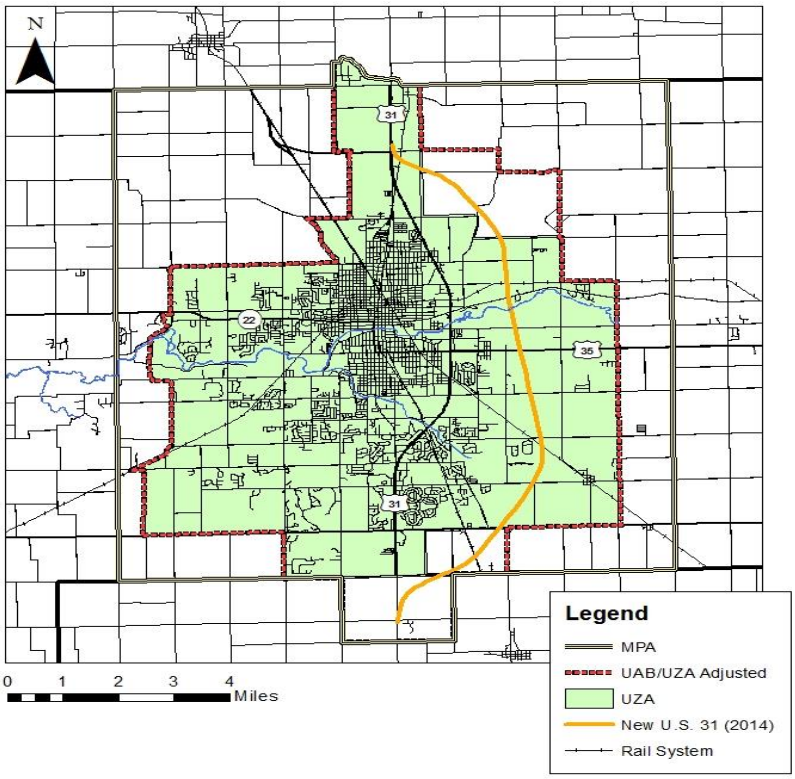
Section I - Enabling Legislation, FAST Act

This plan has been developed to comply with all previous transportation acts and the current Fixing America's Surface Transportation Act (FAST Act) that was passed by Congress on December 3, 2015 and signed into Law by President Obama on December 4, 2015. The FAST Act authorized $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provided a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments began moving forward with critical transportation projects with the confidence that they would have a federal partner over the long term. The challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. Existing programs are simplified, substantially consolidating the program structure into a smaller number of broader core programs. Numerous changes are aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning, environmental review, and project delivery process. The FAST Act builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established. It includes long and short-range actions, strategies, and projects for facilitating the efficient movement of people and goods. Ref. Subtitle B--Planning and Performance Management Sec. 1201. Metropolitan transportation planning of the FAST Act.

Section II - Metropolitan Planning Area

The Metropolitan Planning Area (MPA) boundary is based on the Census Bureau urbanized area and areas anticipated to be urbanized over the next twenty years. The Area had a population of 84,204 as of 2018 as recorded by the Indiana Metropolitan Statistical Area.

Figure 1: Metropolitan Planning Area



Section III - Planning Factors/Process and Performance Measures

The Metropolitan Transportation Plan addresses planning factors designated under 23 CFR §450.300, §450.306(b), and §450.310, that continue to build upon locally adopted development plans, helping to improve economic development goals, safe travel, connectivity to transit and ease of movement of persons and goods in and throughout the area.

- Investments in safety are a high priority for the 2020 – 2045 MTP.
- FTA Safety Plans
- Coordinated Public Transit-Human Services Transportation Plan.
- Transit Asset Management Plan (TAM)
- The Plan supports increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation and improve quality of life, promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.

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: (Supportive documentation attached)

a. Safety Target Performance Measures
b. Pavement Condition Target Performance Measures
c. Bridge Condition Target Performance Measures
d. NHS Travel Time Reliability Target Performance Measures
e. Interstate Freight Reliability Target Performance Measures and
f. On-Road Mobile Source Emission Target Performance Measures

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.

Emphasize preservation

One of the key beliefs of the Vision and Goals of the 2020 – 2045 KHCGCC MTP is preservation. Preserving our investments, maintaining, and improving the existing system are prioritized over those that would expand existing roads or create new corridors where none exist. Most proposed road improvements in the community are on existing, not new, corridors. Several roads will be reconstructed within existing corridors. Most of the recommended projects follow changes in land use and are for roads that were originally built as cross sections or bridges that now need to be updated or areas that need sidewalks and/or bicycle paths.

The Fixing America's Surface Transportation (FAST) Act - (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21st Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. National performance goals are established in seven (7) key areas. States and MPOs must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development

and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Public and Stakeholder Outreach

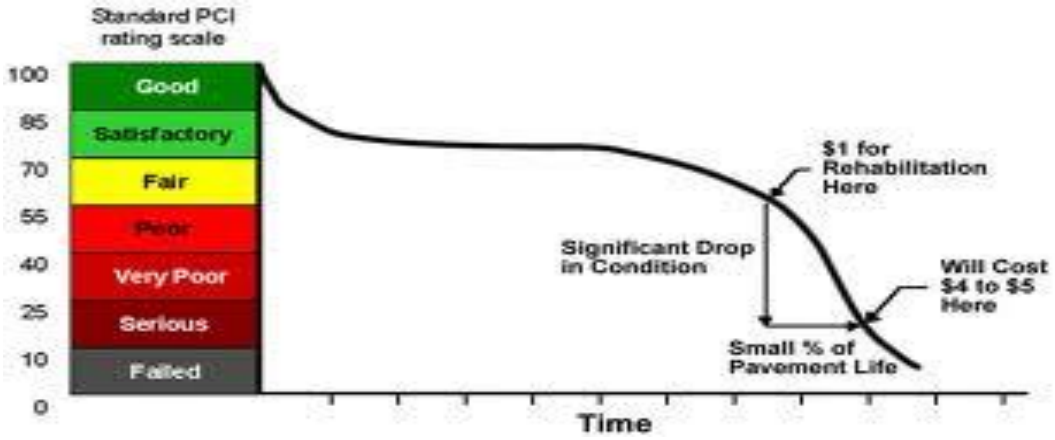
Outreach has been continuous throughout the development of our 2020 – 2045 MTP. We advertised in the local media, on our website, in City Hall, the City Transit facility, city buses as well as via email and calls to stakeholders. We advertised in the local media February 8, 9, 17 & 18, 2019. We had public and stakeholder meetings on February 20, 2019 and March 20, 2019 and April 3, 2019. Draft copies were also sent out for comment.

Section IV - PAVEMENT MANAGEMENT PLAN

February 17, 2017, the final rule became effective - Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program. Roads and bridges are assets to society and an integral component in the development of the nation's infrastructure. To build and maintain roads and bridges, considerable amounts of materials are required which consume electrical and thermal energy for production, processing, and application. The resources (materials and the sources of energy) required to implement roads projects should be utilized efficiently to avoid waste and minimize costs during construction, but post construction maintenance is equally important in optimizing the long-term life cycle of a road or bridge infrastructure project. The Kokomo MPO will be working with LPAs in the area to assess local pavement conditions based on the American Society for Testing and Materials (ASTM) International Pavement Condition Index (PCI).

The PCI is a numerical indicator used to rate the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). Once local routes have been PCI evaluated, the Kokomo MPO will work with LPAs in the area to identify future Pavement Management Plan projects.

Figure 2: PCI vs Time



Section V - ADA TRANSITION PLAN

More than 55 million Americans –18% of our population–have disabilities, and they, like all Americans, participate in a variety of programs, services, and activities provided by their State and local governments. This includes many people who became disabled while serving in the military. And, by the year 2030, approximately 71.5 million baby boomers will be over age 65 and will need services and surroundings that meet their age-related physical needs.

People with disabilities have too often been excluded from participating in basic civic activities like using the public transportation system, serving on a jury, voting, seeking refuge at an emergency shelter, or simply attending a high school sports event with family and friends. The Americans with Disabilities Act (ADA) is a Federal civil rights law that prohibits discrimination against people with disabilities. Under this law, people with disabilities are entitled to all of the rights, privileges, advantages, and opportunities that others have when participating in civic activities.

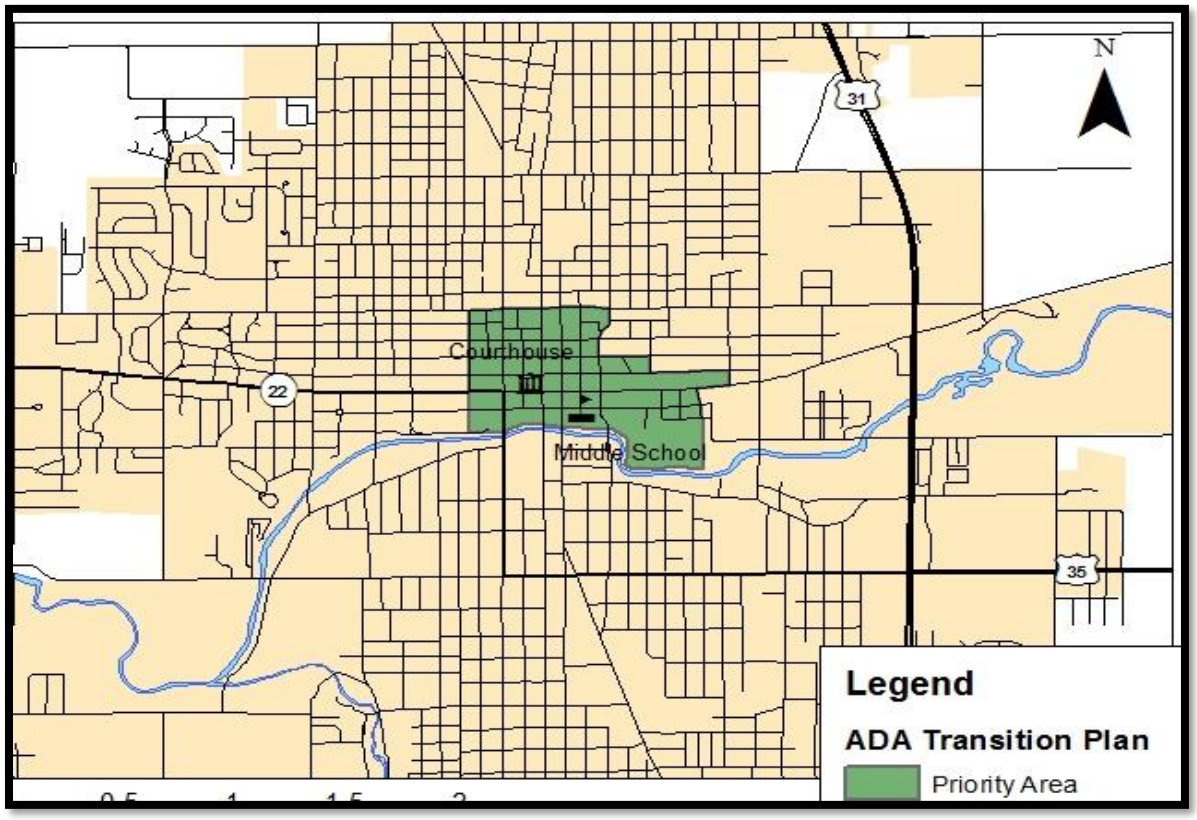
Title II of the ADA applies to all State and local governments and all departments, agencies, special purpose districts, and other instrumentalities of State or local government (“public entities”). It applies to all programs, services, or activities of public entities, from adoption services to zoning regulation. (Ref. US Department of Justice Disability Rights Section).

The DOJ is the Federal agency responsible for coordinating the activities of Federal agencies with respect to State and local government compliance with Title II of the ADA. The DOJ, through its regulations at 28 CFR 35.190, has delegated authority to the U.S. Department of Transportation (DOT) to oversee and implement ADA compliance for all State and local governments that regulate or administer services, programs, or activities relating to transportation. The DOT has further delegated authority to FHWA to oversee and implement ADA compliance for State and local governments for issues affecting transportation in the public right-of-way. In addition, under 49 CFR 27.19, DOT recipients must comply with DOJ's ADA regulations to be considered in compliance with DOT's regulations under Section 504 of the Rehabilitation Act of 1973 (Section 504).

FHWA Division Offices work with State DOTs to ensure that the ADA and Section 504 requirements are incorporated in all program activities for projects within the public rights-of-way. The Section 504 regulations, at 49 CFR 27.11, require FHWA to monitor a State DOT's compliance with the ADA, including DOJ and DOT regulations that address self-evaluation and transition plans.

Although MPOs do not have oversight responsibility for ADA compliance of local communities; ADA compliance is a key component of all federal regulations, including MPO related transportation funding. All LPA's seeking federal funding must have met the ADA Transition Plan milestones to remain eligible for federal transportation funding. FHWA-Indiana is requesting that agencies have an operating ADA Transition Plan completed. In 2016 Howard County updated their ADA Transitional Plan and in 2017 the City of Kokomo updated their plan. ADA Transitional Plans can be found on their websites. cityofkokomo.org search ADA Transition Plan and howardcountyin.gov search ADA.

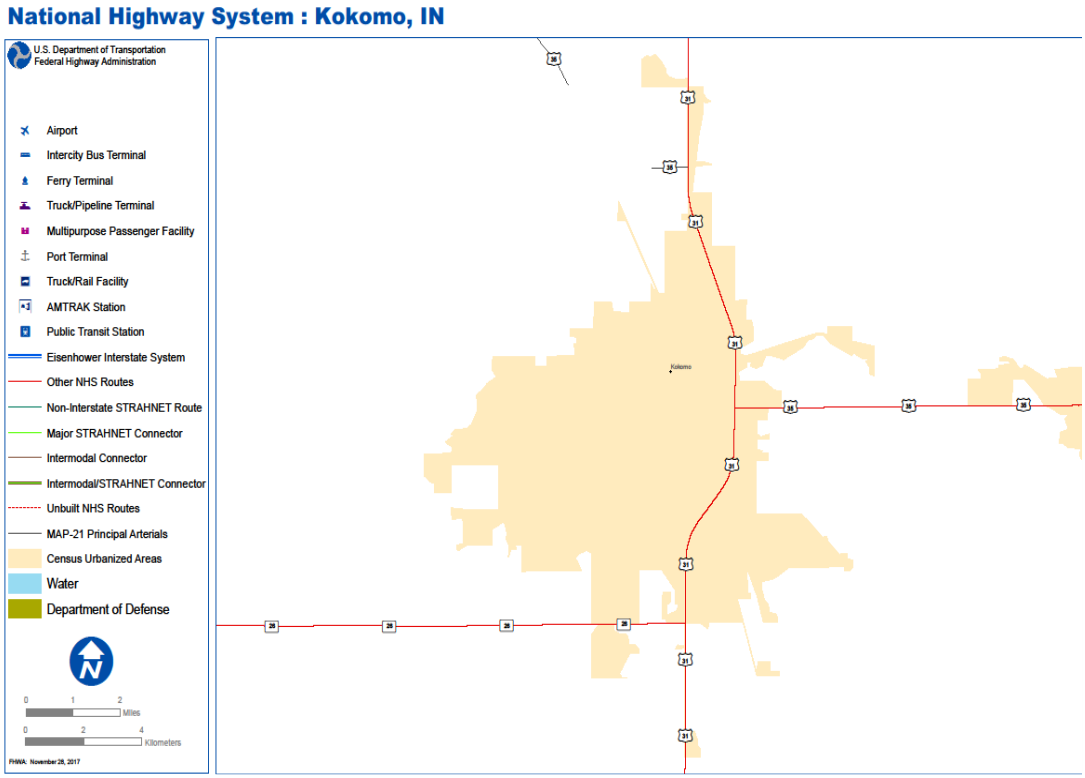
Figure 4: MPO recommended ADA Priority Area for LPA (Kokomo)



To provide oversight of the American Disabilities Act Transition Plan, INDOT's Title VI/ADA Program Manager will coordinate with the LPA/MPO Grant Administration Division to monitor LPA compliance. INDOT will use its 18-month letting list to identify LPAs that fail to complete the Pre-Award Certification or do not have an ADA transition plan or inventory. LPAs identified as out of compliance will receive written notification of the need to come into compliance from the Title VI/ADA Program Manager. LPAs will have 10 calendar days to submit their Pre-Award Certification and demonstrate their good faith effort to comply with the ADA and other related nondiscrimination laws. LPAs that fail to voluntarily comply or show a documented good faith effort to comply will receive a final determination of noncompliance, a copy of which the Title VI/ADA Program Manager will forward to the Indiana Division Office of the FHWA. Additionally, INDOT will defer the projects of LPAs that fail to comply pending the LPA coming into compliance.

Section VI – National Highway System (NHS)

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) network includes Interstates, Other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors and Intermodal Connectors. Specifically, the NHS routes in the Indiana portion of the MPA include: US26, US22/35, US31, and US35 These roadways should be given the highest priority for improvements and/or repairs.



Section VII – ENVIRONMENTAL MITIGATION

When developing transportation projects, environmental mitigation activities should be utilized to help avoid and minimize potential damage to the environment, particularly in environmentally sensitive areas. Moreover, the projects should be considered an opportunity to perform cost effective environmental mitigation for non-project related sites in the vicinity.

Table - Potential Environmental Mitigation Strategies

Resource	Potential Mitigation Strategy
Neighborhoods, communities, homes, businesses, and cultural resources	• Minimize noise impact with sound barriers • Prevent the spread of hazardous materials with soil testing and treatment • Utilize Context Sensitive Solutions in project development
Wetlands and water resources	• Replace or restore wetlands • Submerge or utilize bottomless culverts • Bridge sensitive areas instead of laying pavement directly onto the ground • Improve storm water management
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Use native grasses and plant materials • Preserve existing vegetation
	• Avoid development on steep hillside slopes and other construed topographic areas
Endangered or threatened species	• Use selective cutting and clearing • Bridge sensitive areas instead of laying pavement directly onto the ground • Replace or restore forested areas • Replace or restore wetlands • Provide natural areas to promote a proper habitat within sensitive areas

With environmentally sensitive areas in the region such as the Wildcat Creek, Kokomo bog and natural wetlands, as required by the federal legislation, the Kokomo MPO will be consulting with natural resource and environmental agencies (*below*) in the region via the Public Participation Program (PPP) process when developing the Metropolitan Transportation Plan. Detailed environmental analyses of the recommended projects should occur as projects enter the preliminary development phase, when more specific environmental impacts and mitigation strategies can be better determined on a project-by-project basis.

Natural resource and environmental agencies

- City of Kokomo Historic Preservation Commission
- Howard County Historic Preservation Commission
- Howard County Soil & Water Conservation District
- INDOT Greenfield District
- U.S. Fish and Wildlife Service
- Indiana Department of Natural Resources
- Indiana Department of Environmental Management
- U.S. Environmental Protection Agency Federal

Section VIII - TIP PROJECTS & PERFORMANCE BASED PROJECT SELECTION

Recently Completed Road Improvement Projects –

- Markland and Park Avenue intersection improvement; round-about project
- East Morgan Street upgrade, from existing US31 to Touby Pike
- Touby Pike upgrade, from Morgan Street to new US31 interchange
- Espanol Drive, South LaFountain and Washington Street intersection improvement
- LaFountain St Bridge, bridge maintenance and repair with added pedestrian walk
- Nickel Plate Trail Bridge; over SR931 connecting Cassville to Kokomo
- Transit Dispatch Center, local property acquisition at 219 East Sycamore St
- Park Road Bridge, bridge replacement with pedestrian walk

Current Road Improvement Projects in process –

- Washington and Markland intersection, realignment of intersection
- West Morgan St, extension, and new road construction
- Lincoln Rd, Webster St to Park Rd; road reconstruction with curb and gutter
- McCann St Bridge, bridge reconstruction with pedestrian walk
- Carter St Bridge, bridge reconstruction with pedestrian walk

Performance Based Project Selection
Background

The Kokomo MPO has developed a project prioritization methodology used to rank and identify projects for the MTP and the Transportation Improvement Program (TIP). In the past, MPO TIP project selection has been based on MPO Policy Board and local LPA project selection consensus and although we will still strive to see continuity of style and pedestrian function for the core bridges in the downtown area, 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 smaller MPOs like Kokomo. This primarily performance-based PICS document is designed to assist the MPO in evaluating and prioritizing local projects by revealing or "picking" quantitative metrics-based projects with the added benefit of a qualitative assessment. The PICS metrics take into consideration (1) the need of a project as it relates the Transportation Network (2) Pavement Condition (3) Safety considerations (4) Prioritization based on Quantitative metrics (5) Qualitative assessment (6) Implementation recommendations and (7) Post build evaluation.

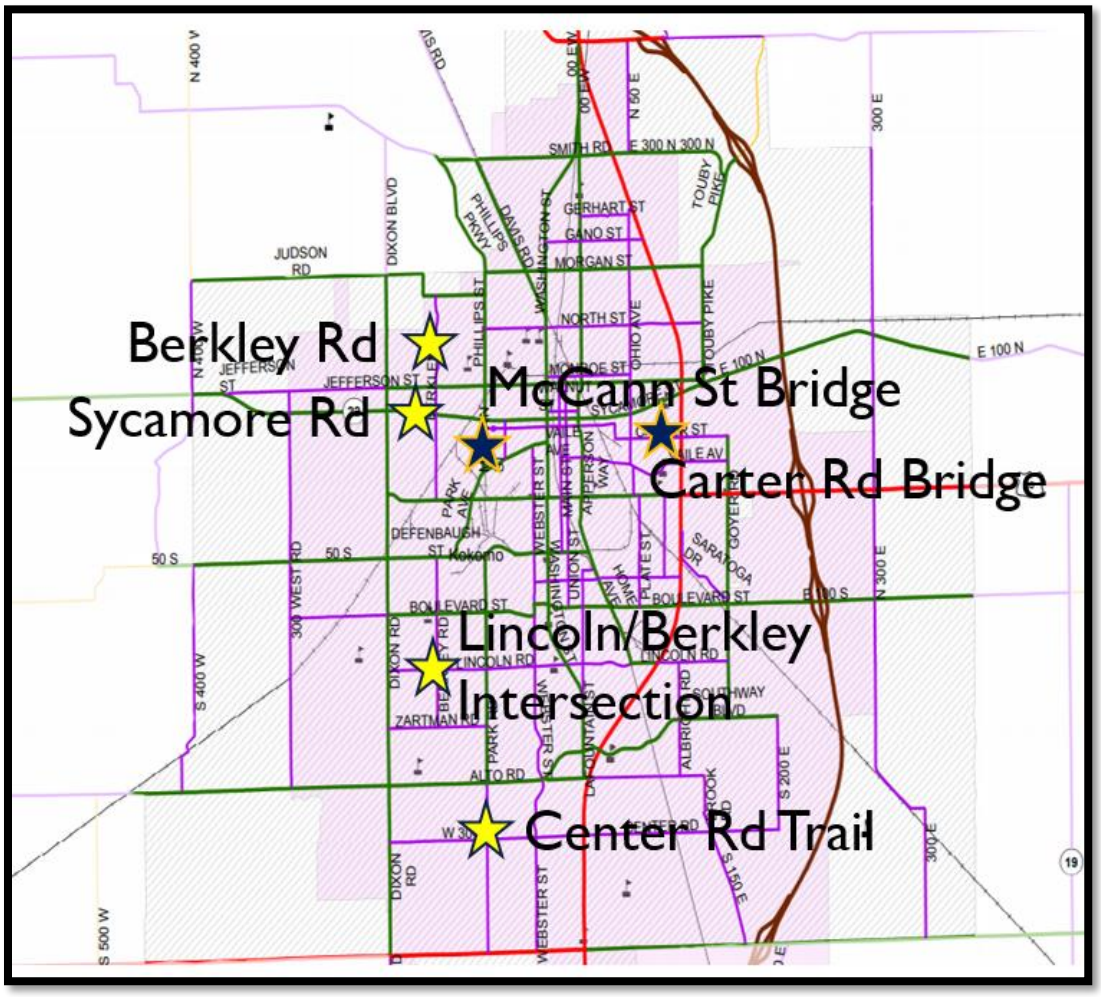
The following MPO projects were selected based on the MPO Transportation Network Project Prioritization methodology (PICS metrics). The two local LPAs were informed of the Call for Projects with respect to the new MTP and TIP. After applying the PICS metrics, the following four projects were selected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

MPO Funded Road Improvement Projects using PICS methodology –

- Center Rd Trail, US931 to Dixon Rd; pedestrian trail south of road
- Berkley Rd, Markland Ave to Sycamore St; road reconstruction
- Lincoln Rd, intersection with Berkley Rd; added turn lanes
- Markland Ave, Berkley Rd to Dixon Rd; road reconstruction

MPO funded projects outside of the PICS metrics methodology –

- McCann St Bridge, bridge reconstruction with pedestrian walk
- Carter St Bridge, bridge reconstruction with pedestrian walk



Severity (SEV): 1-5
Occurrence (OCC): 1-5
Detection (DET): 1-5
Qualitative (QUAL): 1-3 (Additive)

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICS) Metrics

Qualitative	Action Areas
1 - Appeal	Risk Priority Number (RPN)
2 - Function	Qualitative Risk Priority Numb (QRPN)
3 - Safety	Implementation Actions

ystem:	Local Road Transportation Network	Prepared by: MPO staff		Page __1__ of __2__
esponsible:	Kokomo MPO admin & LPA ERC	Origination Date: ___1-11-2019_____	(Rev) ___3-19-2019____	1

2 Road Segments/ etwork Input	3 Potential Failure Mode	4 Potential Failure Effects	5 SEV	6 Pavement Condition	7 OCC	8 Safety Effects	9 DET	RPN	10 QUAL	RPNQ	11 Project Recommendations	12 Project Built	SEV	OCC	DET	RPN
hat is the road segment/Key Input under nvestigation?	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 throught 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 perspecive? -OR- If Network geometry results in fatalities and/or severe injuries, DET = 5	How often is Safey Effected?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	What are the project goals? What type of project is needed to improve the Key Input under investigation? **Actions prioritized on the basis of: (1) Safety (2) high QRPN (3) Funding & Fit consideration**	What is the recalculated RPN based on the project as built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safey Effected?	Risk Priority Number
Home Ave, Hoffer St to Lincon Rd	Insufficient peak hour capacity	Shift change crash volume	3	Fatigue Cracking	2	Mid-block freight u-turn, shift congestion from factory	4	24	3	27	Road reconstruction to accomodate heavy freight; added turn lanes; partner with factory for safe and efficient freight movements					
Goyer Rd, arkland Ave to Boulevard St	Backed up turn traffic	Poor traffic flow; turn movement difficulty	3	Fatigue Cracking	2	Turn movement crash volume; crash with injury	3	18	2	20	Road reconstruction; added turn lanes; added bike lane					
Berkley Rd, arkland Ave to Sycamore St	Failing Shoulders, poor drainage	Excessive resurfacing	4	Alligator Cracking	3	Shoulder rutting	2	24	1	25	Road reconstruction; added turn lanes; added bike lane; rail corridor trail termini					
Lincoln Rd, ersection with Berkley Rd	Congestion, thru lane includes left turn lane	Backed up traffic and thru traffic in right turn only lane	5	Low Severity, Pavement to Concrete Transition	3	Turn movement crash volume; crash with injury	4	60	3	63	Intersection improvement with added turn lanes; culvert consideration					
Markland Ave, Berkley Rd to Dixon Rd	Intermitent standing water; shoulders inconsistent; narrow passage under RR bridge	Road closure	3	Alligator Cracking	4	High water related stalls; head on crash risk	4	48	2	50	Road reconstruction with added curb and gutter; culvert consideration					
mith 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 frieght navigation on narrow road	2	12	2	14	Road reconstruction to accomodate heavy freight; added turn lanes					
enter Rd Trail, 2931 to Dixon	Pedestrian connectivity	Pedestrian safety	2	NA	1	Pedestrian fatality	5	10	3	13	Construct trail South of Center Rd to accomodate pedestrian movements					

Severity (SEV): 1-5
Occurrence (OCC): 1-5
Detection (DET): 1-5
Qualitative (QUAL): 1-3 (Additive)

Transportation Network Project Prioritization

Project, Implementation, Condition & Safety (PICS) Metrics

Qualitative	Action Areas
1 - Appeal	Risk Priority Number (RPN)
2 - Function	Qualitative Risk Priority Numb (QRPN)
3 - Safety	Implementation Actions

ystem:	Local Road Transportation Network	Prepared by: MPO staff	Page __1__ of __2__
esponsible:	Kokomo MPO admin & LPA ERC	Origination Date: ___1-11-2019_____ (Rev) ___3-19-2019____ 1	

2 Road Segments/ etwork Input	3 Potential Failure Mode	4 Potential Failure Effects	5 SEV	6 Pavement Condition	7 OCC	8 Safety Effects	9 DET	RPN	10 QUAL	RPNQ	11 Project Recommendations	12 Project Built	SEV	OCC	DET	RPN
hat is the road egment/Key Input under nvestigation?	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 throught 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 perspecive? -OR- If Network geometry results in fatalities and/or severe injuries, DET = 5	How often is Safey Effected?	Risk Priority Number	Safety (3) = Priority	Qualitative Risk Priority Number	What are the project goals? What type of project is needed to improve the Key Input under investigation? **Actions prioritized on the basis of: (1) Safety (2) high QRPN (3) Funding & Fit consideration**	What is the recalculated RPN based on the project as built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safey Effected?	Risk Priority Number
xon Rd, SR26 to Alto Rd	Capacity and continuity of lanes	Congestion	3	Moderate Block Cracking	2	Nominal concern; turn movement crash volume; church traffic	2	12	2	14	Road reconstruction; added turn lanes; added bike lane					
ixon Rd, Alto Rd to West Morgan St	Excessive capacity	High speed traffic; no multi-modal consideration	2	Acceptable	1	Nominal concern; unlikely pedestrian use	2	4	2	6	Road reconfiuration with seperated/protected bike lane					
Lincoln Rd Bridge FY2024 build)	Pile fatigue; Non-Critical metal cracking	Compromised structural integrity	3	Increasingly Severe	3	Sub-standard integrity	3	27	3	30	Bridge reconstruction with elevated pedestrian crossing					
xon Rd Bridge FY2027 build)	Deck overlay brittle fracture	Pothole; pothole debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	Deck reconstruction					
pperson Way Bridge Y 2030 build)	Deck overlay brittle fracture	Pothole; pothole debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	Deck reconstruction					
Rail Corridor ail, Center Rd to Southway Blvd	pedestrian connectivity	pedestrian safety	1	NA	1	nominal pedestrian concern	1	1	1	2	Construct trail with lighting					
Rail Corridor Trail, effenbaugh St to West	regional pedestrian connectivity	pedestrian safety	3	NA	1	nominal pedestrian concern	1	3	2	5	Construct trail with lighting; partial MPA project					

ILLUSTRATIVE & ITS PROJECTS

Projects to Consider

Beyond the fiscally constrained projects listed in this section, the plan development process identifies potential transportation projects in the Planning Area. Due to financial constraints, these illustrative projects are not included in the original TIP page for years 2020-26; however, as additional funding (including LPA overmatch) is available, they will be moved from illustrative to active.

INDOT sponsored - federally funded in Kokomo MPO

CR300E, over wildcat Creek #56 – Repair / rehab $2,446,300
CN FY 25

CR 550N over S fork Deer Creek #46 – Replacement $2,589,500
CN FY 28

Years 2024-2028

Berkley – Markland to Sycamore – road reconstruction $4,571,800
CN begins FY 25 Local Overmatch

Smith Rd, 50 East to Touby Pike $6,790,624
CN in FY 26 -100% local funded except $521,467 Federal PE

Goyer Rd, Markland Avenue to Boulevard $5,210,548
design FY 23 – CN FY 26 Local Overmatch

Alto Rd, Cartwright to Albright – rd. / sidewalks $4,180,000
design FY 24 - PE CN FY 27

Izaak Walton Rd over Kokomo Creek #71 – bridge replace $1,600,000
design FY24 CN FY 27

Total 24-28 Federal $10,998,527 + Local overmatch $11,354,445 = $22,352,972

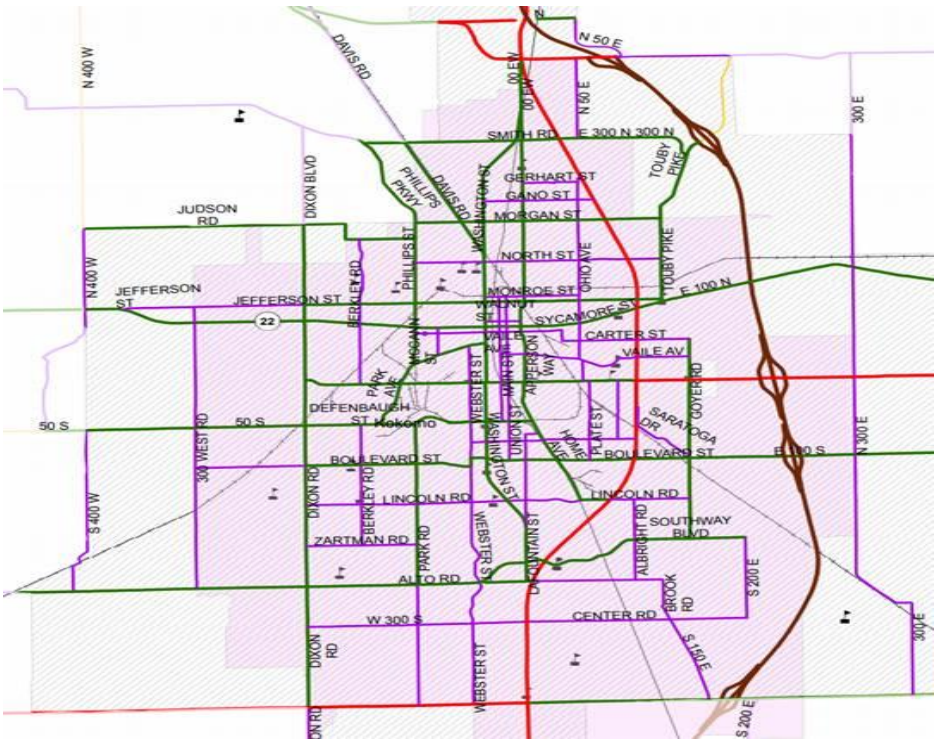
Years 2029-2035

Center Rd, Kimberly Dr to Albright – rd. / sidewalks $2,800,000
design PE FY27 CN 30

Zartman Rd, from S. Berkley Rd to S. Park Rd $2,310,000
design PE FY28 CN 31

Webster St over Kokomo Creek #129 – bridge rehab Design PE FY27 CN 29	**$1,060,000**
CR 250S over Little Wildcat Creek #30 – bridge rehab design PE FY27 CN 29	**$850,000**
Total 27-35	**$7,020,000**
Years 2036-2045	
Rail Corridor Trail, Deffenbaugh Street to West Middleton	**$6,000,000**
Dixon Road, SR26 to Alto Rd	**$5,500,000**
Lincoln Road, over Kokomo Creek #512 -	**$4,500,000**
Dixon Road, over Wildcat Creek #45	**$4,500,000**
Apperson Way, over Wildcat Creek #506	**$4,500,000**
Total 36-45	**$25,000,000**
Let projects 2020-2023	
Carter St Bridge CN FY 2020	**$1,035,000**
McCann St Bridge CN FY 21	**$1,672,000**
Lincoln / Berkley Intersection Improvement CN FY 22	**$564,068**
Bike/Pedestrian Trail, Center Rd. Dixon to 931 construction begin 2023	**$3,764,005**
Total 2020-2023	**$7,035,073**
Total Aggregate Cost:	**$61,408,045**

FUNCTIONAL CLASS MAP



Legend

- INTERSTATE
- OTHER Frwy or Exprswy
- Other Principal Arterial
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- Rural INTERSTATE
- Rural OTHER Frwy or Exprswy
- Rural Other Principal Arterial
- Rural MINOR ARTERIAL
- Rural MAJOR COLLECTOR
- Rural MINOR COLLECTOR

ITS PROJECTS

The Federal Transit Administration supports the use of ITS to further enhance public transportation service in the United States, which it does through the ITS Transit Program.

The mission of the FTA's ITS Transit Program is to support America's public transportation systems by leading the innovative development and application of ITS technologies through research, operational tests/deployments, evaluation, training, and

outreach. FTA supports this mission in coordination and cooperation with the transit industry.

Program Goals

- The primary goals of the ITS Transit Program include:

- Safety: Enhance public health and safety by working toward the elimination of transportation related deaths and injuries.
- Mobility: Increase the ability of all to travel by public transportation quickly, reliably, and comfortably to their desired destinations, and also when they would like to travel.
- Efficiency: Provide efficient transportation services that make the most productive short and long-term use of Federal transit funds and overall transit resources.
- Economic Growth & Trade: Facilitate a more efficient domestic and global transportation system that enables economic growth and development
- Environmental Stewardship: Promote transportation solutions that enhance communities and protect the natural and man-made environment.
- Security: Provide a safe and secure transportation system that is prepared for and responds to emergencies and natural disasters, and that balances homeland and national security requirements with the mobility needs of the nation.
- Organizational Excellence: Provide effective and efficient implementation, management, and oversight of the ITS Transit Program through quality people and processes.
- Resolve issues regarding the development, implementation, and operation ITS Transit systems and their Integration
- Deployment of increasingly integrated systems (from within a single agency/mode, to all transit modes, to the complete transportation system) in order to provide mobility and meet the transportation needs for all.
- Remove the technological barriers to using ITS Transit to provide seamless reliable, integrated transit services and transportation systems in general.
- Remove the institutional barriers to using ITS Transit to provide seamless reliable, integrated transit services and transportation systems in general.

Although the MPO and the City of Kokomo Transit System do not have any current ITS projects in progress we understand and support the idea behind the vision.

Section IX - TRANSPORTATION ALTERNATIVES

23 CFR § 450.324(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

Bicycle and Pedestrian Facilities

Bicycling and walking are important modes of transportation in the Kokomo Urbanized Area. To address this need, the Kokomo MPO has a Citizen's Advisory Committee (CAC) for Alternative Transportation, a multi-modal strategy that includes bicycling and walking as integral parts of the transportation infrastructure. This Alternative Transportation and Greenway Plan (ATGP) is a community vision that the MPO is facilitating and seeks to take advantage of the many benefits that bicycling, and walking can offer, such as greater mobility, less traffic congestion, cleaner air, and lower transportation cost. This plan is intended to assist in continuing to make ATGP a reality for Howard County.

Benefits of Bicycling and Walking

Many people own, or have access to a bicycle, and many of these people ride their bikes for transportation. In fact, studies show millennials reject the US car culture. Bicycling is the second-most preferred form of transportation behind the automobile, with Uber and Lyft less and less 1-person households are car-dependent. Similarly, most trips involve some form of pedestrian travel, whether it is walking from your home to the grocery store, or walking from your parked vehicle to the grocery store, or walking from the bus stop to the store. Many of these types of trips are made out of personal choice, but many are also made out of necessity. One in nine U.S. households does not own an automobile, and one-third of all Americans cannot, or do not, drive. Providing safe, convenient, and attractive bicycle and pedestrian facilities provides desirable transportation alternatives

to the automobile, thereby encouraging these types of trips and meeting the community's basic transportation needs.

Less Traffic Congestion

Traffic congestion is becoming an increasing concern for most communities. Traffic congestion results when the traffic demand on a street or roadway network is greater than the amount of traffic that street or roadway network was designed to efficiently carry. In addition to interfering with mobility, traffic congestion results in driver frustration, wasted time, wasted energy, and pollution. Traffic congestion, as well as its negative impacts, can be reduced by incorporating bicycle and pedestrian facilities into the transportation network and by encouraging these modes of travel. Converting a portion of motorized trips to bicycling and walking trips is a very realistic goal.

Cleaner Air

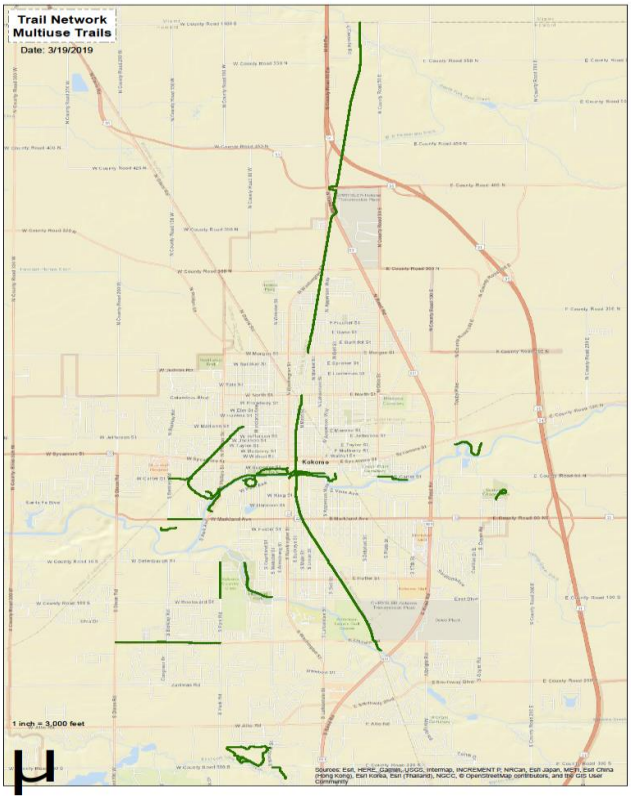
Approximately 60% of the pollution created by automobile emissions happens in the first few minutes of vehicle operation, before pollution control devices can work effectively. Because of this, shorter automobile trips are actually more polluting than longer trips on a per-mile basis. This is alarming, considering that 40% of all trips are less than two miles in length. By converting a four-mile round trip to bicycling, approximately 15 pounds of pollutants can be kept out of the air. These pollutants, which include carbon dioxide, carbon monoxide, and nitrogen oxides, are contributors to respiratory problems, cardiovascular problems, smog, and acid rain.

Lower Transportation Costs

Owning and maintaining an automobile can be very expensive. The average cost of operating an automobile for one year is about $9,122, based upon 15,000 miles (Ref. AAA) of annual driving. and families, on average, must work for more than six weeks to pay this cost. In contrast, the cost of operating a bicycle for one year is only about $350.00 to own a study, quality bicycle, and walking is free. By converting some automobile trips to bicycling and walking, families can eliminate the need for a car or, at least, a second car. In addition to saving families money, bicycling and walking can, reduce medical cost

and increase health benefits, also reduce transportation related costs for communities. Bicycling and walking trips cause little, if any, wear and tear on roadways, and infrastructure supporting these travel modes can usually be provided with less impact and at a lower cost than infrastructure for motorized travel. Bicycling and walking also require less space per trip than motorized travel. Converting automobile trips to bicycling and walking can reduce traffic congestion and postpone, or even eliminate, the need for roadway widening and construction projects.

Figure 5: Trail Network



Recommended Actions

Kokomo, Howard County, and INDOT should build sidewalks along all arterial and collector roads which are rebuilt or widened within the build-up portion of the urbanized area, in the future. Adequate right-of-way should be acquired such that green space can be included in the design or added later. When traffic calming is appropriate, roundabouts should be given consideration. They should require construction of sidewalks in all new residential subdivisions and new commercial developments. All commercial developments should be required to have marked walkways connecting their main

entrances with the street sidewalk. And, when rebuilding or widening arterials within the urban area, Kokomo, Howard County and INDOT should add an additional two foot of width to the outside lanes or add paved shoulders for bicyclists and/or pedestrian paths. When possible, connection to the city's fixed route should be considered with sidewalks and/or bicycles pedestrian paths. Kokomo with INDOT should begin a low-level effort at encouraging ridesharing. Kokomo should continue efforts they have made in recent years to the urban trail system.

Section X - PUBLIC TRANSPORTATION

Kokomo provides two public transportation services. The Spirit of Kokomo is a para-transit bus system that provides a call ahead "demand response" system for seniors 60 years and older and disabled residents within the city limits.

The Spirit of Kokomo had over 94,000 passenger boarding's during 2018 with an annual operating cost of $1.14mil and is grow exponentially. With 10,000 Baby Boomers retiring daily (that is approximately 11,000 per day) in the US, it is estimated 45% of the Indiana workforce will be retired within the next decade, prompting Gov. Holcomb to tag it the "Silver Tsunami". With Howard County being a large manufacturing area many of our population are eligible for an earlier than the "sixty-five" retirement making them eligible for the potion of our para-transit system that is currently "60 years and over". Many people own vehicles and still use our system on as needed bases (e.g., gas prices spike, vehicle is in the shop, they are unable to drive due to an injury or surgery, etc.). Because of this growth it has prompted us to use performance measures and look very close at the future of transit in our community. Implementing FTA's Transit Asset Management Plan (TAM) is a great tool to help navigate the course for the future, a tool that is a living document we will constantly be using.

of the citizen's transportation needs by starting a fixed route system; The City-Line Trolley began September 10, 2010

and expanded its system July 2013, further expansion of this system is to begin in early spring of 2019 and will extend the successes of meeting the needs for our community. Continued expansion research, planning and analysis of existing service will allow for more effective service to our community

City-Line had over 378,000 passengers board in 2018 with an annual operating cost of $749,892.00. Both services are funded by the following funding entities: The City of Kokomo, grants from the Federal Transit Administration, U.S. Department of Health and Human Services Area 5 Agency Council on Aging and Spirit of Kokomo patron donations.

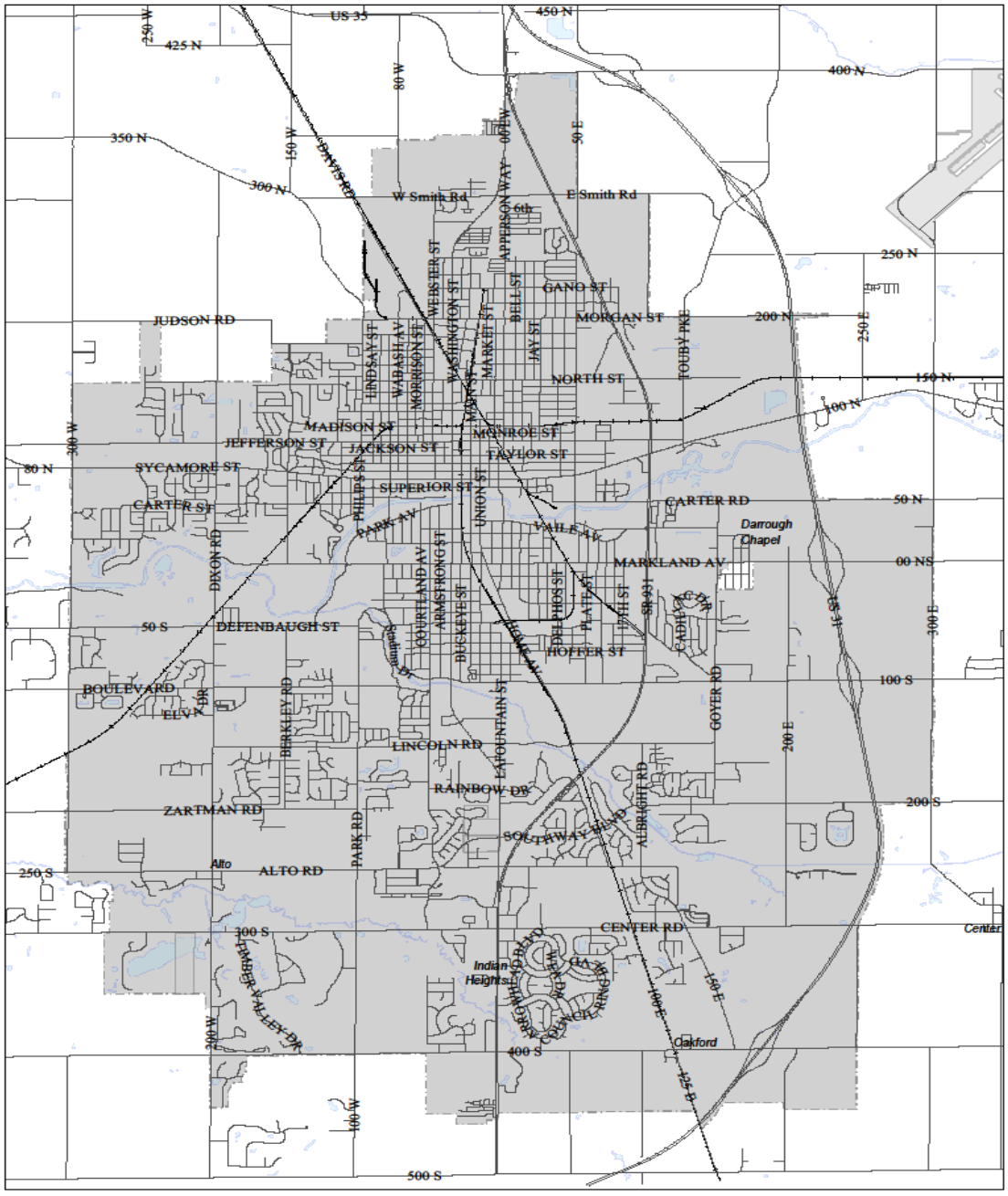
Before the City of Kokomo started their fixed route system, people that didn't qualify for the Spirit of Kokomo and who could not drive or afford alternative transportation were isolated and had to depend on the kindness of others for rides. Basic needs, like going to the supermarket, doctors' offices or employment opportunities were often miles away in areas without sidewalks creating an unsafe passage.

There is however a continuing need for public transportation in the Kokomo area; by 2030 the last of those "Baby Boomers" will turn 65 potentially bringing our senior population to nearly 38,000. Although unemployment in our area has dropped to 4.6% (Jan 2019) since its peak 20.8% in June of 2009, poverty is still an issue. The current poverty level in our area is above 14%.

The City-Line Trolley in its design may not meet all the needs for our community, but it does afford an opportunity for many to gain employment, visit the clinics instead of emergency rooms, use their food stamps at a grocery store instead of a convenience store, obtain an education and be independent.

(Pictures above is the new transit facility opened in November 2018). It is a hub for the dispatch center for both the Spirit of Kokomo and the City-Line Trolley as well as the main transfer station for the fixed route system.

Figure 7: Spirit of Kokomo – Para-Transit System Coverage



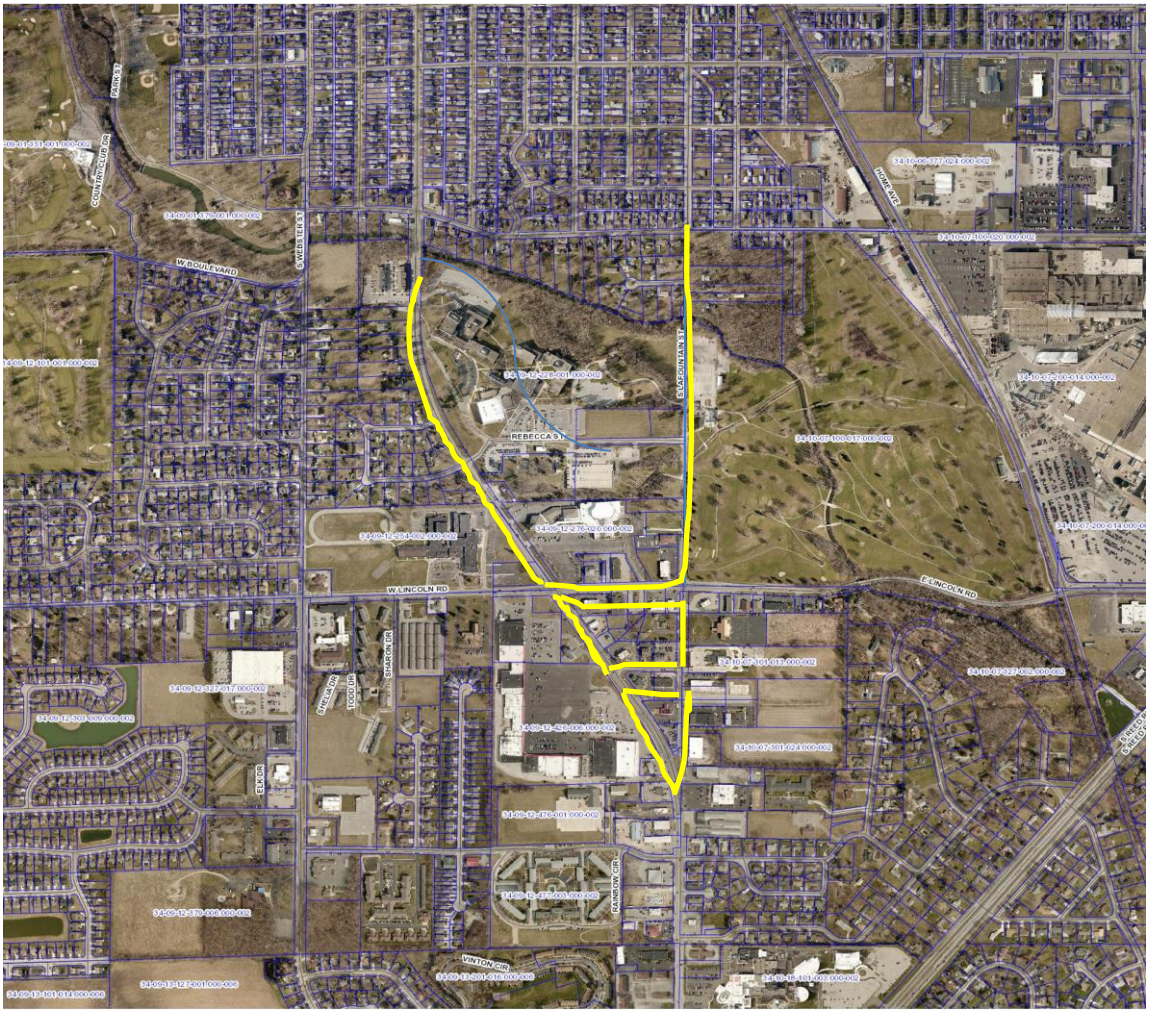
Spirit of Kokomo Coverage for the City of Kokomo

2019

1 inch = 3,500 feet

Date: 3/19/2019

Indiana University Kokomo sidewalk connectivity project to Public Transit



- **Install sidewalks on the east side of LaFountain from north side of Edgewater Lane to Boulevard**
- **Install midblock crossing at Edgewater Lane**
- **Install sidewalks on both sides of Lincoln**
- **Install sidewalks on the west side of LaFountain from LaFountain and Washington intersection to the north side of Edgewater Lane**
- **Install sidewalks on the east side of Washington**
- **Install sidewalks on both sides of Espanol**

This project is a much-needed sidewalk project that helps citizens with safe passage and connectivity to public transit.

Recommended Actions

When assessing public transportation in the area, there is much work still to be done. In fact, requests for improved transit services include higher frequency routes, later hours of service, additional routes, weekend service, increased amenities, and improved technology. These are potential areas of improvement.

The legacy cost of Public Transportation is a harsh reality that cannot be overlooked. In the chart below from the TAM you will see if the replacement of fleet vehicles is done at the rate to which the desired spare ratio and ULB is hit, there will be years of elevated spending while there are years of zero spending. So, it's imperative the fleet is not only maintained to the highest standard, but also evaluated and replaced based on actual need not just formula.

(Expanded version of table in Appendix F page 56 – tables 5-7)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
FLEET TOTAL	25	27	26	23	29	32	38	43	51	53	51
FLEET SPARE	1	3	2	-1	5	8	14	19	27	29	27
FLT SPR RATIO	4%	11%	8%	-4%	17%	25%	37%	44%	53%	55%	53%
BUS > ULB (YR)	5	0	0	3	0	6	3	6	0	2	0
BUS > ULB (TTL)	5	5	2	3	8	12	12	15	12	9	3
BUS > ULB (IF)	5	2	0	8	6	9	9	12	7	3	3
BUS DISPOSE	0	3	1	2	2	3	3	3	0	3	0
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0	0
FLEET > ULB	20%	7%	0%	35%	21%	28%	24%	28%	14%	6%	6%
TARGET > ULB	2.5	2.7	2.6	2.3	2.9	3.2	3.8	4.3	5.1	5.3	5.1
BUY	2	2	-2	8	5	9	8	11	2	1	-2
COST	$117,500	$117,500	$0	$480,000	$310,000	$235,000	$558,000	$737,000	$134,000	$69,000	$0
PER BUS	58,500.00	58,500.00		60,000.00	62,000.00	62,000.00	65,000.00	67,000.00	67,000.00	69,000.00	

Kokomo and Howard County should continue support of the Spirit of Kokomo Bus Services. Currently in April 2019, Kokomo transportation service providers are being equipped with an update to the dispatch software and by early fall 2019 will have an update to the camera system on all vehicles.

The KHCGCC will continue to focus on managing the system, looking for ways to make it efficient and viable for the future by utilizing the tools such as the Transit Asset Management (Tam) which were a set of rules developed under MAP-21 and on July 26, 2016 FTA published TAM's Final Rule.

Section XI - Coordinated Public Transit-Human Services Transportation Plan

Per U.S.C. 49 5310 Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

History and Recommended Actions

The original plan was adopted June 11, 2008, Resolution 2008-6; On October 4, 2018 this Plan was updated, Resolution 2018-17.

On February 11, 2009 Kokomo had their first meeting of the Citizens Advisory Committee (CAC) for Transportation. Included were representatives from City of Kokomo; Clinic of Hope; United Way; Info/Re 211 United Way; Kokomo City Council; Spirit of Kokomo Bus Service; City Line Trolley fixed route; and KHCGCC (MPO). The current composition of the CAC for Transportation includes those same agencies but has expanded to include users of the existing transportation as well as special needs users to assist in addressing any ADA concerns that may exist. The priority task of the CAC for Transportation is to close the gaps in service created by funding limitations, community support levels and population densities. Quarterly meetings are conducted to promote discussions in this area as well as any other concerns raised by committee and community members. The intentions are to take a problem-solving stance towards these concerns and the concerns addressed in the Coordinated Public Transit-Human Services Transportation Plan Update to assist in implementation of the proposed solution.

The CAC for Transportation assisted in completion of the update on the Coordinated Public Transit-Human Services Transportation Plan by attending stakeholder/public meetings, distribution and collection of surveys as well as distributing pertinent information to the community. Human Service providers focus on serving individuals with specific client groups or populations that, due to a disability or for economic reasons, have fewer transportation options than the general public. Persons with disabilities and persons with limited incomes are “transportation dis-advantaged”.

Since the 1990 passage of the Americans with Disability Act (ADA), public transportation providers have been required to extend service to persons with disabilities by providing complimentary door to door service.

Funding for public and human services transportation has been supplied by local, state, and federal support. Recent federal initiatives are focused on ways to make transportation better and create a more efficient use of funding sources. Combining public transportation providers with human service organization’s needs, along with a growing need for service that comes with an aging population calls for a new way of addressing transportation needs. Major challenges include coordinating a variety of funding sources with agencies’ own rules, regulations and restrictions while meeting different needs in a cost-efficient manner

Section XII – FREIGHT ANALYSIS

MPOs are required by legislation (past and present); to plan in such a way that promotes economic vitality, enhances connectivity, and increases accessibility and mobility options for people and goods. Statutory citations, FAST Act § 8001; 49 U.S.C. 70101-70103, 70201-70204

Analyzing the movement of goods in the region, identifying problems, and working to improve such problems is one way to support the flow of goods in our region while meeting all legislative requirements. The movement of freight in the Kokomo MPO area is accomplished using three modes. Trucks are the primary means of goods movement

throughout the region, while rail and air play a lesser role in the transport of goods. The nearest port facility is in Michigan City Port Authority approximately 121 miles Northwest of Kokomo. Kokomo Municipal Airport is the nearest air facility and is approximately 5 miles northeast of the MPO study area.

FREIGHT MOVEMENT BY MODE

Highways

The US 31 highway has been constructed as a limited access highway east of the MPA. This new highway (2013) was designed to alleviate freight from the SR 931. SR 931 the original 1926 US highway and has been a major road through Indiana since long before the advent of the Interstate System. SR 931 intersects with SR 26 at the south end of Kokomo and US 35 at the north end of Kokomo. SR 931 has a major intersection by way of SR 26 and US 35 within the Metropolitan Planning Area (MPA).

Railroads

Railroad access for Kokomo has changed recently. At the end of World War II, Kokomo was served by two major companies. Rail-lines entered the city from six directions. Kokomo is fortunate that, by the mid 2000's, it still has service on two of the rail-lines. The lines servicing Kokomo are considered secondary. The Central Railroad Company is considered a short-line railroad. Kokomo and Howard County can support continued service by working cooperatively with the Central Railroad Company, and by ensuring their actions do not interfere with railroad services. Also, local officials should work to preserve a railroad line to Indianapolis for use as a future transit corridor.

Air Transportation

Direct aircraft access for Kokomo is provided by the Kokomo Municipal Airport. The Kokomo Municipal Airport has had irregular commercial airline service. The airport was recently extended to accommodate larger aircraft in an effort to stimulate economic vitality

and the future business in the Kokomo area. The airport has several upcoming federal aid projects (see list below)

Airport Name: Kokomo Municipal Airport
2019-2024 Capital Improvement Plan
"Priority & Funding Summary"

Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds (90%)	State Matching Funds (5%)	Local Matching Funds (5%)	Total Cost	Approx. NPIAS Rating	General Comments & Notes
Fiscal Year 2019								
1	Rehabilitate Runway "14-32" (Design/Bid/Construction)	Type 1	$1,875,129	$104,174	$104,174	$2,083,477	70	*NPE + SA, D*
2	Rehabilitate Runway "14-32" Lighting (Design/Bid/Construction)	Type 1	$520,808	$28,934	$28,934	$578,675	70	*SA, D*
3	Rehabilitate T-Hangar Taxilanes (Design/Bid/Construction)	Type 1	$460,244	$25,569	$25,569	$511,382	70	*SA, D*
	Subtotal for Fiscal Year 2019=		$2,856,181	$158,677	$158,677	$3,173,534		
Fiscal Year 2020								
4	Construct New Taxiway Connector (Design/Bid/Construction)	Type 1	$640,517	$35,584	$35,584	$711,685	59	*NPE + D*
5	Rehabilitate Runway "5-23" - Phase 1 (Design/Bid)	Type 1	$135,000	$7,500	$7,500	$150,000	70	*NPE*
	Subtotal for Fiscal Year 2020=		$775,517	$43,084	$43,084	$861,685		
Fiscal Year 2021								
6	Install Runway "5-23" & Taxiway "A" Underdrains - (Design/Bid/Construction)	Type 1	$484,035	$26,891	$26,891	$537,817	44	*SA, D*
7	Rehabilitate Runway "5-23" - Phase 2 (Construction)	Type 1	$3,187,469	$177,082	$177,082	$3,541,632	70	*NPE + SA, D*
	Subtotal for Fiscal Year 2021=		$3,671,504	$203,972	$203,972	$4,079,449		
Fiscal Year 2022								
8	Update Airport Master Plan	Type 1	$360,000	$20,000	$20,000	$400,000	66	*NPE + SA, D*
	Subtotal for Fiscal Year 2022=		$360,000	$20,000	$20,000	$400,000		
Fiscal Year 2023								
9	Parallel Taxiway "B" - Phase 1 (Environmental Review and Preliminary Design)	Type 1	$135,000	$7,500	$7,500	$150,000	59	*NPE*
	Subtotal for Fiscal Year 2023=		$135,000	$7,500	$7,500	$150,000		
Fiscal Year 2024								
10	Parallel Taxiway "B" - (Final Design/Bid/Construction)	Type 1	$2,043,540	$113,530	$113,530	$2,270,600	59	*NPE*
	Subtotal for Fiscal Year 2024=		$2,043,540	$113,530	$113,530	$2,270,600		
	Total Type #1 only for Years 2019-2024=		$9,841,741	$546,763	$546,763	$10,935,268		
	Total Type #2 only for Years 2019-2024=		$0	$0	$0	$0		
	Total Requests for Years 2019-2024=		$9,841,741	$546,763	$546,763	$10,935,268		

Section XIII - CONSIDERATION OF OTHER PLANS

The KHCGCC will work cooperatively with Kokomo and Howard County as they both have comprehensive plans. Any transportation related components of these plans will be coordinated with MTP projects and initiatives. Furthermore, studies completed in compliance with FAST Act planning factors should be considered for inclusion within the City and County comprehensive plans.

Recommended Action

The land use plans of all jurisdictions will be considered in any actions taken with regard to the Metropolitan Transportation Plan (MTP). Kokomo and Howard County are encouraged to maintain updated comprehensive land use plans.

Section XIV - PUBLIC PARTICIPATION

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preference. The Metropolitan Transportation Plan for Kokomo and Central Howard County was developed in accordance with the Public Participation Policy (PPP) process adopted by KHCGCC's Policy Board on August 2, 2007 and then updated and adopted by the Policy Board on July 31, 2017.

The PPP is consistent with 23 CFR §450.316 to engage and create opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Public participation for the 2020 - 2045 MTP involved placing public notices in local media February 8, 9, 17 & 18, 2019, meeting notice placement at City Hall, the Transit facility and on the MPO webpage. A request for Public and Stakeholders meetings were scheduled for February 20, 2019, March 20, 2019 and April 3, 2019. Included in the notices was the offer to conduct public hearings if requested. When the draft was complete it was placed

for review on the website, emailed to stakeholders, and copies were placed at the United Way, the Public Libraries, City Hall, the Kokomo Senior Center and the Plan Commission, for further comment. Comments are documented along with KHCGCC's response and included in Appendix A.

When the Policy Board approved the final draft of the MTP plan, it was announced in Public Notice section of the local paper that public comment was sought on the final version of the 2020 to 2045 MTP. Therefore, by approval of Resolution 2019-7 the Policy Board accepted and adopted this document as the Metropolitan Transportation Plan for the Kokomo Urbanized Area.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of the Council's public participation activities. The Council's policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all communities are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Generalities of the Public Participation Process (PPP)

The KHCGCC shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the Metropolitan Transportation Plan (MTP) and/or the Transportation Improvement Program (TIP). A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Section XV – CONGESTION MITIGATION & AIR QUALITY

Background

The Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914) established the CMAQ Program. The program provides funding to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (*i.e.,* nonattainment areas), and for areas that were out of compliance but have now met the standards (*i.e.,* maintenance areas). The program was reauthorized under the Transportation Equity Act for the 21st Century (Pub. L. 105-178, 112 Stat. 107) in 1998, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144) in 2005, under MAP-21 (Pub. L. 112-141, 126 Stat. 405) in 2012, and most recently under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, 129 Stat. 1312) in 2015

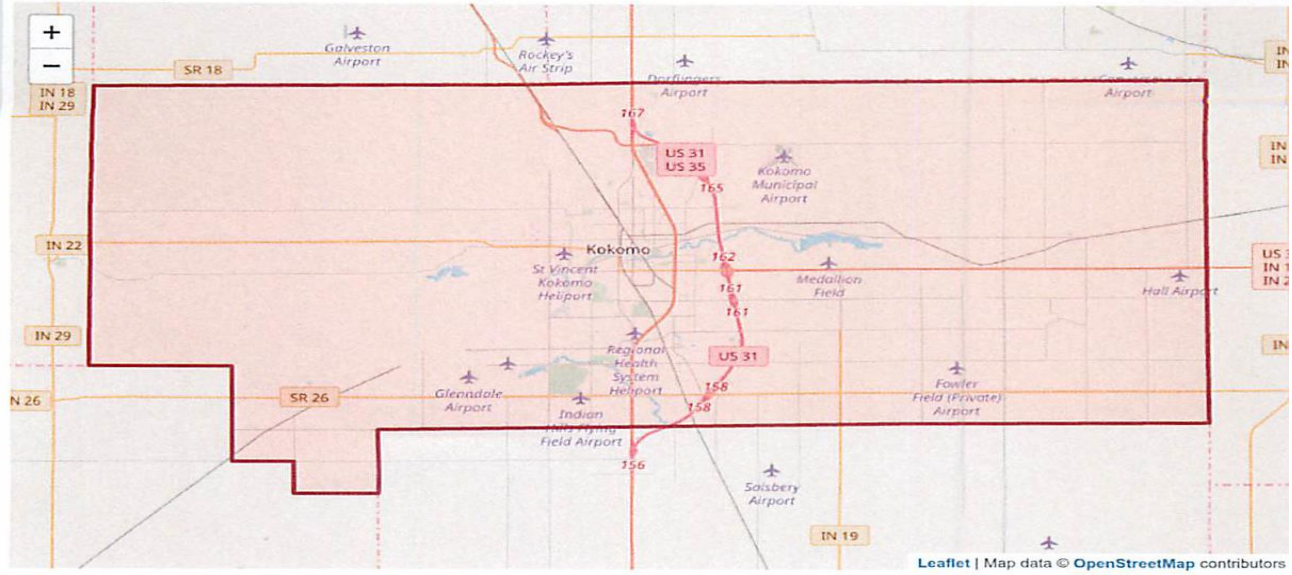
Local Air Quality

The primary purpose of the CMAQ program is to provide funding for transportation projects and programs that will reduce transportation related emissions. CMAQ program expenditures are geographically restricted to US EPA designated non-attainment and maintenance air quality areas. The Kokomo MPO is not one of those areas and is considered to be in “attainment” status. The Kokomo MPO does not receive CMAQ federal funds. Future attainment will be dependent on local growth factors such as population and employment.

The Metropolitan Planning Area (MPA) of the Kokomo and Howard County Governmental Coordinating Council covers Kokomo and the central third of Howard

County. The MPA had a population of 84,204 in 2018 (as recorded by the Indiana Metropolitan Statistical Area).

Kokomo, IN Metropolitan Statistical Area Boundary Map



Kokomo, IN Metropolitan Statistical Area Data & Demographics (As of July 1, 2018)

POPULATION		HOUSING	
Total Population	84,204	Total Housing Units	39,347 (100%)
Population in Households	82,922	Owner Occupied HU	23,893 (60.7%)
Population in Familes	65,950	Renter Occupied HU	10,999 (28.0%)
Population in Group Qrtrs	1,282	Vacant Housing Units	4,455 (11.3%)
Population Density[2]	287	Median Home Value	$114,962
Diversity Index[3]	29	Average Home Value	$143,486

INCOME		HOUSEHOLDS	
Median Household Income	$50,910	Total Households	34,892
Average Household Income	$65,726	Average Household Size	2.38
Per Capita Income	$27,520	Family Households	22,640
		Average Family Size	3

Section XVI - TRAFFIC CONGESTION

Traffic congestion is a function of traffic volume and road capacity. Road capacity depends on:

1. The number of lanes,

2. Traffic control,
3. Cross street traffic,
4. Turning traffic, and
5. On-street parking.

A single lane can easily carry some 1,800 vehicles per hour, as long as no one slows down or stops. Slowing or stopping traffic for turning or parking vehicles or for cross street traffic at intersections quickly reduces the capacity of a road. It is these kinds of "friction factors" that necessitate local road improvements.

The Kokomo Road Network Model uses generalized values for road capacities. The values are based on Federal Highway Administration research. The values are adjusted for the number of lanes, and of traffic control devices. The ratio of the traffic volume to the road capacity is an indicator of the level of service (LOS). The LOS is generalized using an A through F scale. Values A through C are considered uncongested with more or less unimpeded, free flowing travel. Values D through F are considered congested with increasing degrees of traffic delays. Actual levels of service will vary during the day as traffic volumes change. Typically, transportation planning aims for a road system with a level of service of at least C during peak travel periods. Level D is accepted where the cost and other impacts of improving to level C are excessive. Currently the City of Kokomo does all of the Traffic Counts for the KHCGCC, and we use these counts for various planning purposes, including routing new transit lines.

Other than a few exceptions at peak times, Kokomo and Howard County have few to no congestion issues and since the opening of the US31 bypass even the SR931 traffic is light to moderate.

Section XVII – Travel Demand Modeling

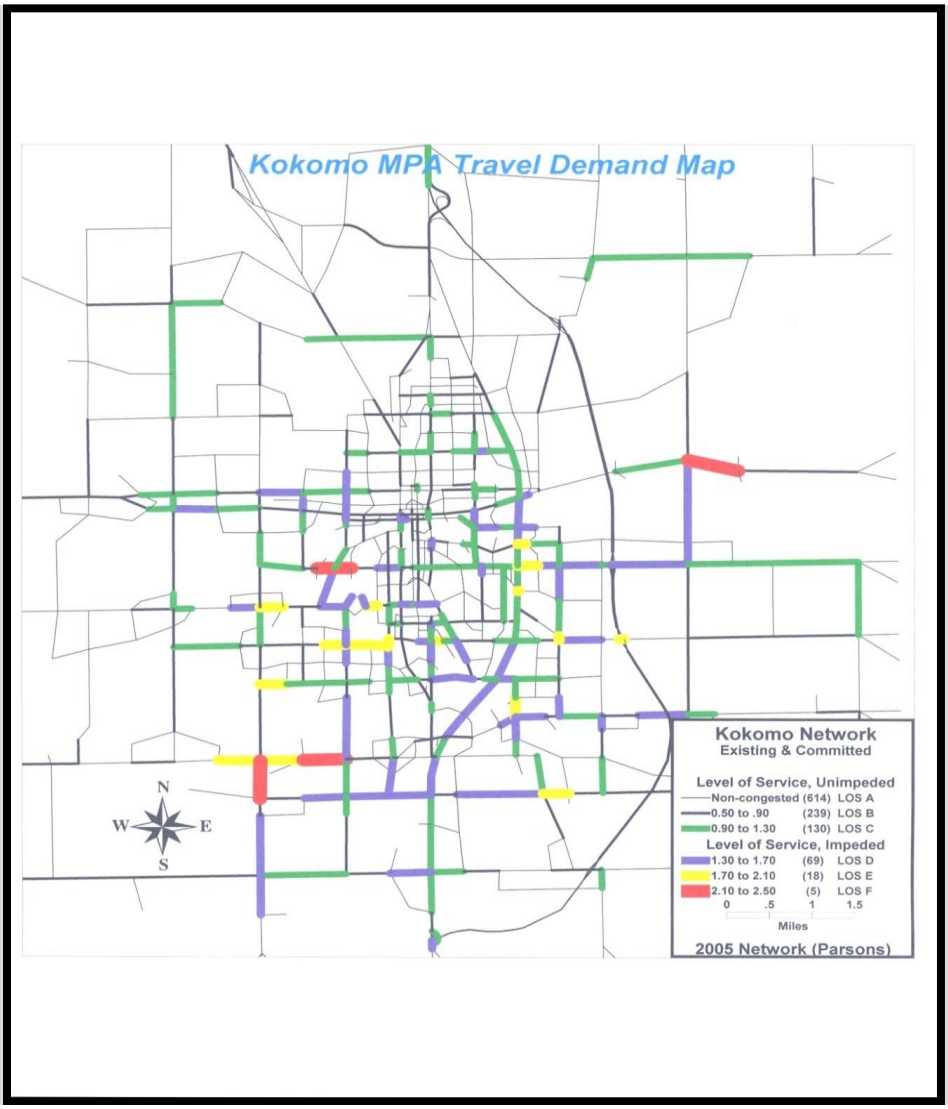
Bureau of Labor Statistics forecast that the number of manufacturing jobs would continue to fall at an average annual rate of 0.6% per year between 2016 and 2026 (Ref. Article in the Economist Oct.2018). With Kokomo/Howard County heavily reliant on manufacturing jobs Travel and Road modeling can be a strong tool when planning viable projects for a community, planning becomes challenging as we try to forecast local industry and the "what ifs" of the possible near future. Not so long ago (in road construction years) our community did a semi-large road project to accommodate GM who had over 7000 employees locally; now that facility has less than 900 employees. The key to address is both the challenges of traffic and its visualization. However, traffic takes place on a complex domain and realistic road networks, we no longer necessarily build for peak, yet there are still areas in the nation that unless they build for such problems gridlock would be not only the norm it would be impossible to travel for expanded hours.

Road network modeling is a collection of techniques and formulas which use social, economic, and roadway data for calculating trips and traffic flowing into, out of, and within an area. The model permits identifying congested roads and testing of the effectiveness of proposed solutions. Repeating the model, with socioeconomic projections, permits the identification of future congestion and testing for solutions.

Currently the MPO does not have a set Travel Demand process implemented; however future goals are to develop a transportation travel demand computer model that accounts for existing travel behaviors as well as future behaviors.

- Person trips per day
- Daily vehicle trips
- Daily vehicle miles
- Daily vehicle hours
- Mode shares Safety
- Predicted number of accidents
- Fatal, Injury, Property Travel Efficiency

- Vehicle hours of delay
- Accessibility by mode
- Number of jobs within X minutes
- Shopping within X minutes
- Infrastructure costs
- Potential jobs impacts



Appendix A – Public Comments

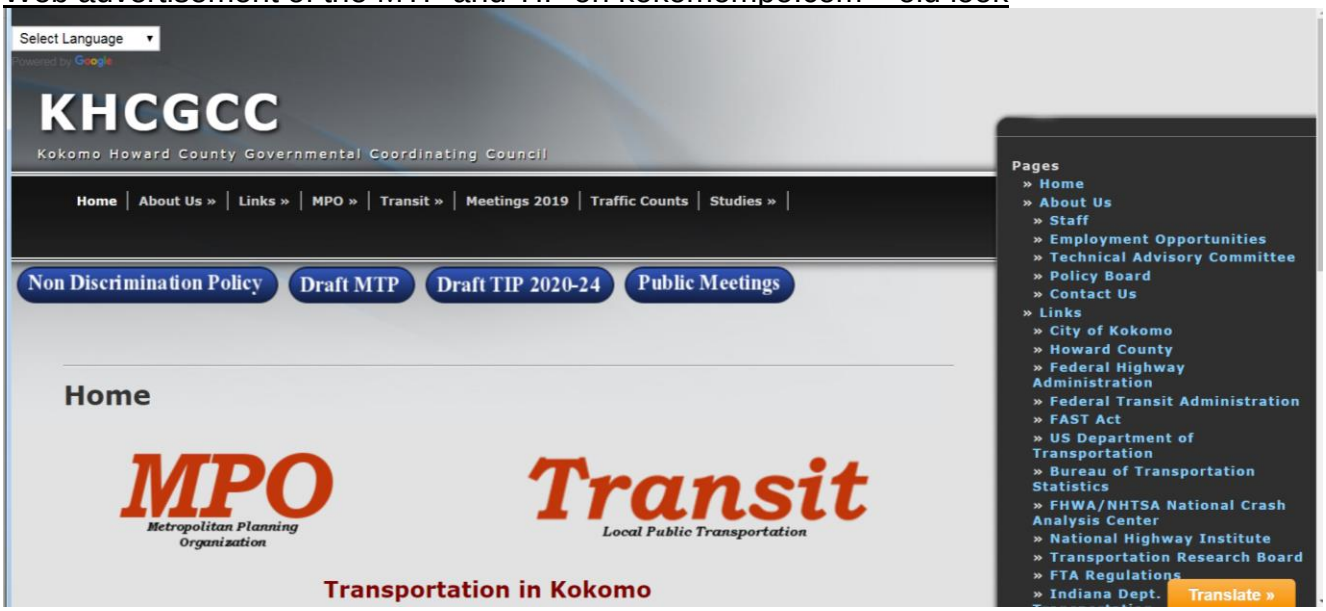
Feb 20, March 20 and April 3, 2019 Public Meetings were held.

During the March 20 meeting, while discussing road diets and arterial traffic capacity concepts, Council-woman Cindy Sanders commented that road work on Washington St has made freight movements to and from a local furniture store difficult.

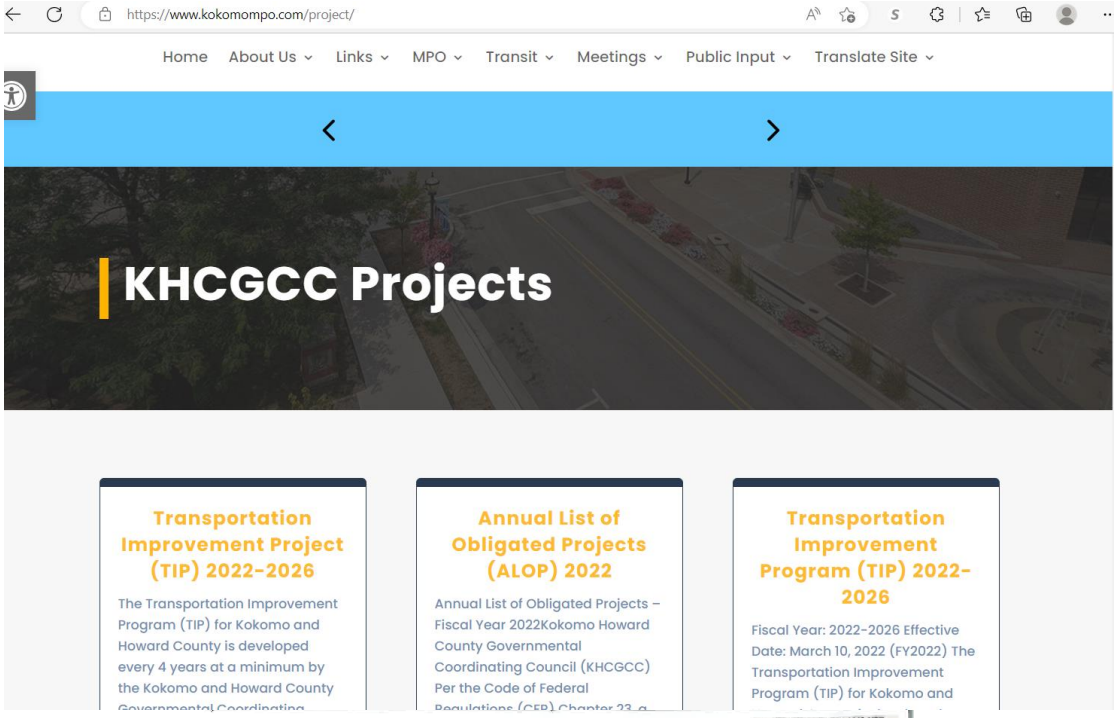
During the Policy Board review, Greg Goodnight- Mayor of Kokomo and presiding President of or Policy Board stated “I would like to see continuity of style and pedestrian function for the core bridges in the downtown area”.

Appendix B – Public Notice

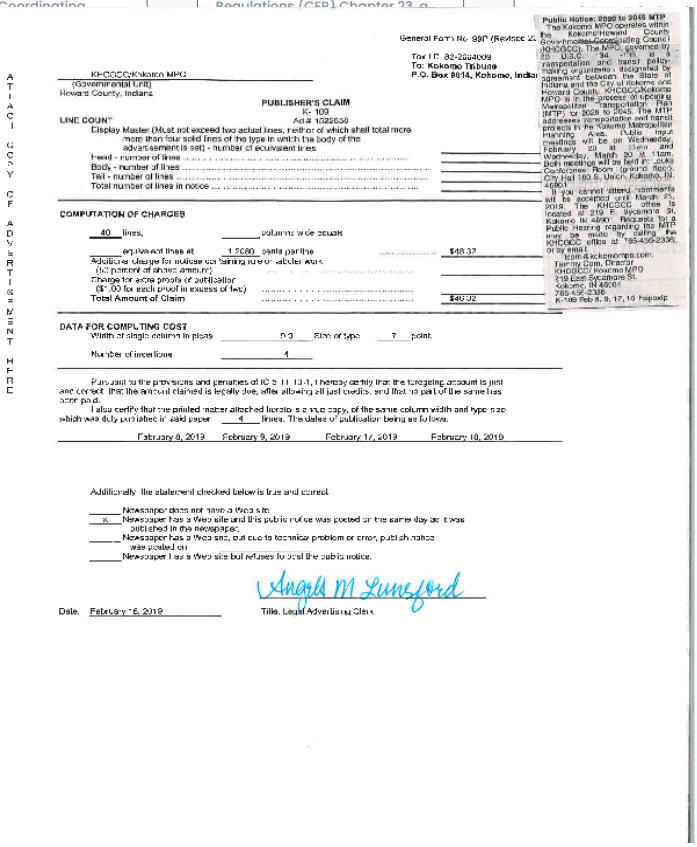
Web advertisement of the MTP and TIP on kokomompo.com – old look



New website look



ATTACH COPY OF ADVERTISEMENT HERE



KHCGCC/Kokomo MPO
(Governmental Unit)
Howard County, Indiana

PUBLISHER'S CLAIM
IC 109
Act of 1922/559

LINE COUNT
Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines
Head - number of lines
Body - number of lines
Tail - number of lines
Total number of lines in notice

COMPUTATION OF CHARGES
40 lines, columns wide equals
equivalent lines at 1.5000 cents per line $48.37
Additional charge for notices containing rule or tabular work (50 percent of above amount)
Charge for extra proofs of publication ($1.00 for each proof in excess of two)
Total Amount of Claim $48.37

DATA FOR COMPUTING COST
Width of single column in picas 9.3 Size of type 7 point.
Number of insertions 4

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct. That the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.
I also certify that the printed matter attached hereto is a true copy, of the same column width and type size which was duly published in said paper 4 times. The dates of publication being as follows.
February 8, 2019 February 9, 2019 February 14, 2019 February 16, 2019

Additionally, the statement checked below is true and correct.
_____ Newspaper does not have a Web site.
X Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
_____ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on
_____ Newspaper has a Web site but refuses to post the public notice.

Angela M Lunsford
Date. February 16, 2019 Title. Legal Advertising Clerk

Public Notice: 2022 to 2045 MTP
The Kokomo MPO operates within the Kokomo/Howard County Governmental Coordinating Council (KHCGCC). The MPO, governed by 23 U.S.C. 134, is a transportation and transit policy-making organization designated by agreement between the State of Indiana and the City of Kokomo and Howard County. KHCGCC/Kokomo MPO is in the process of updating its Metropolitan Transportation Plan (MTP) for 2022 to 2045. The MTP addresses transportation and transit projects in the Kokomo Metropolitan Planning Area. Public input meetings will be on Wednesday, February 20 at 10am and Wednesday, March 20 at 11am. Both meetings will be held at: 2nd Conference Room (ground floor), City Hall 100 E. Union, Kokomo, IN 46901
If you cannot attend, comments will be accepted until March 31, 2019. The KHCGCC office is located at 210 E. Sycamore St, Kokomo, IN 46901. Requests for a Public Hearing regarding the MTP may be made by calling the KHCGCC office at 765-456-2390, or by email:
tcom@kokomompo.com.
Tammy Com, Director
KHCGCC/Kokomo MPO
210 East Sycamore St.
Kokomo, IN 46901
765-456-2390
K-185 Feb 8, 9, 17, 16 hspaxlp

Kokomo Howard County Governmental Coordinating Council

RESOLUTION 2019-7

RESOLUTION FOR ADOPTION
OF THE 2020-2045 Metropolitan Transportation Plan (MTP)

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

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

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

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

NOW THEREFORE BE IT RESOLVED by the Policy Board of the KHCGCC that the 2020-2045 MTP be adopted as indicted below.

With this Resolution, the KHCGCC controlled document titled <u>Metropolitan Transportation Plan 2020-2045</u> will be forwarded to INDOT & FHWA for approval as a "living document" where Amendments are both necessary and expected to maintain compliance.

Adopted this 9th day of April, 2019.

Presiding Chairman, KHCGCC Policy Board

Attest: KHCGCC Policy Board Member

Kokomo Howard County Governmental Coordinating Council

RESOLUTION 2018-18

RESOLUTION TO SUPPORT INDOT's TARGETS FOR
Safety, Pavement Condition, Bridge Condition, NHS Travel Time Reliability, Interstate Freight Reliability, and On-Road Mobile Source Emission 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 2018 safety, pavement condition, bridge condition, NHS travel time reliability, interstate freight reliability, and on-road mobile source emission targets for the performance measures.

WHEREAS, the Policy Board approved the support of INDOT's TPM on Safety.

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

Adopted the 4th day of October, 2018

Member, KHCGCC Policy Board

Attest: Member, KHCGCC Policy Board

Appendix E - AMENDMENTS AND MODIFICATIONS

Modified 3-28-2023 - See page 26-27 of this document for the adjusted illustrative project list with new total cost.

Modified 6-14-2023 – See pages 54-55

Modified 9-18-2023 – See pages 26-27 and 55

Appendix F - Final Plan / Fiscal Constraint

The MTP 2020-2045 must have a financial plan, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be supported using reasonably available resources, with system level estimates of funding available to operate and maintain the federally supported transportation system. Federal fiscal constraint for the local program portion of the 2045 MTP is demonstrated in tables 1-8. Federal funds within the analysis timeframes of the MTP 2045 are within the anticipated Federal funding levels, indicating fiscal reasonableness for local federal-aid projects.

Local Fiscal Constraint revenue is from Motor Vehicle Highway (MVH), Local Road and Street (LRS), Cumulative Bridge, Community Crossings Match Grant (CCMG), and Community Development Block Grant (CDBG).

MPO Revenue / Expenses

Fiscal Years	Expenses - Estimated	Federal Funds - Estimated	LPA Match / Overmatch	Balance
2020-2026	$23,608,045	$14,357,952	$9,250,093	$0.00
2027-2035*	$12,800,000	$18,460,224	$2,560,000	$8,220,224
2036-2045	$25,000,000	$20,511,360	$5,000,000	$511,360
Total	$61,408,045	$53,329,536	$16,810,093	$8,731,584

New MTP will have more projects added FY 2027-2035

Table 1

FY 2020 -1 Year base Federal Revenues	
STBG	$1,654,818
TA	$90,252
HSIP	$306,066
	$2,051,136

Table 2 – MPO Funding sources – no inflation used

Funding Source	2020 2026	2027-2035	2036-2045	MTP 2045 Total
STBG	$11,583,726	$14,893,362	$16,548,180	$43,025,268
HSIP	$2,142,462	$2,754,594	$3,060,660	$7,957,716
TA	$631,764	$812,268	$902,520	$2,346,552
Subtotals	$14,357,952	$18,460,224	$20,511,360	**$53,329,536**

Table 3- Federal (at 80%) and Local Match (at 20%):

Federal and Local Funds Estimation				MTP 2045 Total
YEARS	FEDERAL FUNDS	LOCAL FUNDS	TOTAL	
20-26	$14,357,952	$3,589,488	$17,947,440	$35,894,880
27-35	$18,460,224	$4,615,056	$23,075,280	$46,150,560
36-45	$20,511,360	$5,127,840	$25,639,200	$51,278,400
Subtotals	$53,329,536	$13,332,384	$66,661,920	**$133,323,840**

Table 4 - Local Only Revenues: Baseline of 1 year

CCMG available 2 times per year for total amount $1,000,000,
Cares funding was a one-time only 2020 fund opportunity.

Fund	Kokomo	Howard County	
LRS	$1,027,422.00	$810,176.62	
MVH	$5,334,255.00	$5,274,085.96	
Wheel Tax	$865,223.00	$0.00	
CDBG	$250,000.00	$0.00	
FTA	$480,901.00	$0.00	
CCMG	$1,000,000.00	$1,000,000.00	potential yearly
Cares	$1,163,495.00	$0.00	1 year 2020
Cumulative Bridge	$0.00	$1,078,582.38	
Total	$10,121,296	**$8,162,845**	
Minus cares =	**$8,957,801**		

Local Revenue / Expenses - 25 Year Projection – Table 5

City of Kokomo – Revenue and Expenses sources, from Controller's Offices

Howard County – Revenue and Expenses sources, from the County Highway Engineer Superintendent

LPA / Revenue Source	2020-2026	2027-2035	2036-2045	25 year total
City of Kokomo				
CCMG	$6,305,842.48	$9,000,000.00	$10,000,000.00	$25,305,842.48
Wheel tax	$6,166,595.83	$7,787,007.00	$8,652,230.00	$22,390,210.83
LRS	$7,256,648,.15	$9,246,798.00	$10,274,220.00	$28,452,688.15
MVH	$36,018,629.83	$48,008,295.00	$53,342,550.00	$137,412,314.83
CBDG	$2,216,195.71	$2,250,000.00	$2,250,000.00	$6,966,195.71
INDOT Rd	$1,732,619.72	$1,866,600.00	$2,414,425.00	$6,013,644.72
FTA – IU sidewalks	$480,901.00	0.00	0.00	480,901.00
City Totals	$60,177,432.72	$77,004,980.00	$89,839,385.00	$227,021,797.72
Howard County				
CCMG	$7,000,000.00	$9,000,000.00	$10,000,000.00	$26,000,000.00
LRS	$5,671,236.34	$7,291,589.58	$8,101,766.20	$21,064,592.12
MVH	$36,918,601.72	$47,466,773.64	$52,740,859.60	$137,126,234.96
Cumulative Bridge	$7,550,076.66	$9,707,241.42	$10,785,823.80	$28,043,141.88
County Totals	$57,139,914.72	$73,465,604.64	$81,628,449.60	$212,233,968.96
Subtotals	$117,317,347.44	$150,470,584.64	$171,467,834.60	**$439,255,766.68**

Expenses LPA /Fund Source	2020-2026	2027-2035	2036-2045	25 year total
City of Kokomo	2% increase - 2026	3% 2027 - 2040	4% 2041-2045	
CCMG	$6,305,842.48	$9,000,000.00	$10,000,000.00	$25,305,842.48
Wheel tax	$8,104,786.48	$9,900,000.00	$11,000,000.00	$29,004,786.48
LRS	$5,795,516.02	$9,800,000.00	$11,500,000.00	$27,095,516.02
MVH	$30,414,947.71	$62,100,000.00	$97,500,000.00	$190,014,947.71
CBDG	$2,216,195.71	$2,250,000.00	$2,500,000.00	$6,966,195.71
INDOT Rd	$1,820,013.72	$2,250,000.00	$2,500,000.00	$6,570,013.72
FTA -IU Sidewalk	$480,901.00	$0.00	$0.00	$480,901.00
City Totals	$55,138,203.17	$95,300,000.00	$135,000,000.00	$285,438,203.12
Howard County	2% increase - 2026	3% 2027 - 2040	4% 2041-2045	
CCMG	$7,000,000.00	$9,000,000.00	$10,000,000.00	$26,000,000.00
LRS	$4,489,984.85	$6,996,484.26	$11,093,155.90	$22,579,625.01
MVH	$31,499,372.33	$48,569,726.73	$75,621,191.07	$155,690,290.13
Cumulative Bridge	$5,770,477.65	$8,897,654.19	$13,853,304.42	$28,521,436.26
County Totals	$48,759,834.83	$73,463,865.18	$110,567,651.39	$232,791,351.40

Table 6 - FTA 5307 25 Year Projection

Federal and Local Funds Estimation			
YEARS	FEDERAL FUNDS	LOCAL FUNDS	TOTAL
20-26	$8,297,315	$6,533,476	$14,830,791
27-35	$9,127,047	$6,760,047	$15,887,094
36-45	$10,039,750	$8,209,750	$18,249,500
Subtotals	$27,464,112	$21,503,273	$48,967,385

Table 7 - Fixed Route 25-Year Projection

FIXED ROUTE	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FLEET TOTAL	7	6	4	4	6	6	6	6	6	6
FLEET SPARE	2	1	0	0	1	1	1	1	1	1
FLT SPR RATIO	29%	17%	0%	0%	17%	17%	17%	17%	17%	17%
BUS>ULB (YR)	0	2	0	0	0	2	2	2	4	2
BUS >ULB (TTL)	0	2	0	0	0	2	2	2	4	2
BUS>ULB (IF)	0	2	0	0	0	2	2	2	4	2
BUS DISPOSE	1	2	0	0	0	0	0	0	2	0
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	0.0%	33.3%	0.0%	0.0%	0.0%	33.3%	33.3%	33.3%	66.7%	33.3%
TARGET>ULB	3.8%	4.3%	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%
BUY	0	0	0	2	0	0	0	0	2	0
COST	$0	$0	$0	$920,000	$0	$0	$0	$0	$950,000	$0
PER BUS	$0	$0	$0	$460,000	$0	$460,000	$460,000	$460,000	$475,000	$475,000

FIXED ROUTE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
FLEET TOTAL	6	6	6	6	6	6	6	6	6	6
FLEET SPARE	1	1	1	1	1	1	1	1	1	1
FLT SPR RATIO	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
BUS>ULB (YR)	4	2	2	2	2	2	2	2	2	2
BUS >ULB (TTL)	4	2	2	2	2	2	2	2	2	2
BUS>ULB (IF)	4	2	2	2	2	2	2	2	2	2
BUS DISPOSE	2	0	0	0	0	0	0	0	0	0
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
TARGET>ULB	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%	5.1%	4.3%
BUY	2	0	0	0	0	0	0	0	0	0
COST	$950,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
PER BUS	$475,000	$489,250	$489,250	$489,250	$504,000	$504,000	$504,000	$519,000	$519,000	$519,000

FIXED ROUTE	2040	2041	2042	2043	2044	2045
FLEET TOTAL	6	6	6	6	6	6
FLEET SPARE	1	1	1	1	1	1
FLT SPR RATIO	17%	17%	17%	17%	17%	17%
BUS>ULB (YR)	2	0	2	2	2	2
BUS >ULB (TTL)	2	0	2	2	2	2
BUS>ULB (IF)	2	0	2	2	2	2
BUS DISPOSE	2	0	0	0	0	0
BUS CNT FLT	0	0	0	0	0	0
FLEET>ULB	33.3%	0.0%	33.3%	33.3%	33.3%	33.3%
TARGET>ULB	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%
BUY	2	0	0	0	0	0
COST	$1,070,000	$0	$0	$0	$0	$0
PER BUS	$535,000	$535,000	$535,000	$551,050	$551,050	$551,050

Table 8 - Spirit of Kokomo 25-Year Projection

SOK	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FLEET TOTAL	30	29	29	28	28	28	18	18	18	18
FLEET SPARE	5	4	4	3	3	3	3	3	3	3
FLT SPR RATIO	17%	14%	14%	11%	11%	11%	17%	17%	17%	17%
BUS>ULB (YR)	19	15	21	18	20	24	12	10	8	6
BUS >ULB (TTL)	19	15	21	18	20	24	12	10	8	6
BUS>ULB (IF)	19	15	21	18	20	24	12	10	8	6
BUS DISPOSE	1	6	1	4	0	12	2	2	3	4
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	63.3%	51.7%	72.4%	64.3%	71.4%	85.7%	66.7%	55.6%	44.4%	33.3%
TARGET>ULB	3.8%	4.3%	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%
BUY	0	6	0	4	0	2	2	2	2	4
COST	$0	$371,658	$0	$400,260	$0	$124,000	$130,000	$134,000	$134,000	$276,000
PER BUS	$0	$62,109	$0	$100,065	$0	$62,000	$65,000	$67,000	$67,000	$69,000

SOK	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
FLEET TOTAL	18	18	18	18	18	18	18	18	18	18
FLEET SPARE	3	3	3	3	3	3	3	3	3	3
FLT SPR RATIO	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
BUS>ULB (YR)	4	2	0	0	1	1	3	3	5	5
BUS >ULB (TTL)	4	2	0	0	1	1	3	3	5	5
BUS>ULB (IF)	4	2	0	0	1	1	3	3	5	5
BUS DISPOSE	4	4	4	3	4	2	3	2	2	2
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	22.2%	11.1%	0.0%	0.0%	5.6%	5.6%	16.7%	16.7%	27.8%	27.8%
TARGET>ULB	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%	5.1%	4.3%
BUY	4	4	4	3	4	2	2	3	2	2
COST	$276,000	$284,000	$284,000	$219,000	$292,000	$146,000	$146,000	$225,000	$150,000	$150,000
PER BUS	$69,000	$71,000	$71,000	$73,000	$73,000	$73,000	$73,000	$75,000	$75,000	$75,000

SOK	2040	2041	2042	2043	2044	2045
FLEET TOTAL	18	18	18	18	18	18
FLEET SPARE	3	3	3	3	3	3
FLT SPR RATIO	17%	17%	17%	17%	17%	17%
BUS>ULB (YR)	5	6	4	3	2	3
BUS >ULB (TTL)	5	6	4	3	2	3
BUS>ULB (IF)	5	6	4	3	2	3
BUS DISPOSE	2	4	3	3	3	2
BUS CNT FLT	0	0	0	0	0	0
FLEET>ULB	27.8%	33.3%	22.2%	16.7%	11.1%	16.7%
TARGET>ULB	3.8%	3.2%	3.8%	4.3%	5.1%	5.3%
BUY	2	4	3	3	3	2
COST	$150,000	$308,000	$231,000	$231,000	$231,000	$158,000
PER BUS	$75,000	$77,000	$77,000	$77,000	$77,000	$79,000