



Beyond Boundaries, a 2050 Metropolitan Transportation Plan
(MTP)
Kokomo and Howard County



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Resolution 2024-12

Prepared by The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) MPO staff in cooperation with the City of Kokomo, Howard County, and the Public Transit Agency. In accordance with 23 CFR 450 Sections 316, 318, 322, 324 and 23 U.S.C Sections 101(a) and 217(g)

**23 CFR 450 Sec. 322 Metropolitan transportation planning process:
Transportation plan.**

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas and at least every five years in attainment areas to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved by the MPO, and

(b) In addition, the plan shall;

(1) Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan,

(2) Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand,

(3) Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g),

(4) Reflect the consideration given to the results of the management systems, including in TMAs that are nonattainment areas for carbon monoxide and ozone, identification of SOV projects that result from a congestion management system that meets the requirements of 23 CFR part 500.

(5) Assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing transportation facilities to relieve vehicular congestion and enhance the mobility of people and goods,

(6) Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR Part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates,

(7) Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with Sec. 450.318,

(8) For major transportation investments for which analyses are not complete, indicate that the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. The plan shall identify such study corridors and subareas and may stipulate either a set of assumptions (assumed alternatives) concerning the proposed improvements or a no-build condition pending the completion of a corridor or subarea level analysis under Sec. 450.318. In nonattainment and maintenance areas, the set of assumed alternatives shall be in sufficient detail to permit plan conformity determinations under the U.S. EPA conformity regulations (40 CFR Part 51),

(9) Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, state, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, state, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy

conservation goals and objectives,

(10) Indicate, as appropriate, proposed transportation enhancement activities as defined in 23 U.S.C. 101(a), and

(11) Include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining, and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, state, federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance.

(c) There must be adequate opportunity for public officials (including elected officials) and citizen involvement in the development of the transportation plan before it is approved by the MPO, in accordance with the requirements of Sec. 450.316(b)(1). Such procedures shall include opportunities for interested parties (including citizens, affected public agencies, representatives of transportation agency employees, and private providers of transportation) to be involved in the initial stages of the plan development/update process. The procedures shall include publication of the proposed plan or other methods to make it readily available for public review and comment and, in nonattainment Transportation Management Areas (TMAs), an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process with interested parties and the general public. The procedures also shall include publication of the approved plan or other methods to make it readily available for information purposes.

(d) In nonattainment and maintenance areas for transportation related pollutants, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any new/revised plan in accordance with the Clean Air Act and the EPA conformity regulations (40 CFR Part 51).

(e) Although transportation plans do not need to be approved by the FHWA or the FTA, copies of any new/revised plans must be provided to each agency.



Code of Federal Regulations

A point in time eCFR system

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450?toc=1>



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KHCGCC Staff

Tammy Corn, Executive Director
Leigha Hedrick, Transit Manager
Lane Edwards, Office Manager
Kim Bowdell, Planner

STEERING COMMITTEE

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ACRONYMS

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

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MPO Background

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) is the designated Metropolitan Planning Organization (MPO) for Kokomo and Howard County. The KHCGCC is responsible for providing “continuing, cooperative and comprehensive” (3C’s) transportation planning. The KHCGCC 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. Federal and State Transportation Funds pay eighty percent of the cost to operate the MPO. The City of Kokomo and Howard County Governments split the remaining twenty percent of the cost equally. The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) MPO is made up of a Policy Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and the MPO staff.

Policy Board

The KHCGCC Policy Board is the body responsible for policy formulation, project guidance, and administrative coordination of all policies relating to the development of the transportation plan and its implementation within the KHCGCC MPO area. Official action taken by KHCGCC must be approved by the Policy Board. The Policy Board includes elected officials representing the city, towns, and counties within the metropolitan and rural planning areas.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) includes representatives from the local planning agencies, local and state transportation agencies, law enforcement, as well as the private transportation organizations. The TAC serves as the advisory group to the KHCGCC Policy Board. The KHCGCC staff works closely with TAC members on project development, planning, and oversight.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee is comprised of both public and paratransit riders, as well as a diverse panel of professionals representing a variety of stakeholders and interests. The committee’s goal is to cooperatively address transportation safety needs and issues by recommending solutions based on agreed-upon facts.

Transportation Plan

The Metropolitan Transportation Plan (MTP), formerly known as the Long-Range Transportation Plan (LRTP) is a 20+ year strategic guide for transportation investments throughout the Metropolitan Planning Area (MPA) in Howard County. 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 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.

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, proposed, as well as future illustrative 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 2025-2050 Metropolitan Transportation Plan incorporates Howard County and portions of Tipton County and Miami County into its study area to improve project coordination on the edge of the Urban and MPA area. Upon adoption, the 2025-2050 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 and 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 2025 - 2050 Metropolitan Transportation Plan shall undergo an update at least every five years to maintain the minimum 20-year time horizon with more frequent amendments as needed and approved.

Federal Funding Programs

The Federal Highway Administration (FHWA) allocates federal funds through Congressional legislation. The Infrastructure and Investment and Jobs Act (IIJA) was signed into law November 15, 2021. The allocation of federal funds in MPO areas may only be spent if it is included as part of the transportation planning process and only if they are included in an approved TIP. These funds may be used on functionally classified system of federal, state, and local roadways throughout the United States.

The core IIJA funding programs are divided into the following categories:

The Surface Transportation Block Grant Program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. It can be used on federal-aid highways, bridges for public roads, and transit capital projects.

The Bridge Formula Program, IIJA provides approximately \$26.68 billion in formula grants to states, the District of Columbia, and Puerto Rico. This program provides funding for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. This program

includes three set-asides: 15 percent will be set-aside for use on off-system bridges, 3 percent will be set-aside for use on Tribal Transportation Facility bridges, and 0.5 percent will be set-aside for administrative expenses of the Federal Highway Administration.

The Metropolitan Planning Program, IJA provides \$2.28 billion in formula grants to metropolitan planning organizations. The IJA continues this program, which provides funds for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Metropolitan planning activities include the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Along with the funding mentioned, State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL)

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Indiana, such recommended projects include the Northern Indiana Double Track and West Lake Corridor commuter rail projects currently under construction.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance. **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the

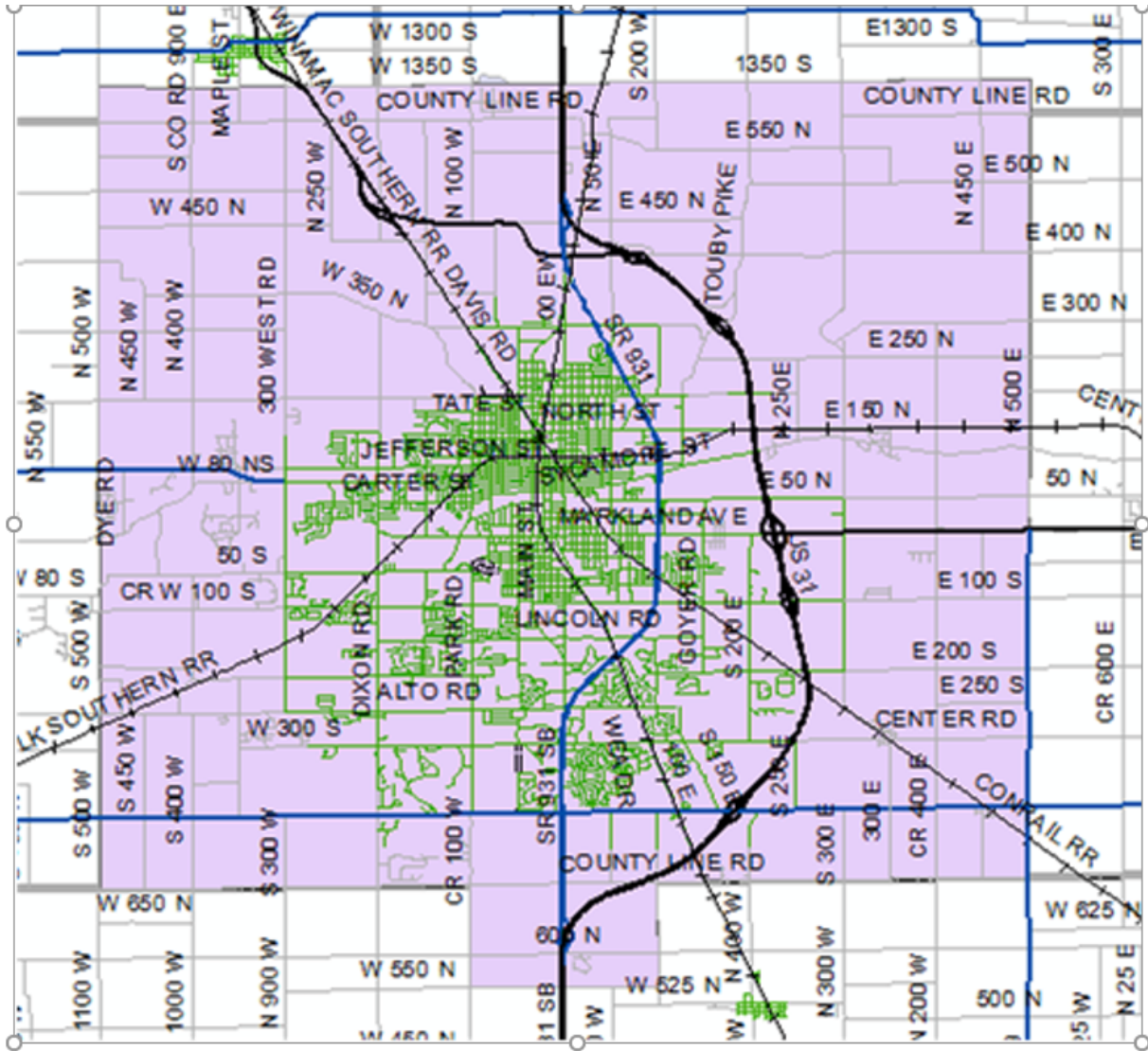
resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.

- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

Planning Area

The KHCGCC planning area consists of the federally designated urbanized area for the City of Kokomo, Howard County Indiana. Howard County Indiana was founded in August 1844 and Kokomo was first incorporated in December 1855.

The county contains an estimated 83,658 people as recorded by 2020 United States Census Bureau Decennial Census. The 2010 Census Bureau Decennial Census Population was 82,752 showing an increase in population for 2020 of .9%. Howard County has 293.07 square miles including 1 city: Kokomo and 2 towns: Greentown and Russiaville. The MPA Planning area is bound by County Road 600 North, County Road 500 South, County Road 500 West, and County Road 500 East.



National Planning Factors

Per federal regulations (23 CFR 450.306(b)), the federal planning factors are:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency,
- (2) Increase the safety of the transportation system for motorized and non-motorized users,
- (3) Increase the security of the transportation system for motorized and non-motorized users,
- (4) Increase accessibility and mobility of people and freight,
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
- (7) Promote efficient system management and operation,

(8) Emphasize the preservation of the existing transportation system,

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation, and

(10) Enhance travel and tourism.

Planning Process

To develop the MTP, the KHCGCC followed the 3C planning process. Continuing, Cooperative, and Comprehensive planning. The 3C planning process is designed to engage the public and stakeholders in establishing shared goals and a vision for the community. Developing a vision, establishing goals and objectives, determining performance measures, setting short and long-term targets are accomplished by updating the demographic data collected by the U.S. Census Bureau in 2020, using tools offered by the State of Indiana, and the Federal Government, soliciting public and stakeholder input; by using surveys, social/local media outlets, public meetings, our committees, and pop-up events such as our Summer Santa- Christmas in July.

- Public Outreach,
- Forecasting socioeconomic data,
- Existing conditions and needs identification,
- Forecasting travel demand,
- Environmental Coordination and Red Flag Analysis, and
- Title VI and Environmental Justice.

Demographic data tools used: U.S. Census Bureau website www.census.gov , Bureau of Economic Analysis (BEA) www.bea.gov , 2020 American Community Survey (ACS) www.census.gov/programs-surveys/acs, Quickfacts Indiana www.census.gov, The Climate and Economic Justice Screening Tool www.screeningtool.geoplatform.gov , USDOT’s ETC Explorer www.transportation.gov , Environmental Protection Agency Environmental Justice Screening Tool <https://www.epa.gov/ejscreen>, and more.

When developing the plan the existing transportation network including roadway, bicycle, pedestrian, transit and freight network changes, additions, and/or trends are reviewed since the 2020-2045 MTP. Project development, including consultation with Local Public Agencies (LPAs), KHCGCC boards and committees, and the public through pop up event (Summer Santa), open houses, KHCGCC website, and survey results are also factored in.

Public Outreach

The KHCGCC conducts a variety of public outreach efforts throughout the development of the Transportation Plan as detailed in Chapter 5. The engagement for this plan can be divided into two groups: Stakeholder and Public. Stakeholder engagement involves feedback from representatives across many sectors and local public agencies, either in person or by survey response. Public engagement centered around a project specific website, surveys, comment map and attending pop-up events to seek people’s feedback on goals and transportation needs for the region. The website provided background information on the planning process and access to the survey and an interactive comment map for location specific feedback. To further raise awareness of the website and feedback opportunities, staff utilized a wide-ranging approach including:

- Social Media posts,
- Local Media ads,
- Attendance at events,
- Promotional fliers at area organizations, and
- Canvassing areas.

Forecasting Travel Demand

Forecasting travel demand is an important part of transportation planning. Anticipating the demands of future travel assists local governmental agencies in identifying the future needs of the region and planning to account for and fulfill those needs.

Travel Demand: Due to budgetary and staffing constraints, an MPO in a group II, small-urbanized area (population of 50,000 – 199,000) can find itself with challenges when developing forecasting models. The KHCGCC heavily relies on the transit and economic development data to help determine current and future needs of the travel demand. The travel demand is measured by the number of trips that people make or desire to make within an urban area as well as other available data such as:

- Population and households,
- Household Incomes,
- Auto ownership/vehicle availability,
- Employment,
- Historic fuel prices, and
- Public Transit.

Trip generation, trip distribution, mode split, and trip assignments are considered when looking at multi-modal and transit projects/expansion.

- Supporting multimodal options that are affordable, sustainable, reliable, efficient, safe, and easy to use,
- Quality transportation services that are accessible to all populations for reaching destinations independently if needed; and
- Transportation decision-making processes that incorporate public engagement to reduce socioeconomic disparities that may be experienced by underserved and underrepresented communities.

Travel Surveys – Travel surveys will continue to be one of the most important ways for the KHCGCC to obtain the critical information needed for transportation planning and decision making. Not only will these surveys be used to gather current information about the demographic, socioeconomic, and trip-making characteristics of individuals and households, but they will also be used to further our understanding of travel in relation to the choice, location, and scheduling of daily activities. This will enable us to enhance our travel forecasting methods and improve our ability to predict changes in daily travel patterns in response to current social and economic trends and new investments in transportation systems and services. These travel surveys will also play a role in evaluating changes in transportation supply and regulation as they occur.

- A continued concern with greenhouse gases, air quality, urban congestion, and the need to address these issues with more policy-sensitive travel forecasting,
- A resulting emphasis on sustainable transport systems, requiring greater use of nonmotorized transport, new public transport options, and non-transport solutions; and
- A need to consider urban freight and commercial vehicle movements in addressing traffic and environmental problems.

At the same time that policy makers desire more information, we will be faced with some of the following challenges:

- Higher levels of multiculturalism, and multiple languages, within urban areas,
- Greater pressures on the free time available to individuals, reducing their willingness to use this time to participate in surveys and other “public service” activities,

- Advances in personal communications technology that will make it much easier for people to have greater control over whom they choose to communicate with and how, when, and where these communications take place,
- Introduction of more restrictive “privacy legislation,” reducing what data can reasonably be collected and how it can be used; and
- Continued restrictions on the public funds available for the collection and analysis of travel survey data.

The basic conflict between the need for increasingly detailed and frequent data on daily travel patterns and the growing difficulty in contacting and interviewing people about their travel will require continued improvements in travel survey methods. Some of the likely improvements to consider:

- Conversion of state-of-the-art travel surveys into state of practice is the most urgent need for travel surveys in the future is to convert today’s state of the art into tomorrow’s state of practice,
- Mixed-Mode travel surveys to use some combination of telephone and mail methods to recruit, interview, and follow up on persons asked to participate in the surveys,
- The use of the internet and multimedia methods of computer technology can improve state-of-the-art travel survey methods to better serve potential customers. Use of the internet and the e-mailing of survey materials between survey interviewer and respondent provide a means of giving some survey respondents greater choice of when and where to be interviewed.

In conclusion, travel surveys will be undertaken in an environment characterized by several conflicting features. There will be an increasing need for accurate, timely, and cost-effective data for public- and private-sector planning in passenger and freight transport. However, there will be increasing difficulty in obtaining such data from respondents who may speak many different languages, who will have less free time to participate in surveys, and who will be subjected to many other surveys and marketing approaches by various organizations.

Modern technology will provide new options for obtaining data from respondents but will also give them greater opportunity to block those attempts.

In such an environment, we expect that the major advances in travel surveys will come about by:

- Application of the best survey practice of today in such a way that it is widespread practice tomorrow,
- The use of mixed-mode survey designs to meet the data needs of the surveyor in ways that create the least burden and the greatest respect for respondents,
- The judicious use of modern technologies to augment existing survey techniques, especially in the automatic recording of time/space trajectories of vehicles and people,
- A move toward more continuous surveys to provide more timely data in an economical manner, which would also develop and preserve technical and managerial skills in the conduct of complex surveys,
- Increased use of longitudinal surveys: employing continuous or repeated measures to follow particular individuals over prolonged periods of time; and
- Activity surveys to provide a better understanding of decision-making processes by travelers.

The biggest challenge for travel surveys will be to balance the need for increasingly detailed, accurate, and timely data on travel patterns with the need to minimize respondent burden and protect personal privacy. The continued success of travel surveys in obtaining information needed for decision making will require that travel survey methods be continuously adapted to the changing lifestyles and personal preferences of the individuals who will be asked to participate in them.

Socioeconomic Forecasts

Socioeconomic data such as population, number of households, household income, and employment levels are important to assess the future transportation needs of the Metropolitan Planning Area (MPA). This data can significantly help forecast future travel patterns. The historic and current socioeconomic data available along with projections developed by Woods & Poole and other economic forecasts were used to develop the future population and employment numbers of the MPA.

Existing Condition and Needs Identification

KHCGCC used various planning tools to look at existing conditions and needs. Data information for bridge and pavement conditions, crash location, and connectivity can provide crucial information to communities when prioritizing needed transportation enhancements. Some of the tools utilized for data information:

- FARS <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>
- LPA reports via INDOTs BIAS <https://indot-it.bentley.com/login.aspx>
- National Center for Statistics and Analysis <https://www.nhtsa.gov/research-data/national-center-statistics-and-analysis-ncsa>
- iTAMS. <https://www.in.gov/indot/doing-business-with-indot/consultants/bridges/bridge-inspection/indiana-total-asset-management-systems/>
- Stakeholder and Public input
- US. Census <https://www.census.gov>

Providing safe and efficient movement of goods and people, with access to core services is the primary role of the transportation system. The network should be available and accessible to everyone in the region, which is why the KHCGCC 2025-2050 plan identifies and considers all forms of transportation. The Plan attempts to coordinate the impact of connectivity between various land uses and between various communities through the transportation planning process.

Environmental Coordination and Red Flag Investigations

The National Environmental Protection Act of 1963 (NEPA) promotes the protection of the environment in the actions and programs of federal agencies. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) act as lead federal agencies and are responsible for implementing the NEPA process and working with state and local project sponsors during transportation project development. All transportation projects have the potential to impact our environment; therefore, it is essential that environmental considerations are identified during the planning and design phases.

The FHWA and FTA NEPA process is designed to assist transportation officials in making project decisions that balance engineering and transportation needs with the consideration of social, economic, and environmental factors. This process allows for involvement and input from the public, interest groups, resource agencies, and local governments. The process is used as an “umbrella” for compliance with over 40 environmental laws, regulations, and executive orders, and provides an integrated approach to addressing impacts to the human and natural environment from transportation projects. While an in-depth environmental review is not appropriate at this stage for projects included in the Transportation Plan, an initial consultation with environmental and cultural resources agencies is important to provide an opportunity to share plans and discuss future activities during project development. Additionally, environmental consultation allows for further discussion of potential mitigation activities at the regional level. The following list includes partners who are contacted for feedback related to the plan. In order to help determine potential environmental impacts of potential transportation projects, the KHCGCC and/or the LPAs conducted red flag analysis on most projects included in the 2025-2050 Transportation Plan. A red flag analysis uses available datasets compiled to identify the existence of environmental items of concern with respect to:

Infrastructure
Water Resources
Mining/Mineral Exploration
Hazardous Materia
Ecological Information
Cultural Resource

During red-flag investigations the LPAs and the KHCGCC use a variety of resources to gather data. Indiana Department of Natural Resources (DNR), Division of Historic Preservation & Archaeology <https://www.in.gov/dnr/historic-preservation/>
Indiana State Department of Agriculture, Soil and Water Conservation Districts (ISDA) <https://www.in.gov/isda/divisions/soil-conservation/soil-and-water-conservation-districts/>
USDA, National Resources Conservation Services <https://www.nrcs.usda.gov/>
USDA, Department of Agriculture, Forest Division <https://www.fs.usda.gov/>
USDOT, Federal Highway Administration <https://highways.dot.gov/>
USDOT, Federal Transit Administration <https://www.transit.dot.gov/>
US Department of Housing & Urban Development <https://www.hud.gov/>
US EPA Region 5 <https://www.epa.gov/aboutepa/epa-region-5>



Title VI and Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. www.epa.gov/environmentaljustice

The principles of environmental justice are to:

- Increase ecological protection and safety within disadvantaged communities,
- Expand cultural awareness and address potential language barriers, and
- Promote environmental education.

CHAPTER 02

REGIONAL PROFILE, POPULATION, SERVICES, POVERTY, and EMPLOYMENT

02

Region

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 websites.

Although the MPO region includes Howard County, the Metropolitan Planning Area (MPA) boundaries are 500 East to 500 West and 600 North to 500 South. The MPO works closely with the surrounding area via the LPA, Plan Commission, Policy Board, and County Government. In total, Howard County has 1 city, 2 incorporated towns and 17 unincorporated towns are within the MPO regional area. Population of the three largest communities:

Name	Population
Kokomo	59,861
Russiaville	1314
Greentown	2375

Source: World Population <https://worldpopulationreview.com>

Howard County is located in the North Central area of Indiana: Source Stats Indiana <https://stat.indiana.edu/index.html>

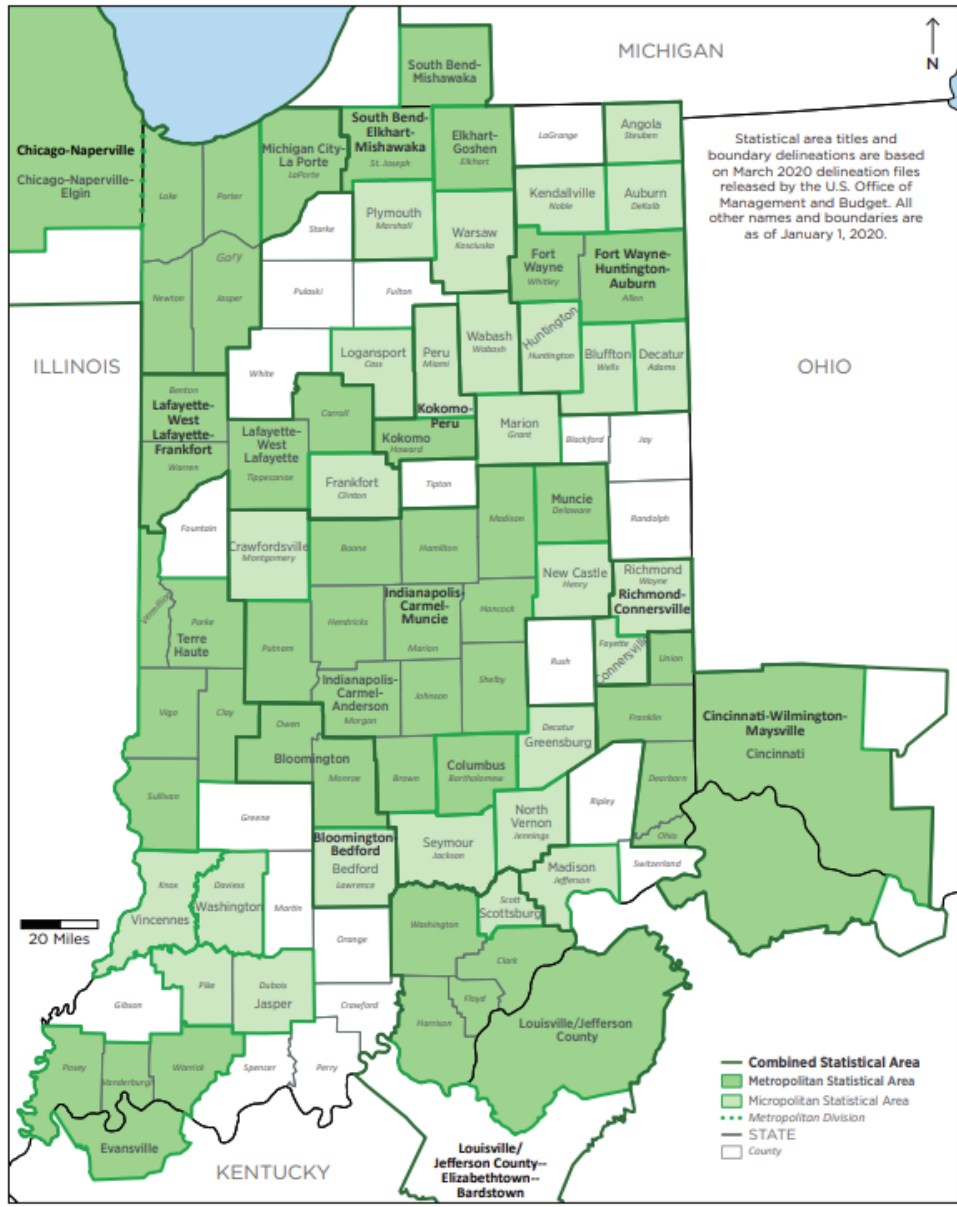


The Office of Management and Budget (OMB) defines a core-based statistical area (commonly referred to as a CBSA) as "a statistical geographic entity consisting of the county or counties (or county-equivalents) associated with at least one core of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with

the counties containing the core." The OMB further divides core-based statistical areas into metropolitan statistical areas (MSAs) that have "a population of at least 50,000" and micropolitan statistical areas (USAs) that have "a population of at least 10,000, but less than 50,000."

The OMB defines a combined statistical area (CSA) as "a geographic entity consisting of two or more adjacent core-based statistical areas with employment interchange measures of at least 15%." The primary statistical areas (PSAs) include all combined statistical areas and any core-based statistical area that is not a constituent of a combined statistical area.

Indiana: 2020 Core Based Statistical Areas and Counties



U.S. Census Bureau, Population Division

The OMB defines Howard and Miami Counties as a Core Based Statistical Area.

Population Trends

Population Growth

According to 2022 U.S. Census Bureau population estimates, Indiana's 6,833,037 residents make it the 17th most populous state. The population change from the 2020 decennial census to the 2022 population estimates was 44,238 individuals at a rate of 0.65%, placing Indiana 23rd in the nation for percent growth between 2020 and 2022. The overall national change in population was approximately 1,776,045 individuals, bringing the overall growth rate between 2020 and 2022 to approximately .53%, meaning that Indiana has growth rate slightly higher than the average among the rest of the states. Indiana also has a slightly higher growth rate than its bordering states Illinois (-1.61%), Michigan (-0.35%), Ohio (-0.35%), and Kentucky (0.11%).

Kokomo's 2023 population according to the World Population Review is 59,861 and is currently growing at a rate of 0.14% annually. The population has increased by 0.43% since the most recent census. The average income in Kokomo is \$65,354.

Source: <https://worldpopulationreview.com/us-counties/in/howard-county-population>

Year ^	Population	Growth	Growth Rate
2010	82,752		
2011	82,843	91	0.11%
2012	82,934	91	0.11%
2013	83,025	91	0.11%
2014	83,116	91	0.11%
2015	83,207	91	0.11%
2016	83,298	91	0.11%
2017	83,389	91	0.11%
2018	83,480	91	0.11%
2019	83,571	91	0.11%
2020	83,658	87	0.1%
2021	83,749	91	0.11%
2022	83,840	91	0.11%
2023	83,931	91	0.11%

Indiana Income Statistics:

The following data are the most current income statistics for Indiana from the US Census Bureau, are in 2021 inflation adjusted dollars and are from the American Community Survey (ACS) 2021 5-year estimates.

- Median Household Income: \$61,944,
- Average Household Income: \$81,703, and
- Per Capita Income: \$32,537.
- 5.4% of Households in Indiana are High Income Households that make over \$200,000 a year.

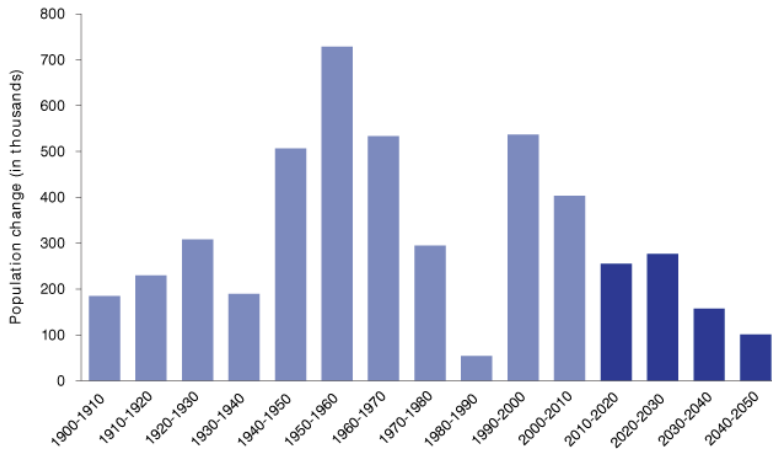
Median income in Kokomo Indiana.

In 2021, the median household income of the 26k households in Kokomo, IN grew to \$51,450 from the previous year's value of \$48,830.

Projections:

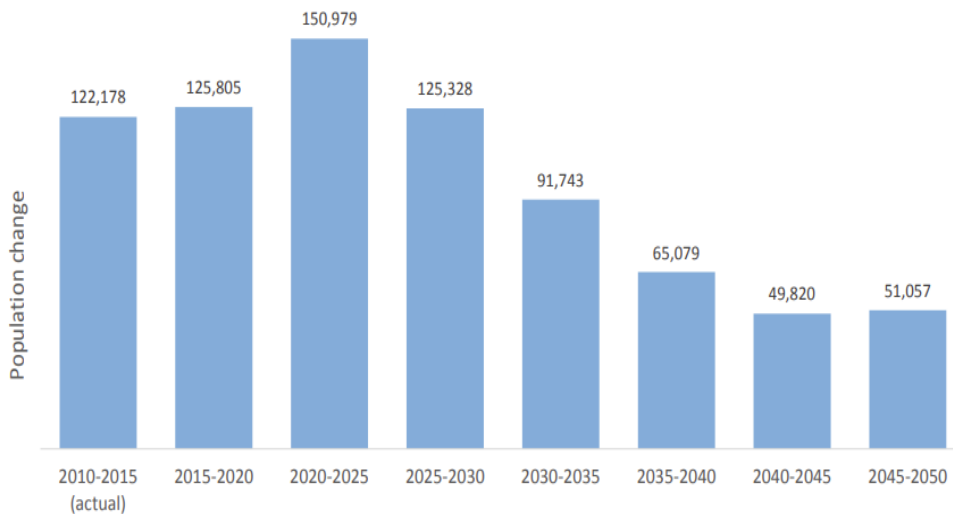
Indiana's population is expected to slow as a consequence of the state's aging population. Indiana's population will grow by roughly 660,000 residents between 2015 and 2050, a 10% increase over this 35-year stretch—according to new population projections released by the Indiana Business Research Center. It is projected that the Kokomo and Howard County area will see a decrease in population. We believe with the anticipation of incoming businesses and housing ventures the population will increase at least in a short-term outlook.

Indiana's Population Growth by Decade



Source: Indiana Business Research Center

Projected Change in Indiana's Population, 2010 to 2050



Source: Indiana Business Research Center; U.S. Census Bureau

Population changes for Howard and Miami Counties

Geographical Area	April 2020		Population Est.		Change 20 to 21		Rank change 20 to 21	
	Census	Rank	2020	2021	Number	Percent	Number	Percent
Miami	35,962	44	35,924	36,801	157	0.4%	22	24
Howard	83,658	18	83619	83687	68	0.1%	36	44

The median age of an area can be a key indicator of possible economic productivity. Usually, communities and regions with a large working age population have more economic productivity. Howard County's median age is 38.2 for men and 42.3 for women as of 2022 American Community Survey.

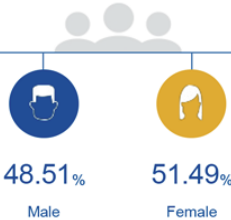
Howard County Population by Age: Source <https://greaterkokomo.com/demographics/>

People

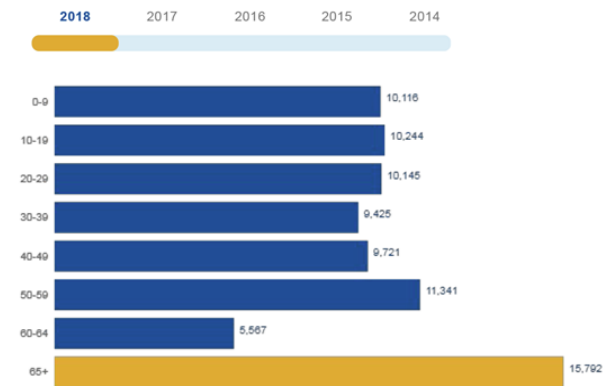
The total population of Kokomo, IN is 82,351. The median age is 40.35

82,351

Total Population



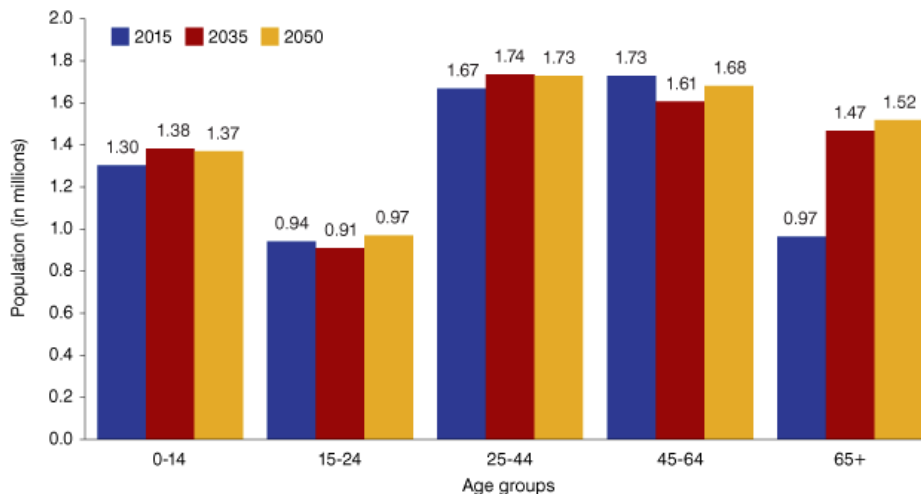
Age Distribution



Median Age

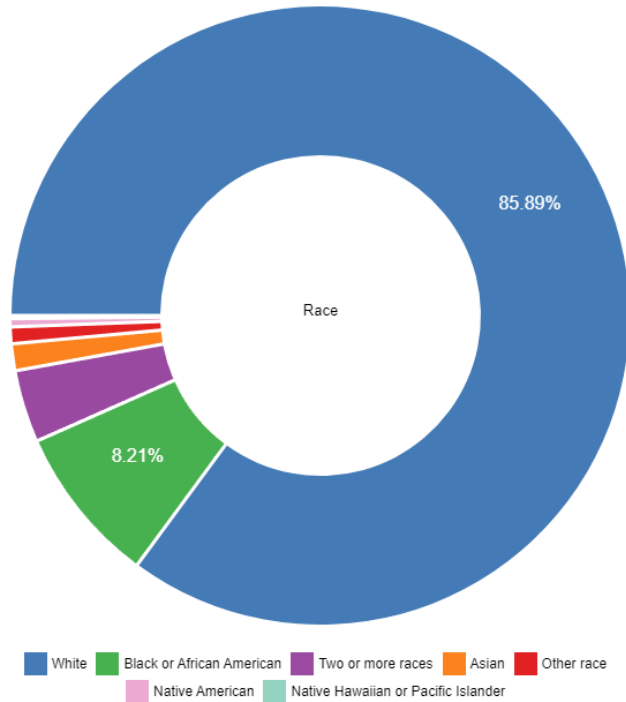
40

Indiana's Population by Age Group: Source <https://ibrc.kelley.iu.edu/>



Source: Indiana Business Research Center

Race	Population	Percentage (of total)
White	71,588	85.89%
Black or African American	6,842	8.21%
Two or more races	3,049	3.66%
Asian	1,042	1.25%
Other race	600	0.72%
Native American	228	0.27%



Language

In Howard County, 96.29% of the residents speak only English, while 3.45% speak other languages. The non-English spoken by the largest group is Spanish, which is spoken by 1.62% of the population.

Source: <https://worldpopulationreview.com/us-counties/in/howard-county-population>

Employment:

Availability of employment also affects population distribution. Areas that have many job opportunities are usually more densely populated. People in Howard County have an average commute time of 19.8 minutes and the majority drive alone to work. Car ownership in Howard County is approximately the same as the national average, with an average of 2 cars per household.

Employer	Industry	Number of Employees
Stellantis	Automotive Manufacturer	6,600
Community Howard Regional	Healthcare	1,300
Ascension, St. Vincent	Healthcare	1,200
Kokomo Schools	Education	900

Haynes	Cobalt-based alloys	720
Indiana University - Kokomo	Secondary Education	680
BorgWarner	Automotive Components	400
Bona Vista	Social Services	310
Gm Components Holdings LLC	Automotive Electronics	200
Syndicate Sales	Plastics Manufacturing	200

Please note, this is not an exhaustive list of employers in Kokomo and Howard County.

Source: Chamber of Commerce <https://greaterkokomo.com/major-employers/>

The future: A considerable number of technical and engineering innovations were developed in Kokomo and many of those businesses remain here, particularly in automobile production. As a result, Kokomo became known as the "City of Firsts." A substantial portion of Kokomo's employment still depends on the automobile industry.

The partnership of Stellantis N.V. and Samsung SDI recently announced two EV battery manufacturing facilities will be built in Kokomo. The StarPlus Energy joint venture is expected to launch production at the first plant as early as the first quarter of 2025 and in the first quarter of 2027 for the second plant. The total investment for both plants is over \$6.3 billion and will create roughly 2800 new jobs. In addition to the battery plants, there are several other support businesses coming to the area as well as an expansion in the housing inventory. With the developments of Samsung SDI and Stellantis N.V. it is likely more employee age ranges will be attracted to the area. The likelihood of more growth in business, housing, and other developments is expected over the next 20+ years.

With the announcement of the two new battery plants, several new businesses, new subsidized affordable housing, and non-subsidized housing additions being planned, we anticipate these projections to change, and expect the area population to stay steady with a strong probability of growth. The City of Kokomo is also exploring an expansion of the public transit. This proposed expansion will also help mobility and is anticipated to bring in an additional population.

Howard County Indiana Household Income

The Census ACS 1-year survey reports that the median household income for the Howard County Indiana area was \$55,088 in 2021, the latest figures available. Howard County median household income is \$7,655 lower than the median Indiana household income and \$14,629 less than the US median household income. 2022 county income data (including Howard County median household income) will be released in September of 2023. Median family and per capita income for Howard County are shown below.

Note: 2020 data is interpolated as the ACS release for the year was incomplete due to data gathering issues related to the pandemic. Source: <https://www.deptofnumbers.com/income/indiana/howard-county/>

Real Median Household Income for Howard County Indiana

Real Mean Household income	2021	1 Year Change	3 Year Change
US	\$69,717.00	-1.64%	+4.32%
Indiana	\$62,743.00	-.038%	+4.31%
Howard County	\$55,088.00	-3.01%	-8.61%

Trends in Howard County, IN Real Median Household Income since 2005

The current median household income for Howard County is \$55,088. Real median household income peaked in 2005 at \$62,932 and is now \$7,844 (12.46%) lower. From a post peak low of \$45,380 in 2011, real median household income for Howard County has now grown by \$9,708 (21.39%).

Date	US	Indiana	Howard County
2021	\$69,717	\$62,743	\$55,088
2020	\$70,877	\$62,983	\$56,798
2019	\$69,638	\$61,045	\$56,633
2018	\$66,828	\$60,148	\$60,280
2017	\$66,687	\$59,884	\$54,540
2016	\$65,052	\$59,064	\$51,599
2015	\$63,784	\$57,788	\$53,512
2014	\$61,468	\$56,644	\$54,024
2013	\$60,869	\$55,370	\$51,567
2012	\$60,732	\$55,533	\$45,928
2011	\$60,969	\$56,063	\$45,380
2010	\$62,323	\$55,557	\$45,744
2009	\$63,573	\$57,501	\$60,341
2008	\$65,632	\$60,507	\$60,697
2007	\$66,465	\$62,153	\$58,109
2006	\$65,267	\$61,149	\$56,651
2005	\$64,310	\$61,182	\$62,932

Howard County Family Income

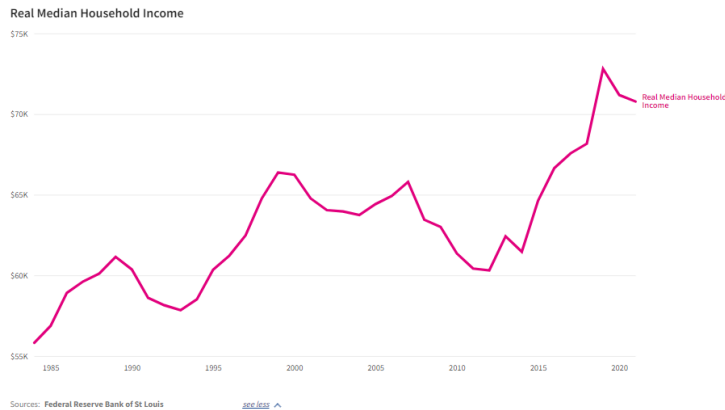
The America Community Survey (ACS) 1-year data shows the median family income for Howard County was \$72,733 in 2021. Compared to the median Indiana family income, Howard County median family income is \$6,510 lower. As with the median household income data, 2022 family income data for Howard County will be released in September of 2023. Source: www.census.gov/programs-surveys/acs

Real Median Family Income for Howard Co.	2021	1 Year Change	3 Year Change
US	\$85,806.00	-1.68%	+4.90%
Indiana	\$79,243.00	-1.11%	+4.70%
Howard County	\$72,733.00	+0.76%	+0.92%

Trends in Howard County, IN Real Median Family Income since 2005

The current median family income for Howard is \$72,733. Real median family income peaked in 2005 at \$74,191 and is now \$1,458 (1.97%) lower. From a post peak low of \$60,951 in 2012, real median family income for Howard has now grown by \$11,782 (19.33%).

Explore Real median household income



Education

Educational attainment information provides valuable insight into how a region may progress forward into the future. Higher education trends reflect a region with diverse opportunities, that potentially influence the region’s economic prospects and competitiveness. Those who obtain an education have higher incomes, more opportunities, and tend to be healthier. Areas that have higher education completion attainment have lower crime rates, better overall health, civic involvement, and home ownership. Lack of access to education is considered the root of poverty, while having access may get people out of that cycle.

Education	Number	Rank in State	Percent of State	Indiana
School Enrollment (2022/2023 Total Reported)	13,340	22	1.2%	1,124,094
Public	12,911	20	1.2%	1,035,718
Adults (25+ in 2021 ACS)	57,426	18	1.3%	4,501,214
with High School diploma or higher	90.9%	27		89.8%
with B.A. or higher degree	20.8%	30		27.8%

Sources: Indiana Department of Education; U.S. Census Bureau, American Community Survey 5-year

Kokomo Indiana

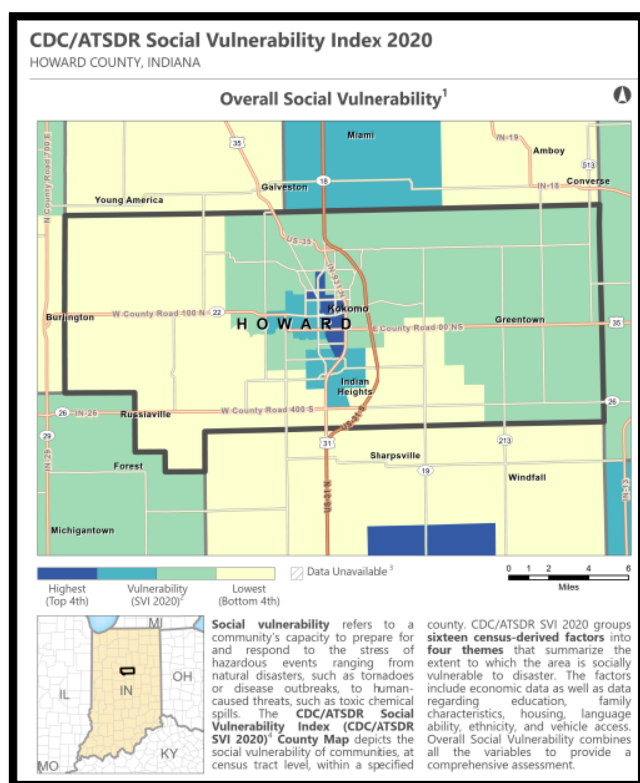
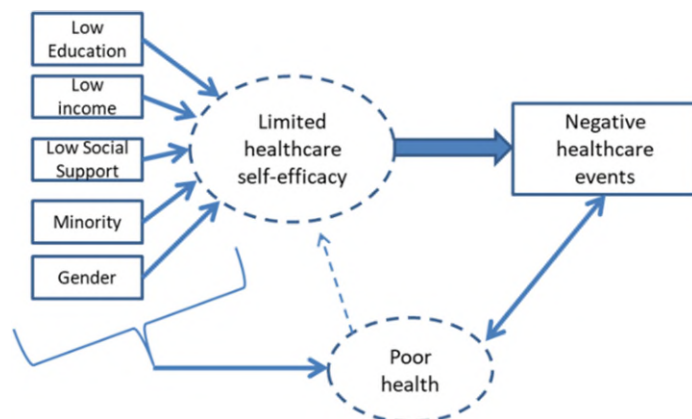
Education	
High school graduate or higher, percent of persons age 25 years+, 2018-2022	89.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2018-2022	16.7%

Environmental Justice and Social Vulnerability

Every community must prepare for and respond to hazardous events, whether a natural disaster like a tornado, flood, disease outbreak, a human-made event such as a harmful chemical spill, or a portion of the community that may be underserved and vulnerable. A number of factors, including poverty, lack of access to transportation, and crowded housing may weaken a community’s ability to prevent human suffering and monetary loss in a disaster. These factors are known as social vulnerability. Having an Environmental Justice policy/guide in place is imperative in responding to, planning for, and implementing needs that support a strong community.

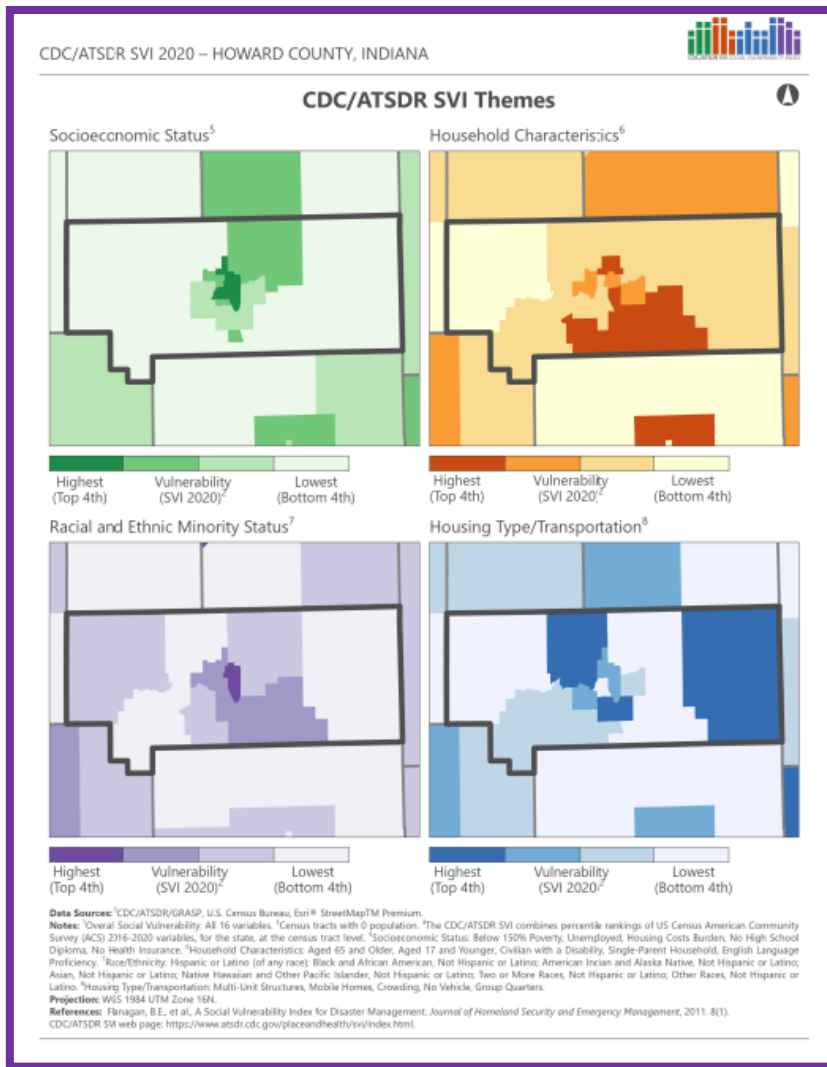
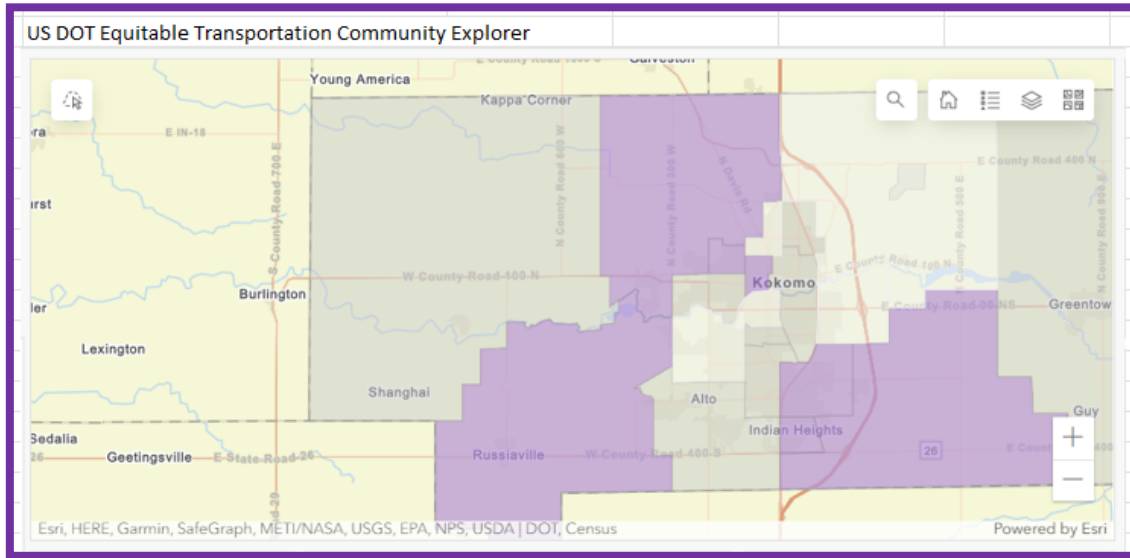
Dimensions of Categorizing Socially Vulnerable Groups

Poverty • Class/Caste • Race/Ethnicity • Religion • Gender • Age such as the elderly (> 65), the children (<5) • Disability • Health • Language/Literacy • Households and families, such as single-parental household. Level of poverty • Lack of or limited access to resources such as information, knowledge, and technology • Lack of or limited access to political power and representation (marginalization, exclusive) • Lack of or limited social capital including social networks and connections • Inadequate beliefs, customs, and attitude in response to risk or disasters • Vulnerable residential settings (i.e., weak structure, poor protection, poor maintenance, etc.) • Frail and physical limited individuals • Lack of or limited access to critical services such as communication, transportation, power supply, water supply, sanitation, etc.



Source: [Agency for Toxic Substances and Disease Registry \(cdc.gov\)](https://www.cdc.gov/atsdr/toxics/index.html)

Howard County Vulnerable Population Area Map (depicted in Purple)



Poverty is about not having enough money to meet basic needs including food, clothing, and shelter. However, poverty is more, much more than just not having enough money. The World Bank Organization describes poverty in this way: “Poverty is hunger. Poverty is lack of shelter. Poverty is being sick and not being able to see a doctor. Poverty is not having access to school and not knowing how to read. Poverty is not having a job, is fear for the future, living one day at a time. In addition to a lack of money, poverty is about not being able to participate in recreational activities, not being able to send children on a day trip with their schoolmates or to a birthday party, not being able to pay for medications for an illness, etc. These are all the costs of being poor. The people who are barely able to pay for food and shelter simply can’t consider these other expenses. When people are excluded within a society, when they are not well educated and when they have a higher incidence of illness, there are negative consequences for society. We all pay the price for poverty. The increased cost on the health system, the justice system, and other systems that provide support to those living in poverty has an impact on our economy.

Poverty in the US

The Census Bureau determines poverty status by using an official poverty measure (OPM) that compares pre-tax cash income against a threshold that is set at three times the cost of a minimum food diet in 1963 and adjusted for family size. The official poverty rate in 2022 was 11.5 percent, with 37.9 million people in poverty. Neither the rate nor the number in poverty was significantly different from 2021.

Federal Poverty Level (FPL)

Family size	2022 income numbers	2023 income numbers
For individuals	\$13,590	\$14,580
For a family of 2	\$18,310	\$19,720
For a family of 3	\$23,030	\$24,860
For a family of 4	\$27,750	\$30,000
For a family of 5	\$32,470	\$35,140
For a family of 6	\$37,190	\$40,280
For a family of 7	\$41,910	\$45,420
For a family of 8	\$46,630	\$50,560
For a family of 9+	Add \$4,720 for each extra person	Add \$5,140 for each extra person

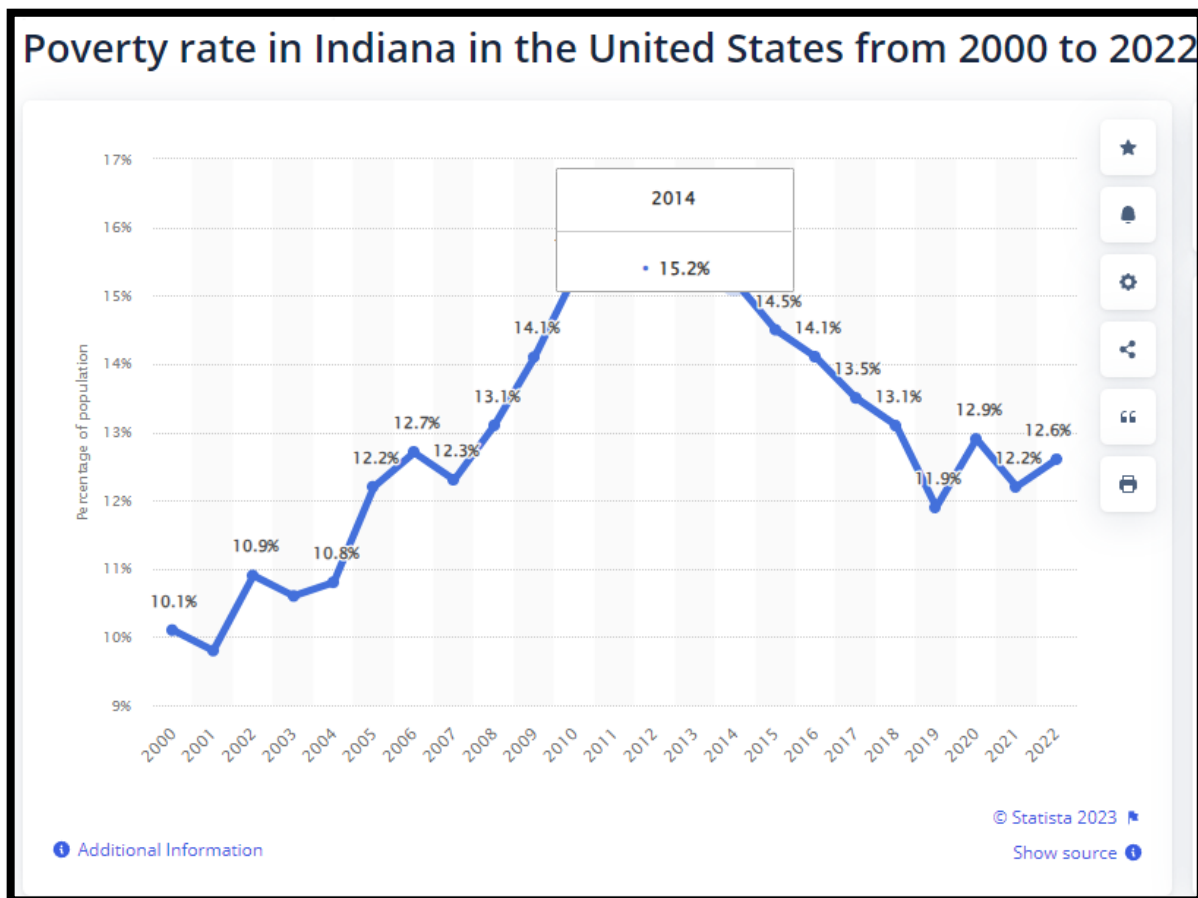
A [New York Times](#) article posted in September 2023 stated, poverty increased sharply last year in the United States, particularly among children, as living costs rose and federal programs that provided aid to families during the pandemic were allowed to expire. The poverty rate rose to 12.4 percent in 2022 from 7.8 percent in 2021, the largest one-year jump on record, the Census Bureau said Tuesday September 12,

2023. Poverty among children more than doubled, to 12.4 percent, from a record low of 5.2 percent in 2021. Those figures are according to the Supplemental Poverty Measure, which factors in the impact of government assistance and geographical differences in the cost of living.

According to the US Census Bureau 37.9 million people live in poverty in the United States. The Poverty Rate for seniors was 10.2%, which is lower than the population as a whole of 11.5%. This is due to the Social Security and Medicare Programs, which have worked well at protecting seniors from poverty. Seniors in poverty generally did not work ten or more years and pay enough taxes into the Social Security system to generate an adequate retirement pension.

The child poverty rate is 15.0%; about one in six children are in poverty. This is a disturbing poverty statistic to many Americans because children are helpless to influence their living conditions. Many of these children live in single-parent families, as shown below.

Indiana's Poverty

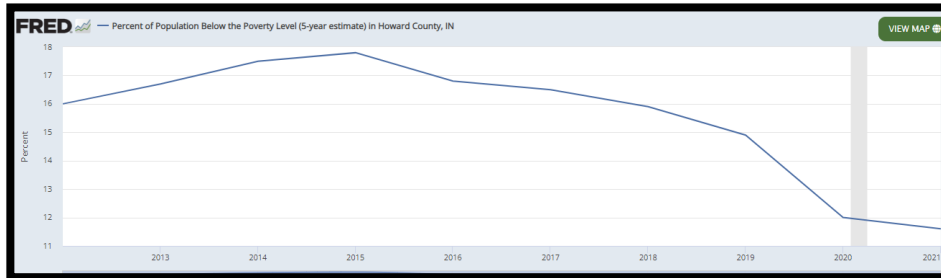


U.S. Indiana poverty rate 2000-2022
Published by [Statista Research Department](#), Nov 3, 2023

In 2022, about 12.6 percent of Indiana's population lived below the poverty line. This accounts for persons or families whose collective income in the preceding 12 months was below the national poverty level of the United States.

Kokomo and Howard County, like most communities, are concerned about poverty. Although the poverty rate has declined since 2015, poverty in the area is currently above the state and national averages. The community looks for ways to help its residents meet their basic daily needs and focuses many projects on the underserved areas in the community to enhance equity and equality. Projects such as expansion of the fixed route transit to employment and underserved areas, safety studies to identify obstacles for people in underserved areas to access transit, employment, medical care, social needs, etc., lighting and security camera placement for transit riders and path users, additional bike and pedestrian paths that connect to the fixed route transit and areas of need. These are but some of the projects slated for the near future in the area.

Howard County Poverty



As indicated in the charts below depicting the states with the 10 highest and 10 lowest poverty rates, Indiana isn't listed on either, rather falls mid-range with the poverty rate of 12.6%. While Howard County is also mid-range but falls below the state level at 11.9%, Kokomo is in the higher category with a poverty rate of 14.5%.

10 U.S. States with the Highest Poverty Rates

10 U.S. states with the highest percentage of its population living below the poverty line, based on the latest Census data available.

State	2022 Percent below poverty level	2017 Percent below poverty level	2012 Percent below poverty level	10-Year Change (%)
Mississippi	19.1%	21.5%	24.2%	-21.1%
Louisiana	18.6%	19.6%	19.9%	-6.5%
West Virginia	17.9%	17.8%	17.8%	0.6%
New Mexico	17.6%	20.6%	20.8%	-15.4%
Arkansas	16.8%	18.1%	19.8%	-15.2%
Kentucky	16.5%	18.3%	19.4%	-14.9%
Alabama	16.2%	18.0%	19.0%	-14.7%
Oklahoma	15.7%	16.2%	17.2%	-8.7%
New York	14.3%	15.1%	15.9%	-10.1%
South Carolina	14.0%	16.6%	18.3%	-23.5%

Table: Andrew DePietro • Source: [Census Bureau](#) • [Get the data](#) • [Embed](#) • Created with [Datawrapper](#)

10 U.S. States with the Lowest Poverty Rates

10 U.S. states with the lowest percentage of its population living below the poverty line, based on the latest Census data available.

State	2022 Percent below poverty level	2017 Percent below poverty level	2012 Percent below poverty level	10-Year Change (%)
New Hampshire	7.2%	8.1%	10.0%	-28.0%
Utah	8.2%	11.0%	12.8%	-35.9%
Colorado	9.4%	11.5%	13.7%	-31.4%
Delaware	9.4%	12.1%	12.0%	-21.7%
Maryland	9.6%	9.7%	10.3%	-6.8%
Minnesota	9.6%	10.5%	11.4%	-15.8%
New Jersey	9.7%	10.7%	10.8%	-10.2%
Connecticut	9.8%	10.1%	10.7%	-8.4%
Washington	10.0%	12.2%	13.5%	-25.9%
Hawaii	10.2%	10.3%	11.6%	-12.1%

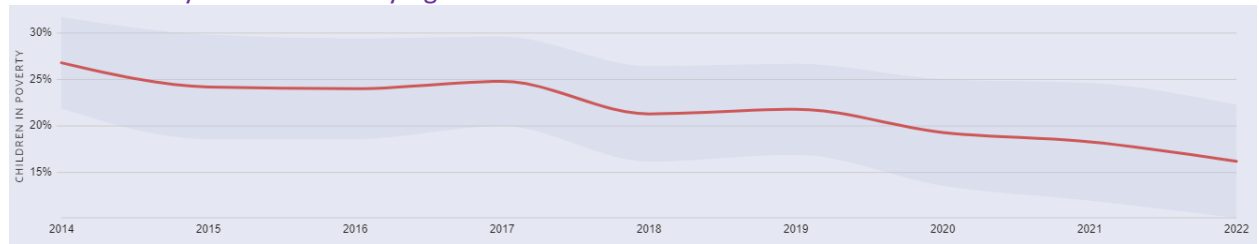
Table: Andrew DePietro • Source: [Census Bureau](#) • [Get the data](#) • [Embed](#) • Created with [Datawrapper](#)

Source: <https://www.statista.com/statistics/205462/poverty-rate-in-indiana/>

Income and Poverty	Number	Rank in State	Percent of State	Indiana
Per Capita Personal Income (annual) in 2021	\$47,031	73	83.2%	56,497
Median Household Income in 2021	56,268	67	89.7%	\$62,723
Poverty Rate in 2021	11.9%	38	98.3%	12.1%
Poverty Rate among Children under 18	16.5%	41	105.1%	15.7%
Welfare (TANF) Monthly Average Families in 2022	77	11	1.9%	3,933
Food Stamp Recipients in 2022	10,828	12	1.8%	611,203
Free and Reduced Fee Lunch Recipients in 2021/2022	5,852	18	1.2%	481,568

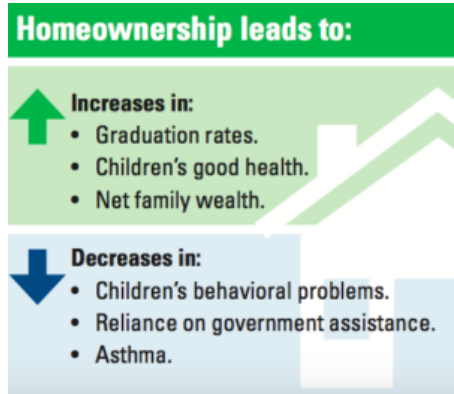
Sources: U.S. Bureau of Economic Analysis; U.S. Census Bureau; [Indiana Family Social Services Administration](#); Indiana Department of Education

Howard County Youth in Poverty Ages 0 – 17



Home Ownership in Howard County Indiana: Source Habitat for Humanity www.habitat.org

Homeownership is a crucial foundation for helping low-income families find a path out of poverty. When they move out of substandard housing and into simple, decent, affordable homes, homeowners and their families frequently improve their health, educational attainment, safety, and personal wealth.



“A quality home is more than just a roof and walls,” said Renée Glover, chair of Habitat for Humanity International’s board of directors. “It provides homeowners with feelings of stability and pride, as well as generating measurable results such as decreased doctor visits and increased high school graduation rates.

“Academic research and surveys point to one inescapable conclusion: that owning one’s home enhances quality of life in a variety of specific, verifiable ways. This is true whether the homes are associated with Habitat for Humanity or not.”

The U.S. Department of Housing and Urban Development says studies have shown that “homeowners accumulate wealth as the investment in their homes grows, enjoy better living conditions, are often more involved in their communities, and have children who tend on average to do better in school and are less likely to become involved with crime.”

HOMEOWNERSHIP HELPS GENERATE WEALTH BUILDING AND A PATHWAY OUT OF POVERTY.

- “For most buyers, homeownership leads to wealth creation,” stated a report in the Journal of Housing Studies. “As home equity increases, some homeowners may decide that they have the financial resources to secure additional education for themselves or their children.”
- “The median net wealth of low-income homeowners is dramatically higher than the median net wealth of low-income renters,” according to a 2005 report by the Joint Center for Housing Studies.

- A study by the Federal Reserve Bank of Boston of homes with a student about to enter college found that a modest increase in home value for homeowners led to an increase in the child's earnings later in life, while an increase in a property's value for renters led to a decrease in the child's earnings.

The benefits of homeownership are indisputable. Since 1976, Habitat for Humanity has helped more than 1 million families worldwide with housing solutions leading to decent, affordable shelter. That represents about 5 million people. We will continue to work toward a world where everyone has a decent place to live, and where measurable improvements in health, education, security, and wealth generation are enjoyed by more and more homeowners.

Source: www.point2homes.com/US/Neighborhood/IN/Howard-County-Demographics.html#

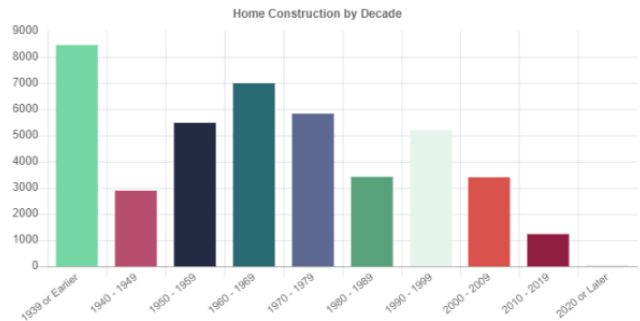
How many homeowners and renters are there in Howard County?

top ^

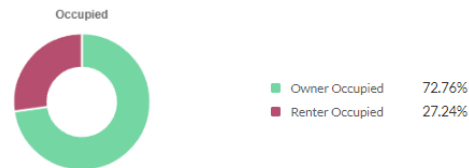
There are 42,941 housing units in Howard County, and the median year in which these properties were built is 1970. Of the 37,865 occupied housing units in Howard County, 72.76% are owner-occupied, while 27.24% have renters living in them.

Meanwhile, properties bought with mortgages account for 64.36% of the units, and the median value of a home with a mortgage is \$121,800. In general, housing costs reach \$774 per month in Howard County.

		Y-o-Y Change
Housing Units	42,941	-0.8%
Median Year Built	1970	0.0%
Built in 1939 or Earlier	8,447	-1.6%
Built between 1940 and 1949	2,892	-1.9%
Built between 1950 and 1959	5,481	1.4%
Built between 1960 and 1969	6,988	-8.3%
Built between 1970 and 1979	5,830	-3.1%
Built between 1980 and 1989	3,418	0.9%
Built between 1990 and 1999	5,197	11.3%
Built between 2000 and 2009	3,401	-4.3%
Built between 2010 and 2019	1,234	N/A
Built in 2020 or Later	53	N/A



		Y-o-Y Change
Occupied Housing Units	37,865	-0.4%
Owner Occupied	27,549	0.6%
Renter Occupied	10,316	-2.7%



		Y-o-Y Change
With Mortgage	17,731	1.9%
Without Mortgage	9,818	-1.9%
Median Value with Mortgage	\$121,800	7.8%
Median Value without Mortgage	\$107,750	-14.2%
Median Housing Costs per Month	\$774	4.9%



Services

Kokomo and Howard County have numerous service organizations to help combat poverty and the barriers that are often associated with poverty.

The chart below shows several of the services in the community.

Organizatons	Type of Service	Contact Address	Telephone
A Watered Garden - Res. Miss.	Shelter	319 W. Taylor St.	765.456.3838
Caring.com	Emergency Housing Guide	N/A	N/A
Center Township Trustee	Emergency financial support	213 E. Jefferson St	765.452.8259
City of Kokomo transit	Public and Paratransit Services	219 E. Sycamore St.	765.456.7556
Coordinated Ministries (CAM)	Shelter, after hours transportation	625 N. Union St.	765.452.8963
Domestic Violence Shalter	Emergency shelter	N/A	765.868.3154
Family Services (FSA)	U.S. Gov. funded, Variety of services promoting family	618 S. Main St.	765.457.9313
Family and Social Services (FSSA)	State sponsored Health Care and Services	217 E. Southway Blvd	800.403.0864
4C Health	Health Care support	1954 W. Blvd.	765.452.5437
Goodfellows of Kokomo	Disaster relief, annual clothing distribution	N/A	765.432.1143
Kokomo Housing Authority (KHA)	Housing	210 E. Taylor St.	765.459.3162
Kokomo Rescue Mission	Shelter, food, services	321 W. Mulberry	765.456.3838
Kokomo Urban Outreach/ManUp	Mentoring and employment readiness	1701 S Locke St.	765.457.1983
Literacy Coalition	Reading and English Profeciency	901 S. Courtland	765.450.8532
Open Arms Shelter - Rescue Miss	Shelter for women and children	N/A	765.456.3838
Pregnancy Resource Center	Pregnancy support	202 1/2 E. Lincoln Rd.	765.454.5566
Project Access	Health Care	700 E. Firmin St.	765.457.2184
Samaritan Caregivers	Volunteer driven support for seniors	2705 S. Berkley Rd.	765.453.7611
Turning Point	Mental Health and Substance Abuse help	1234 N. Courtland Ave	765.860.8365

The United Way's October "Contact Report"

I&R Contact Report October					
Contact Types	Date Range:	Previous Month Comparison		Previous Year Comparison	
		Oct-23	Sep-23	Oct-22	
Contact Type	#	Contact Type	#	Contact Type	#
Voicemail	82	Voicemail	79	Voicemail	118
Walk-In	39	Walk-In	15	Walk-In	33
Phone Number	93	Phone Number	72	Phone Number	46
Email/Letter	21	Email/Letter	14	Email/Letter	17
Text	1	Text	0	Text	5
Social Media	1	Social Media	1	Social Media	1
Closed - Staff		Closed - Staff	0	Closed - Staff	0
Total	237	Total	181		220
Staff Contacts	#	Staff Contacts (Previous Month)			
Cheryl	21	Cheryl	14		
Debbie	216	Debbie	167		
Total	237	Total	181		
Needs for 2023 thru October					
Housing	734				
Utility Assistance	531	Total Financial Assistance YTD		\$10,026.69	
Food/Meals	314				
Information Services	292	MISSION UNITED			
Legal, Consumer, and Public Safety Services	217	Total Contacts to Date		179	
Individual, Family and Community Support	171				
Clothing/Personal/Household Needs	135	Coordinated Entry			
Income Support/Assistance	110	# on list as of 10/31/23		57	
Transportation	105				
Health Care	62				
Education	30				
Employment	25				
Mental Health/Addictions	16				
Volunteers/Donations	9				
Other Government/Economic Services	5				
Disaster Services	4				
Arts, Culture and Recreation	0				
Total Needs for 2023 thru October	2760				
Top Twenty Referrals for 2023 thru October		Top Web Searches for 2023 thru Oct - Howard			
Electric Service Payment Assistance	701	Electric Service Payment Assistance		524	
Rent Payment Assistance	649	At Risk/Homeless Housing Related Assistance Pgms		139	
Food Pantries	526	Thrift Shops		122	
Rental Deposit Assistance	266	Animal Control		116	
Housing Search and Information	254	Abandoned Vehicle Reporting/Removal		70	
Comprehensive Information and Referral	251	Clothing Vouchers		62	
Homeless Shelter	187	Clothing Donation Programs		57	
Utility Deposit Assistance	125	Adolescent/Youth Counseling		57	
Birth Certificate Fee Payment Assistance	120	Alcohol Use Disorder Support Groups		53	
Case/Care Management	120				
Gas Service Payment Assistance	118	Total Web Searches for 2023 thru Oct - Howard		1554	
Water Service Payment Assistance	95				
Personal/Grooming Supplies	80	Top Web Searches for 2023 thru Oct - Tipton			
Transportation Expense Assistance	65	Automotive Repair and Maintenance		1	
General Clothing Provision	62	Baby Furniture		1	
Housing Authorities	50	Child Custody/Visitation		1	
Tax Preparation Assistance	50	Food Pantries		1	
Thrift Shops	44	Home Maintenance and Minor Repair Services		1	
At Risk/Homeless Housing Related Assistance	38				
Soup Kitchens	36	Total Web Searches for 2023 thru Oct - Tipton		5	
Total Top Twenty Referrals for 2020 thru	3837				
Total Referrals for 2023 thru October	4562				
Web Site Visits for 2023 thru October	4114				



Food Finders
Food Bank, Inc.
fighting hunger, giving hope

Mobile Pantry Program

Thursday, December 14, 11am
New Life, 1803 E. Vaile

Monday, December 18, 11am
St. Patrick Church, 1204 N. Armstrong

Full Schedule <https://www.food-finders.org/program/mobile-pantry/>

- All distributions are drive-through. Please remain in your vehicle and don't arrive more than 30 minutes before start time.

FOOD PANTRIES ++ Indicates adults require ID and proof of address. Children require birth certificate or SS card

MONDAY

++ **Rescue Mission, 321 W Mulberry, 765-456-3838**
10am-3pm

++ **The Connexion, 700 E Southway Blvd, 765-453-0555**, 1-3pm, Must live within the boundaries of N Markland, S State Rd 26, E Goyer, W Park

++ **Fresh Start Ministries, 801 W Mulberry, 765-452-3308**, 1-3pm

Hands of Grace, 2012 S Goyer Rd, 765-457-4496
4-6pm, Requires proof of address

TUESDAY

New Hope Church, 346 S 00 EW, 765-453-1566
1st 10am-2pm- All, Age 60+ only 3rd TU, 10am-12pm
Across from Harley Davidson

New Life Church, 1803 E Vaile Ave, 765-459-5067
2nd Tuesday 1-3pm & 4th Tuesday 9:30am-12pm

++ **Saint Vincent DePaul, 1207 N Armstrong, 765-450-3143**, 10am-2pm

TZion, 614 W. Monroe, St. 765-431-9249
1-3pm, Every other Tuesday, starting Sept 5, 2023

SCAN FOR UPDATES:

Wednesday

Samaritan Love Center, 124 W Elm St, 765-453-5673, 9-11am

++ **Rescue Mission, 321 W Mulberry, 765-456-3838**
10am-3pm

++ **Saint Vincent DePaul, 1207 N Armstrong, 765-450-3143**
10am-2pm

Hands of Grace, 2012 S Goyer Rd, 765-457-4646, 1-3pm, Requires proof of address

THURSDAY

++ **Rescue Mission, 321 W Mulberry, 765-456-3838**
10am-3pm

++ **Saint Vincent DePaul, 1207 N Armstrong, 765-450-3143**
10am-2pm

++ **The Salvation Army, 1105 S Waugh St, 765-456-3846**
8:30-11:30am & 1-3:30pm, Bring piece of mail & ID as proof of address. The first 25-30 families only.

FRIDAY

++ **The Salvation Army, 1105 S Waugh St, 765-456-3846**
8:30-11:30am & 1-3:30pm, First 25 to 30 families only

++ **Rescue Mission, 321 W Mulberry, 765-456-3838**
10am-3pm

++ **Hillsdale Community Church, 4893 E 100 N, 765-452-0409**, 12-3 pm, Must live in Howard County

SATURDAY

++ **Crossroads Church, 4254 S 00 EW, 765-453-4626**
3rd Saturday, 9-11:30am

Grace Baptist Church, 2818 S Park Rd, 765-453-0839
Last Saturday 8-10am, Bring Social Security card for all

SUNDAY

++ **Fresh Start Ministries, 801 W Mulberry, 765-452-3308**
3:30-5:30pm, Bring proof of address and ID

11.22.23

COMMUNITY MEALS

First Evangelical Pres. Church, 2000 W Jefferson, Every Wednesday, 6-6:30pm starts December 6, 2023
Grace Baptist Church, 2818 S Park Rd, Last Saturday of the month, hot breakfast 8-10am
Kokomo Rescue Mission, 321 W Mulberry St., Daily 12 (noon) and 4:30pm
Kokomo Senior Center, 721 W Superior, 765-456-7557, Monday-Friday, 11am, Area V meals, free for age 60+, call two days in advance to schedule, \$4.50 for those 59 and under
Food 4 Souls, holly@food4souls.com, Tuesdays, 3pm to 5:30, Corner of N. Market and 214 E Jefferson,

FOOD VOUCHER ASSISTANCE

In order to qualify for township trustee assistance, applicants must Live the in the township and complete an application process.

- Center Township, 213 E Jefferson, 765-452-8259, info@centertownship1.com
- Clay Township, 765.271-4048, claytownship46901@gmail.com
- Ervin Township, 765-210-8033, ervintownshiptrustee@gmail.com
- Harrison Township, 765-455-0345, hhto@comcast.net
- Honey Creek Township, 765-409-3405, kibbs_2@yahoo.com
- Howard Township, 765-452-1558, howardtwptrustee@gmail.com
- Monroe Township, 765-889-3098, monroetownshiptrustee@outlook.com
- Taylor Township, 765-453-0466, taylortrusteehc@gmail.com

SNAP ASSISTANCE

Howard County SNAP, 217 E Southway Blvd, 800-403-0864,

- Apply online <https://www.in.gov/fssa/df/snap-food-assistance/>

SNAP Application Assistance

- Food Finders Food Bank Resource Coordinator, info@food-finders.org, 765-471-0062

ASSISTANCE FOR WOMEN AND CHILDREN

Howard County WIC, 1805 E. Vaile, 765-252-4249

- Food vouchers for pregnant women and children under five

Pregnancy Resource Center, 202 1/2 E Lincoln Rd, 765-454-5566

- Help with formula and food. Call ahead for availability

Summer Feeding Program for Children to age 18

- IDOENutrition.com for locations, Meals for aged up to 18 after schools are out for summer

FOOD DELIVERY

Area V, Midland Meals

- Free delivery to homebound age 60+, 1-574-722-4451
- No income limit, can purchase if not eligible for free meals

Instacart, www.Instacart.com

- Delivery from various area grocery stores/drug stores
- Annual membership available for delivery cost, call Senior Support Center 844-981-3433,

Meals on Wheels, 765-453-5516

- Delivery meal service for those 60+ or disabled, prescription required, \$5.75

NEED ADDITIONAL INFORMATION ABOUT FINANCIAL RESOURCES?

United Way of Howard County, 210 W Walnut, 765-457-HELP

REQUEST AN EMAIL OF MONTHLY UPDATES:
cgraham@unitedwayhoco.org

SCAN TO SEE MOST CURRENT EDITION

Housing List

Indiana Housing Now, 1-877-428-8844, www.indianahousingnow.org

Department of Housing & Urban Development (HUD) Locator www.resources.hud.gov

Kokomo Housing Authority - 210 East Taylor - 765-459-3162

Apartment Complex and Property Management options

Affinity Group Properties 2001 Supreme Court 765-416-9464	Good Street LLC/ David Foust 765-278-2045	Moxie Properties 1808 Dogwood Drive 765-480-5772	Crestview Apartments 1604 S Plate 765-419-2877
Bradford Run Apartments 3604 Briarwick Drive 765-455-0502	Greentown Apartments 615 S Harvey, Greentown 765-628-7935	Turtle Creek Apartments 2241 W Jefferson St 765-452-5357	Kingston Square Apartments 1495 N Webster 765-452-0300
Briarwick Apartments 536 Southlea Drive 765-453-9433	Harrold-Chandler Real Estate 1201 W. Alto Ste. 2 765-854-2373	Premier Property Management 1533 W Lincoln Road 765-863-1192	Kokomo Manor Apartments 510 Elk Drive 765-453-5766
CRM Properties 1817 Dogwood Drive 765-459-8034	Investors Choice 414 N Main St. 765-480-9091	Amberwood Place Apartments 2864 Amberwood Place 765-452-9510	Summerset Apartments 393 W 300 N 765-457-2057
Concord Square 555 Salem Drive 765-455-1055	Jefferson Crossing Apartments 800 N Dixon Rd. 765-457-3101	Apperson Way Apartments 512 N Apperson Way 765-419-2264	Vinton Woods Townhouses 3150 Vinton Circle 765-453-2144
Countryside Villa/ Persistent Properties 605 Marsha Court 765-450-5584	Kingston Green Apartments 1220 Alto Road 765-453-0750	Autumn Trace Apartments 800 Harvest Drive 765-454-9900	Washington Street Senior Apartments 400 N Washington 765-450-6498
Fox Acres Apartments 5038 S Webster 765-455-0571	McFarthing Holdings 260-450-6373	Brentwood Green Senior Apartments (55 +) 1534 E Dodge Street 765-457-8452	Winding Brook 3017 Matthew Drive 765-453-5343
Macy Apartments 200 N. Union 765-889-6660	The Property Place 802 S. Washington 765-419-1428		Persistent Properties 718 W. Mulberry 502-649-4930
PRIVATE LANDLORDS: Rhonda Kidwell 765-434-1001	Amy Bennett 765-480-2182	Bob Wylie 765-453-7320	Mike Imbler 765-776-0424
Veronica Cannon 765-437-8572	Ed Foster 765-432-3417	Gopaul Kaushal 765-210-5583	Chris & Valerie Wise 765-425-1244
			Irvin Kesling 765-453-7070 /765-437-8572

Questions about your rights as a
renter or issues with your landlord?

www.Indianalegalservices.org, 1-800-382-7581

Legal Aid Kokomo— Courthouse 3rd FL, Fri. 8am-12pm



4.3.23

Transportation/Transit

Active transportation is human-powered mobility, such as biking, walking, or rolling. The MPO area has many pedestrian/bike paths. The city has been working for many years to improve the mobility choices of the people that live and visit the area.

Public transit is essential to everyday living in communities across the country, providing access to jobs, schools, shopping, healthcare, and other services while enabling equitable access and sustainable mobility options. According to the Transit Infrastructure Report Card, 45% of Americans have no access to transit. Meanwhile, much of the existing system is aging, and transit agencies often lack sufficient funds to keep their existing systems in good working order. Over a 10-year period across the country, 19% of transit vehicles, and 6% of fixed guideway elements like tracks and tunnels were rated in “poor” condition. Currently, there is a \$176 billion transit backlog, a deficit that is expected to grow to more than \$270 billion through 2029. Meanwhile, transit ridership is declining, a trend compounded by the COVID-19 pandemic. Failure to address the transit revenue shortfall will only exacerbate ridership declines as service cuts mean that trip delays and reliability issues become more frequent. This stands to increase congestion, hamper the economy, and worsen air quality in the coming years. <https://infrastructurereportcard.org/>

Public transit in the City of Kokomo means providing another mode choice for transportation for senior citizens, the young, disabled, financially disadvantaged, and underserved populations. Providing efficient public transit allows all populations access to businesses, health care facilities, employment, and recreation. For this reason, public transit is a crucial link to a stable economy and a better quality of life in the area. Choosing public transit can also yield environmental benefits, lowering congestion and lessening automotive emissions.

Currently, the area is serviced by two active public transportation systems; the City-Line Trolley provides fixed-route bus service throughout the City of Kokomo. The Spirit of Kokomo paratransit system provides elderly and disabled transportation. Until 2015, The First City Rider program operated throughout the City of Kokomo and Howard County.

Census Transportation to Work 2021

Label	Howard County, Indiana		Kokomo city, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	36,746	±935	25,605	±846
Car, truck, or van:	33,588	±928	23,654	±746
Drove alone	29,747	±1,153	20,680	±969
Carpooled:	3,841	±650	2,974	±582
In 2-person carpool	3,062	±524	2,385	±454
In 3-person carpool	600	±269	458	±254
In 4-or-more-person carpool	179	±102	131	±93
Public transportation (excluding taxicab):	60	±82	60	±82
Bus	11	±16	11	±16
Bicycle	98	±79	98	±79
Walked	466	±236	198	±89
Taxicab, motorcycle, or other means	318	±131	275	±127
Worked from home	2,216	±481	1,320	±402

City-Line Trolley Fixed Route is a free fixed route service which operates 5 fixed transit routes with over 275 stops, servicing the City of Kokomo in Howard County on 30-minute and 60-minute headways. Service runs Monday through Friday from 6:30am to 7:00pm with no service on Saturdays, Sundays, and the city's 12 recognized holidays. As of 2023, the City-Line Trolley operates a fleet of six (6) ADA accessible 35' low-floor revenue vehicles.

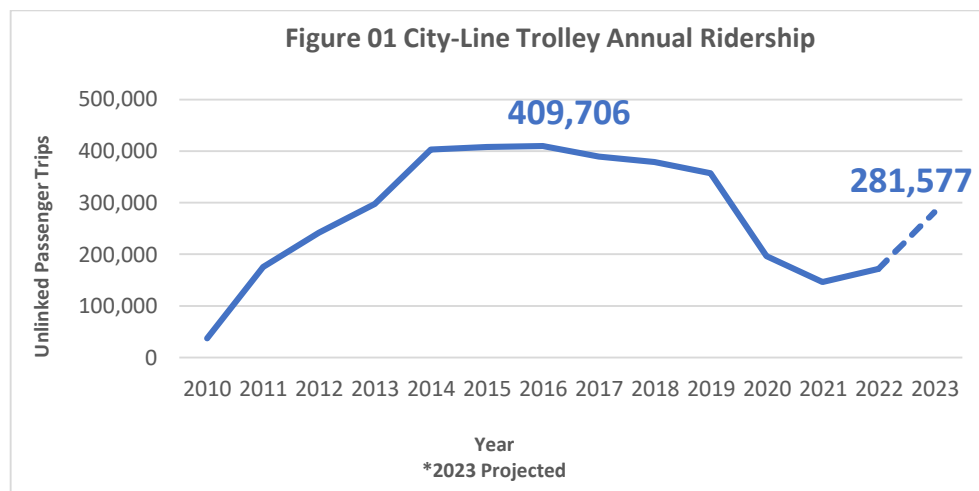
Over time, the City-Line Trolley has seen fluctuations in ridership; this is largely due to economic and social factors. Figure 01 illustrates City-Line Trolley's ridership trend since the service began September 10, 2010. The service expanded in 2013, 2016 and the City of Kokomo is currently exploring a third expansion of the transit services.

The City-Line Trolley reached their highest annual ridership numbers in 2016 at 409,706 unlinked passenger trips (UPT). Ridership rapidly increased from 2010 until 2016, at which time it experienced a slight decline in ridership. The lowest ridership since 2010 occurred in 2021 at 146,427 UPT, which was due to the COVID-19 pandemic and subsequent shutdown in the economy. Since then, an average monthly increase of 21% has occurred with 2023 ending with a projected end of year ridership of 281,577 UPT. In 2022, the City-Line Trolley cost approximately \$1.28 per passenger mile and \$5.45 per unlinked passenger trip. Figures 01, 02, and 03 show City-Line Trolley information.

The city operates the fixed route system with 4 Gillig 35' and 2 Home-Town 35' low-floor vehicles that are both retro fit to have the appearance of a "trolley". The Gillig's were purchased between 2013-2016, and the Home-Town vehicles were purchased in 2023.

Below are the two styles of ADA compliant low-floor vehicles for the City-Line Trolley Fixed-Route





SPIRIT OF KOKOMO PARATRANSIT			
YEAR	UNLINKED PASSENGER TRIPS	TRIP COUNT DIFFERENCE FROM PRIOR YEAR	CHANGE (%) FROM PRIOR YEAR
2016	93,872		
2017	85,239	-8,633	-9.20%
2018	94,522	9,283	10.89%
2019	104,425	9,903	10.48%
2020	71,786	-32,639	-31.26%
2021	82,057	10,271	14.31%
2022	87,662	5,605	6.83%
2023	84,946	-2,716	-3.10%
2024	76,451	-8,495	-10.00%
2025	73,546	-2,905	-3.80%
2026	70,751	-2,795	-3.80%
2027	68,063	-2,689	-3.80%
2028	65,477	-2,586	-3.80%
2029	62,988	-2,488	-3.80%
2030	60,595	-2,394	-3.80%
2031	58,292	-2,303	-3.80%
2032	56,077	-2,215	-3.80%
2033	53,946	-2,131	-3.80%
2034	51,896	-2,050	-3.80%
2035	49,924	-1,972	-3.80%
2036	48,027	-1,897	-3.80%
2037	46,202	-1,825	-3.80%
2038	44,446	-1,756	-3.80%
2039	42,757	-1,689	-3.80%
2040	41,133	-1,625	-3.80%
2041	39,570	-1,563	-3.80%
2042	38,066	-1,504	-3.80%
2043	36,619	-1,447	-3.80%
2044	35,228	-1,392	-3.80%
2045	33,889	-1,339	-3.80%
2046	32,601	-1,288	-3.80%
2047	31,363	-1,239	-3.80%
2048	30,171	-1,192	-3.80%
2049	29,024	-1,146	-3.80%
2050	27,921	-1,103	-3.80%

CITY-LINE TROLLEY FIXED ROUTE			
YEAR	UNLINKED PASSENGER TRIPS	TRIP COUNT DIFFERENCE FROM PRIOR YEAR	CHANGE (%) FROM PRIOR YEAR
2016	409,706		
2017	389,067	-20,639	-5.04%
2018	378,552	-10,515	-2.70%
2019	356,762	-21,790	-5.76%
2020	196,576	-160,186	-44.90%
2021	146,427	-50,149	-25.51%
2022	171,694	25,267	17.26%
2023	234,359	62,665	36.50%
2024	253,228	18,869	8.05%
2025	273,617	20,389	8.05%
2026	295,647	22,030	8.05%
2027	319,451	23,804	8.05%
2028	345,172	25,721	8.05%
2029	372,964	27,792	8.05%
2030	402,993	30,029	8.05%
2031	435,440	32,447	8.05%
2032	470,499	35,059	8.05%
2033	508,381	37,882	8.05%
2034	549,314	40,932	8.05%
2035	593,542	44,228	8.05%
2036	641,331	47,789	8.05%
2037	692,967	51,637	8.05%
2038	748,762	55,794	8.05%
2039	809,048	60,287	8.05%
2040	874,189	65,140	8.05%
2041	944,574	70,385	8.05%
2042	1,020,626	76,052	8.05%
2043	1,102,802	82,176	8.05%
2044	1,191,594	88,792	8.05%
2045	1,287,535	95,941	8.05%
2046	1,391,201	103,666	8.05%
2047	1,503,214	112,013	8.05%
2048	1,624,245	121,031	8.05%
2049	1,755,021	130,776	8.05%
2050	1,896,326	141,305	8.05%

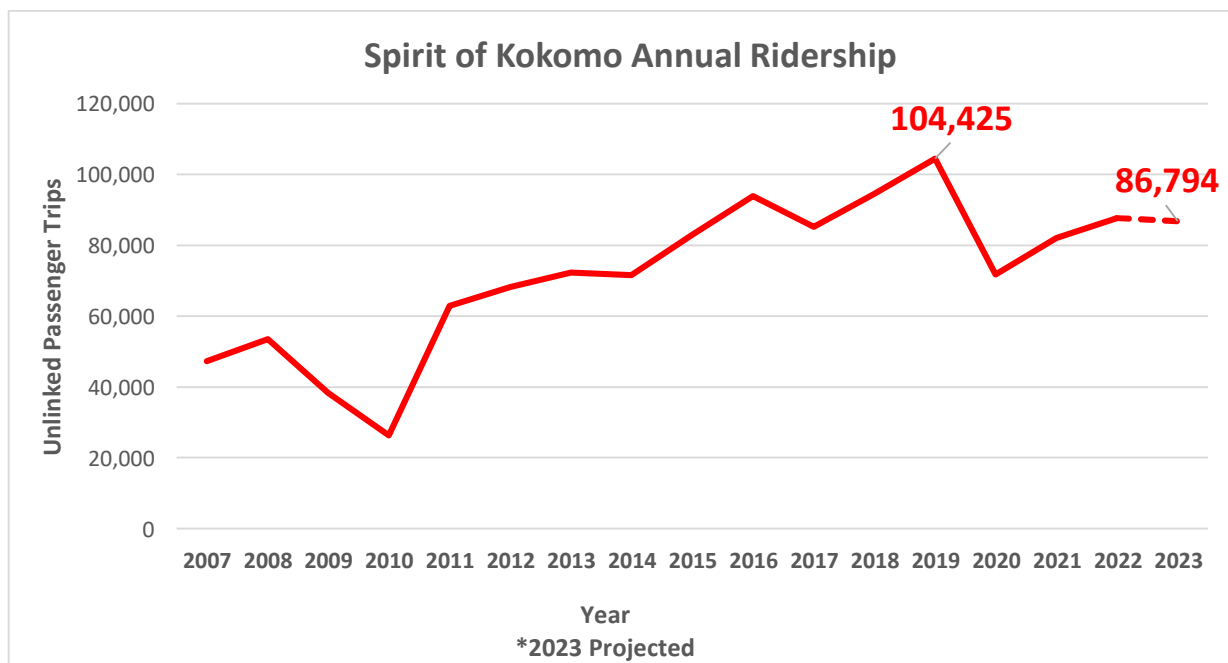
The Spirit of Kokomo ADA paratransit service covers a three-quarter mile corridor on either side of the transit routes and the entire area of the city limits. This service began in the early 1970s and like City-Line Trolley, is free to the community. Service runs Monday through Friday from 6:30am to 7:00pm with no service on Saturdays, Sundays, and the city’s 12 recognized holidays. As of 2023, the Spirit of Kokomo operates a fleet of twenty-six (26) ADA accessible revenue vehicles, which are a mix of diesel and unleaded fuel.



The Spirit of Kokomo has also experienced fluctuations in ridership. This can be attributed to changes in the service like eligibility requirements, hours of service and number of trips permissible to patrons. Other demographic variables such as rate of aging have also been attributed to fluctuations in ridership. For example, the baby boomer generation is now reaching the age of eligibility. Prior to 2011, patrons were limited to three (3) trips per day. This limitation was lifted which resulted in an increase in UPT from 26,305 in 2010 to 62,893 trips in 2011. The highest year of service is 2019 with 104,425 UPT. A significant

decrease in ridership was experienced in 2020 with only 71,786 UPT, most likely attributed to the COVID-19 pandemic and subsequent shutdown in the economy.

In the aftermath of the pandemic, the ability to retain drivers has become more difficult. Maintaining the fleet as well as replacing vehicles has become an issue due to supply chain issues. In response to these hurdles, the Spirit of Kokomo implemented a more stringent application process for the ADA service and increased the elderly eligibility age from 60 years of age to 65 years of age in 2022. These attempts to stabilize the demand for the service have resulted in an average monthly decrease of 2.43% in 2023 with a projected end of year ridership of 86,794 UPT. The ridership trend is illustrated in Figure 01. In 2022, the Spirit of Kokomo is approximately \$5.33 per passenger mile and \$29.15 per unlinked passenger trip.

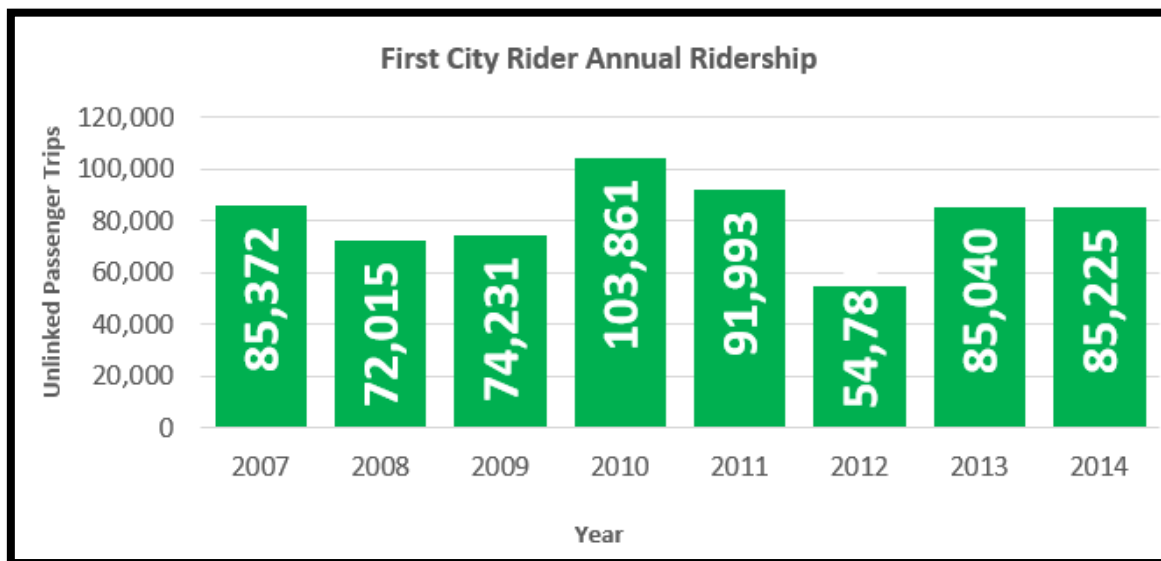
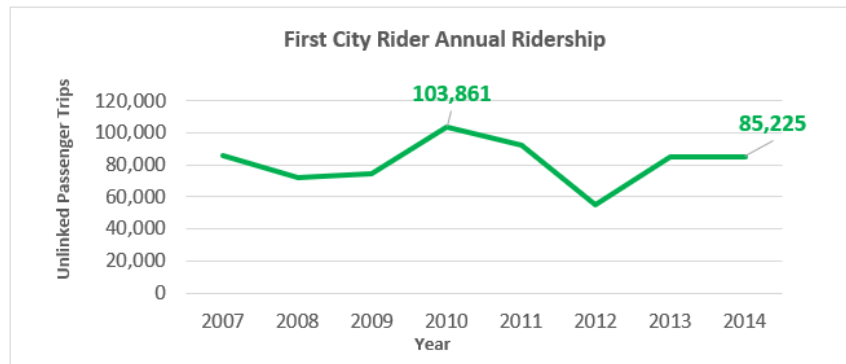


The **First City Rider** program contracted with local private transportation providers to provide subsidized transportation. The staff of the Kokomo Howard County Governmental Coordinating Council administered the program. The City of Kokomo provided the local match to the Section 5307 funds with the in-kind transportation services of the Spirit of Kokomo. Providers were required to comply with all FTA standards and regulations.

Under this program, patrons received a \$3.00 per trip discount with special subsidies for those individuals with special needs or who required wheelchairs and other mobility aids. This service operated 24 hours a day, 7 days a week including holidays. Patrons received the subsidy for any travel within the boundaries of County roads 500 East and 500 West; and County Line Roads 600 North and 500 South provided by the contracted private company.

At the program’s peak in 2010, patrons used the subsidies for 103,861 unlinked passenger trips (UPT) and provided 85,225 UPT in the final year of 2014. The program ended due to the inability to contract a private transportation provider with the ability to comply with all FTA standards and regulations. The chart below illustrates First City Rider’s ridership trends from 2007 through and including 2014.

YEAR	FCR
2007	85,372
2008	72,015
2009	74,231
2010	103,861
2011	91,993
2012	54,781
2013	85,040
2014	85,225



The Past, Present, and Future of Transit

The history of urban mass transportation is first a story of the evolution of technology, from walking, to riding animals, to riding in groups on vehicles pulled by animals, and eventually to cable cars, larger-capacity steam-powered trains, electric trains, and motor buses powered by internal-combustion engines. It is a story of gradually increasing speed, vehicle capacity, and range of travel that has shaped cities and structured the lives of those who live in them. Britannica <https://www.britannica.com/topic/mass-transit>

With Kokomo being a historically strong community in the automotive industry, Elwood Haynes moved to Kokomo in 1892 and worked as a teacher. It was during this time that he developed his ideas for a “horseless carriage.” His first automobile, the “Pioneer,” was successfully tested July 4, 1894. Haynes International opened in October 1912. Delco Radios opened in Kokomo in 1936 and Chrysler opened manufacturing plants in 1937. In 1955 the city opened the first public transit system in Kokomo. City Lines public transit operated a limited service from 1955-1960.

It was long thought because so many worked for the automotive industry and the community had the Spirit of Kokomo bus service for seniors and people with disabilities, along with the subsidized taxi service in place that a public transit system above those services was not warranted. Many of the local social service agencies noted the need for a public transit service; however, unfortunately the request fell on deaf ears. The United Way of Howard County had transportation as their number one need on their yearly needs assessment for over 20 years before a fixed route public transit system became a reality again in September of 2010.

Sprit of Kokomo Paratransit			City-Line Trolley Fixed Route		
Year	Passenger Boardings	Vehicle Revenue Miles	Year	Passenger Boardings	Vehicle Revenue Miles
2022	87,662	365,380.50	2022	171,694	166,599.50
2021	82,057	355,895.90	2021	146,427	165,839.80
2020	71,786	349,613.60	2020	196,576	167,435.00
2019	104,425	450,874.30	2019	356,752	161,814.10
2018	94,522	392,918.00	2018	378,552	151,712.20
2017	85,239	374,503.30	2017	389,067	148,412.30

Public Transit - Capital Projects

CAP PROJECTS									
SFY	REVENUE			EXPENDITURE			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	4,746,132	1,186,527	5,932,659	4,746,132	1,186,527	5,932,659	0	0	0
2029-2040 CAP	3,175,656	793,914	3,969,570	3,175,656	793,914	3,969,570	0	0	0
2041-2050 CAP	1,359,840	339,960	1,699,800	1,359,840	339,960	1,699,800	0	0	0

OPERATING									
SFY	REVENUE			EXPENDITURE			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	5,757,405	5,757,405	11,514,810	5,757,405	5,757,405	11,514,810	0	0	0
2029-2040 CAP	18,836,083	18,836,083	37,672,167	16,810,459	16,810,459	33,620,918	2,025,624	2,025,624	4,051,249
2041-2050 CAP	36,929,983	36,929,983	73,859,966	20,472,934	20,472,934	40,945,868	16,457,049	16,457,049	32,914,097

2024-2028 AVG. ALLOCATION:	\$1,151,481								
2029-2040 ALLOCATION:	\$22,011,739	2029-2040 CAP NEEDS:	\$3,175,656	REMAINING FOR OPERATING:	\$18,836,083	LOCAL FOR CAP:	\$793,914	LOCAL FOR OPERATING:	\$18,836,083
2041-2050 ALLOCATION:	\$38,289,823	2041-2050 CAP NEEDS:	\$1,359,840	REMAINING FOR OPERATING:	\$36,929,983	LOCAL FOR CAP:	\$339,960	LOCAL FOR OPERATING:	\$36,929,983
TOTAL MTP ALLOCATION:	\$60,301,562								

SPIRIT OF KOKOMO CAP									
SFY	REVENUE			EXPENDITURES			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	\$754,000.00	\$188,500.00	\$942,500.00	\$754,000.00	\$188,500.00	\$942,500.00	\$0.00	\$0.00	\$0.00
2029-2040 CAP	\$1,207,656.00	\$301,914.00	\$1,509,570.00	\$1,207,656.00	\$301,914.00	\$1,509,570.00	\$0.00	\$0.00	\$0.00
2041-2050 CAP	\$1,332,240.00	\$333,060.00	\$1,665,300.00	\$1,332,240.00	\$333,060.00	\$1,665,300.00	\$0.00	\$0.00	\$0.00

CITY LINE TROLLEY CAP									
SFY	REVENUE			EXPENDITURES			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	\$3,992,127.00	\$998,032.00	\$4,990,159.00	\$3,992,127.00	\$998,032.00	\$4,990,159.00	\$0.00	\$0.00	\$0.00
2029-2040 CAP	\$1,968,000.00	\$492,000.00	\$2,460,000.00	\$1,968,000.00	\$492,000.00	\$2,460,000.00	\$0.00	\$0.00	\$0.00
2041-2050 CAP	\$27,600.00	\$6,900.00	\$34,500.00	\$27,600.00	\$6,900.00	\$34,500.00	\$0.00	\$0.00	\$0.00

TOTAL CAP									
SFY	REVENUE			EXPENDITURES			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	\$4,746,127.00	\$1,186,532.00	\$5,932,659.00	\$4,746,127.00	\$1,186,532.00	\$5,932,659.00	\$0.00	\$0.00	\$0.00
2029-2040 CAP	\$3,175,656.00	\$793,914.00	\$3,969,570.00	\$3,175,656.00	\$793,914.00	\$3,969,570.00	\$0.00	\$0.00	\$0.00
2041-2050 CAP	\$1,359,840.00	\$339,960.00	\$1,699,800.00	\$1,359,840.00	\$339,960.00	\$1,699,800.00	\$0.00	\$0.00	\$0.00

ANNUAL OPERATING						
YEAR	AMOUNT	INCREASE	FEDERAL	LOCAL		
2024	\$2,374,220	FROM TIP	\$1,187,135	\$1,187,135		
2025	\$2,206,270	FROM TIP	\$1,103,135	\$1,103,135		
2026	\$2,300,000	FROM TIP	\$1,150,000	\$1,150,000		
2027	\$2,334,270	FROM TIP	\$1,167,135	\$1,167,135		
2028	\$2,300,000	FROM TIP	\$1,150,000	\$1,150,000		
2029	\$2,369,000	3%	\$1,184,500	\$1,184,500		
2030	\$2,440,070	3%	\$1,220,035	\$1,220,035		
2031	\$2,513,272	3%	\$1,256,636	\$1,256,636		
2032	\$2,588,670	3%	\$1,294,335	\$1,294,335		
2033	\$2,666,330	3%	\$1,333,165	\$1,333,165		
2034	\$2,746,320	3%	\$1,373,160	\$1,373,160		
2035	\$2,828,710	3%	\$1,414,355	\$1,414,355		
2036	\$2,913,571	3%	\$1,456,786	\$1,456,786		
2037	\$3,000,978	3%	\$1,500,489	\$1,500,489		
2038	\$3,091,008	3%	\$1,545,504	\$1,545,504		
2039	\$3,183,738	3%	\$1,591,869	\$1,591,869		
2040	\$3,279,250	3%	\$1,639,625	\$1,639,625		
2041	\$3,410,420	4%	\$1,705,210	\$1,705,210		
2042	\$3,546,837	4%	\$1,773,418	\$1,773,418		
2043	\$3,688,710	4%	\$1,844,355	\$1,844,355		
2044	\$3,836,259	4%	\$1,918,129	\$1,918,129		
2045	\$3,989,709	4%	\$1,994,855	\$1,994,855		
2046	\$4,149,297	4%	\$2,074,649	\$2,074,649		
2047	\$4,315,269	4%	\$2,157,635	\$2,157,635		
2048	\$4,487,880	4%	\$2,243,940	\$2,243,940		
2049	\$4,667,395	4%	\$2,333,698	\$2,333,698		
2050	\$4,854,091	4%	\$2,427,046	\$2,427,046		

FEDERAL FUNDING PREDICTION		
2024	\$1,187,135	2024-2028 FED FUNDING TOTAL:
2025	\$1,103,135	
2026	\$1,150,000	\$5,757,405
2027	\$1,167,135	AVERAGE:
2028	\$1,150,000	\$1,151,481
2029	\$1,230,500	2029-2040 FED FUNDING TOTAL:
2030	\$1,316,635	
2031	\$1,408,799	\$22,011,739
2032	\$1,507,415	
2033	\$1,612,934	
2034	\$1,725,840	
2035	\$1,846,649	
2036	\$1,975,914	
2037	\$2,114,228	
2038	\$2,262,224	
2039	\$2,420,580	
2040	\$2,590,020	
2041	\$2,771,322	2041-2050 FED FUNDING TOTAL:
2042	\$2,965,314	
2043	\$3,172,886	\$38,289,823
2044	\$3,394,988	
2045	\$3,632,637	
2046	\$3,886,922	
2047	\$4,159,007	
2048	\$4,450,137	
2049	\$4,761,647	
2050	\$5,094,962	

ROLLING STOCK 2029-2040		
	FEDERAL	LOCAL
	\$3,694,000.00	\$923,500.00
TOTAL:	\$4,617,500.00	

COMPUTERS 2029-2040		
	FEDERAL	LOCAL
	\$28,800.00	\$7,200.00
TOTAL:	\$36,000.00	

ROLLING STOCK 2041-2050		
	FEDERAL	LOCAL
	\$1,696,800.00	\$424,200.00
TOTAL:	\$2,121,000.00	

COMPUTERS 2041-2050		
	FEDERAL	LOCAL
	\$55,200.00	\$13,800.00
TOTAL:	\$69,000.00	

Fixed and Paratransit Fleet Replacement and Cost Projections

SOK	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
FLEET TOTAL	28	26	26	26	26	26	26	26	26	26
FLEET SPARE	3	3	3	3	3	3	3	3	3	3
FLT SPR RATIO	11%	12%	12%	12%	12%	12%	12%	12%	12%	12%
BUS>ULB (YR)	24	21	20	19	18	17	16	16	17	18
BUS >ULB (TTL)	24	21	20	19	18	17	16	16	17	18
BUS>ULB (IF)	24	21	20	19	18	17	16	16	17	18
BUS DISPOSE	3	1	1	1	1	1	1	1	1	3
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	85.7%	80.8%	76.9%	73.1%	69.2%	65.4%	61.5%	61.5%	65.4%	69.2%
TARGET>ULB	3.2%	3.8%	4.3%	5.1%	5.3%	5.1%	4.3%	3.8%	3.2%	3.8%
BUY	1	1	1	1	1	1	1	1	1	3
COST	\$95,000	\$95,000	\$97,850	\$97,850	\$100,785	\$100,785	\$104,000	\$104,000	\$107,000	\$321,000
PER BUS	\$95,000	\$95,000	\$97,850	\$97,850	\$100,785	\$100,785	\$104,000	\$104,000	\$107,000	\$107,000
LOCAL	19,000	19,000	19,570	19,570	20,157	20,157	20,800	20,800	21,400	64,200
FED	76,000	76,000	78,280	78,280	80,628	80,628	83,200	83,200	85,600	256,800

FIXED ROUTE	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
FLEET TOTAL	6	7	7	7	7	7	7	7	7	7
FLEET SPARE	1	1	1	1	1	1	1	1	1	1
FLT SPR RATIO	17%	14%	14%	14%	14%	14%	14%	14%	14%	14%
BUS>ULB (YR)	2	2	2	4	2	4	2	2	2	2
BUS >ULB (TTL)	2	2	2	4	2	4	2	2	2	2
BUS>ULB (IF)	2	2	2	4	2	4	2	2	2	2
BUS DISPOSE	0	0	0	2	0	2	0	0	0	0
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	33.3%	28.6%	28.6%	57.1%	28.6%	57.1%	28.6%	28.6%	28.6%	28.6%
TARGET>ULB	3.2%	3.8%	4.3%	5.1%	5.3%	5.1%	4.3%	3.8%	3.2%	3.8%
BUY	1	0	0	2	0	2	0	0	0	0
COST	\$550,000	\$0	\$0	\$1,133,000	\$0	\$1,168,000	\$0	\$0	\$0	\$0
PER BUS	\$550,000	\$550,000	\$566,500	\$566,500	\$584,000	\$584,000	\$600,000	\$600,000	\$618,000	\$618,000
LOCAL	110,000	110,000	113,300	113,300	116,800	116,800	120,000	120,000	123,600	123,600
FED	440,000	440,000	453,200	453,200	467,200	467,200	480,000	480,000	494,400	494,400

SOK	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
FLEET TOTAL	26	26	26	26	26	26	26	26	26	26
FLEET SPARE	3	3	3	3	3	3	3	3	3	3
FLT SPR RATIO	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
BUS>ULB (YR)	16	16	16	16	16	16	16	14	14	14
BUS >ULB (TTL)	16	16	16	16	16	16	16	14	14	14
BUS>ULB (IF)	16	16	16	16	16	16	16	14	14	14
BUS DISPOSE	1	1	1	1	1	1	3	1	1	1
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	61.5%	61.5%	61.5%	61.5%	61.5%	61.5%	61.5%	53.8%	53.8%	53.8%
TARGET>ULB	4.3%	5.1%	5.3%	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%
BUY	1	1	1	1	1	1	3	1	1	1
COST	\$107,000	\$107,000	\$110,000	\$110,000	\$110,000	\$110,000	\$339,900	\$113,300	\$113,300	\$113,300
PER BUS	\$107,000	\$107,000	\$110,000	\$110,000	\$110,000	\$110,000	\$113,300	\$113,300	\$113,300	\$113,300
LOCAL	21,400	21,400	22,000	22,000	22,000	22,000	67,980	22,660	22,660	22,660
FED	85,600	85,600	88,000	88,000	88,000	88,000	271,920	90,640	90,640	90,640

FIXED ROUTE	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
FLEET TOTAL	7	7	7	7	7	7	7	7	7	7
FLEET SPARE	1	1	1	1	1	1	1	1	1	1
FLT SPR RATIO	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
BUS>ULB (YR)	2	2	2	2	2	2	0	2	2	2
BUS >ULB (TTL)	2	2	2	2	2	2	0	2	2	2
BUS>ULB (IF)	2	2	2	2	2	2	0	2	2	2
BUS DISPOSE	0	0	0	0	0	2	0	0	0	0
BUS CNT FLT	0	0	0	0	0	0	0	0	0	0
FLEET>ULB	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	0.0%	28.6%	28.6%	28.6%
TARGET>ULB	4.3%	5.1%	5.3%	5.1%	4.3%	3.8%	3.2%	3.8%	4.3%	5.1%
BUY	0	0	0	0	0	2	0	0	0	0
COST	\$0	\$0	\$0	\$0	\$0	\$1,274,000	\$0	\$0	\$0	\$0
PER BUS	\$618,000	\$618,000	\$637,000	\$637,000	\$637,000	\$637,000	\$656,000	\$656,000	\$656,000	\$656,000

SOK	2045	2046	2047	2048	2049	2050
FLEET TOTAL	26	26	26	26	26	26
FLEET SPARE	3	3	3	3	3	3
FLT SPR RATIO	12%	12%	12%	12%	12%	12%
BUS>ULB (YR)	16	16	16	16	14	14
BUS >ULB (TTL)	16	16	16	16	14	14
BUS>ULB (IF)	16	16	16	16	14	14
BUS DISPOSE	1	1	1	3	1	1
BUS CNT FLT	0	0	0	0	0	0
FLEET>ULB	61.5%	61.5%	61.5%	61.5%	53.8%	53.8%
TARGET>ULB	5.3%	5.1%	4.3%	3.2%	3.8%	4.3%
BUY	1	1	1	3	1	1
COST	\$117,000	\$117,000	\$117,000	\$360,000	\$120,000	\$120,000
PER BUS	\$117,000	\$117,000	\$117,000	\$120,000	\$120,000	\$120,000
LOCAL	23,400	23,400	23,400	72,000	24,000	24,000
FED	93,600	93,600	93,600	288,000	96,000	96,000

FIXED ROUTE	2045	2046	2047	2048	2049	2050
FLEET TOTAL	7	7	7	7	7	7
FLEET SPARE	1	1	1	1	1	1
FLT SPR RATIO	14%	14%	14%	14%	14%	14%
BUS>ULB (YR)	2	2	2	2	2	2
BUS >ULB (TTL)	2	2	2	2	2	2
BUS>ULB (IF)	2	2	2	2	2	2
BUS DISPOSE	0	0	0	0	0	0
BUS CNT FLT	0	0	0	0	0	0
FLEET>ULB	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%
TARGET>ULB	5.3%	5.1%	4.3%	3.2%	3.8%	4.3%
BUY	0	0	0	0	0	0
COST	\$0	\$0	\$0	\$0	\$0	\$0
PER BUS	\$676,000	\$676,000	\$676,000	\$676,000	\$696,000	\$696,000
LOCAL	135,200	135,200	135,200	135,200	139,200	139,200
FED	540,800	540,800	540,800	540,800	556,800	556,800

	2025	2026	2027	2028	2029	2030	2031	2032	2033
TOTAL COST:	\$645,000	\$95,000	\$97,850	\$1,230,850	\$100,785	\$1,268,785	\$104,000	\$104,000	\$107,000
LOCAL:	\$129,000	\$19,000	\$19,570	\$246,170	\$20,157	\$253,757	\$20,800	\$20,800	\$21,400
FEDERAL:	\$516,000	\$76,000	\$78,280	\$984,680	\$80,628	\$1,015,028	\$83,200	\$83,200	\$85,600

	2034	2035	2036	2037	2038	2039	2040	2041	2042
TOTAL COST:	\$321,000	\$107,000	\$107,000	\$110,000	\$110,000	\$110,000	\$1,384,000	\$339,900	\$113,300
LOCAL:	\$64,200	\$21,400	\$21,400	\$22,000	\$22,000	\$22,000	\$276,800	\$67,980	\$22,660
FEDERAL:	\$256,800	\$85,600	\$85,600	\$88,000	\$88,000	\$88,000	\$1,107,200	\$271,920	\$90,640

	2043	2044	2045	2046	2047	2048	2049	2050
TOTAL COST:	\$113,300	\$113,300	\$117,000	\$117,000	\$117,000	\$360,000	\$120,000	\$120,000
LOCAL:	\$22,660	\$22,660	\$23,400	\$23,400	\$23,400	\$72,000	\$24,000	\$24,000
FEDERAL:	\$90,640	\$90,640	\$93,600	\$93,600	\$93,600	\$288,000	\$96,000	\$96,000

Coordinated Assisted Ministries (CAM) offers Howard County Connect which provides transportation within Howard County for those needing rides to access essential service locations like work, grocery stores, pharmacies, churches, government offices, or health care providers. Out-of-county rides not offered. Reservations are required.

Do you need a ride?

to or from work, the grocery store or other essential places after trolley hours. **OR** From a medical appointment after Spirit of Kokomo hours.

Call Howard County Connect



1 hour in advance of your required pick-up time to schedule your ride.

(765) 431-1874

Be prepared to provide:

- Rider's name
- Pick-up location
- Requested pick-up time
- Destination (must be in Howard County)

Howard County Connect Hours

Monday- Friday
6PM-11:30PM

Saturday & Sunday
7AM- 7PM





Private

Kokomo currently has taxicab companies and sporadic Uber service. Due to the trip cost of these services many people cannot afford to use them for daily needs such as employment or education.

Construction of transit bus storage facility and bus maintenance facility:

Phase 1 of this project was completed in 2023 and is the bus storage facility to house the 22' ADA compliant paratransit vehicles. This building was situated on the same location as the original bus storage facility that burned down in 2014. Est. Cost \$2,300,000.00

Phase 2 of the project is slated to be completed late calendar year 2024, or early 2025. The need for the project: to provide the fixed route and paratransit bus systems with an area equipped to facilitate all regular maintenance and repairs on the transit vehicles (Phase 2). Proposed: 3-5 work bays, these bays will be equipped to service the City of Kokomo’s Transit fleet which currently consists of six (6) 35-foot low-floor buses (trolleys), as well as thirty (30+) 22-foot ADA paratransit vehicles (4 of the 30 are vehicles on order). The current maintenance facility is antiquated and does not have the space or equipment to lift the 35-foot vehicles from the ground to allow repairs. The mechanics must crawl under the vehicles on the ground to do any type of work; this barrier prevents many in-house repairs and subsequently costs more in repair costs and increases downtime on the transit vehicles. The maintenance bays will be approximately 40-45’ in length and 15-18’ wide to allow space for the mechanics to maneuver, as well as an area to safely store and maintain transit assets, including a secured location for transit parts inventory, tools, equipment, etc. The building will be constructed up to 16,300sq. ft based on need. A partial list of equipment to include is listed below:

- Industrial Air Filtration System – Mist / Fume Collector
- Industrial Heating System
- 2-3 sets: Heavy Duty Mobile Column Lifts
- Modular Locking Parts Storage System or Storage Room
- Galvanized Shelving Units
- Mechanic Tool-boxes & Tool Carts
- Tools
- Industrial Fans for cooling
- Industrial Air Compressors
- Refrigerant RPR Machine
- Tire / Wheel Changer Machine

Phase 3 (or 4) of the projects: It has not yet been determined if the trolley storage facility or the wash-bay facility will be constructed first. The trolley storage facility is a secure storage area that will be built to house the City of Kokomo’s fixed route fleet. The area and building will have video surveillance, block heaters, an air mitigation system for exhaust, employee restroom, bus detail area, etc. This storage facility will be constructed so the 35’ vehicles can pull straight through eliminating the need to back the vehicles out of a parking spot and be constructed up to 27,000sq. ft based on need. Anticipated build date calendar year 2025.

Phase 4 (or 3) of the projects: a state-of-the-art vehicle wash facility that will allow all transit vehicles the ability to drive through daily. Keeping the vehicles clean not only enhances the aesthetical appeal of the transit system, but it also helps maintain the vehicle body, extending its useful life. This building is expected to have a water filtration and recycling system, as well as use ecofriendly/biodegradable products.

The building site for both phases is located at 919 Millbrook Lane. The parcel for the project is over 3 acres, is owned by the City of Kokomo and is currently utilized by the Transit and Maintenance Departments for the city and the Phase 1 bus storage facility. The building site for the wash-bay facility is yet to be determined.

Estimated Cost for Phases 2 and 3 \$4,000,000.00

Estimated Cost for Phase 4 is \$1,900,000.00 - \$2,200,000.00



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2050 PLAN

CHAPTER 03

ENVIRONMENT

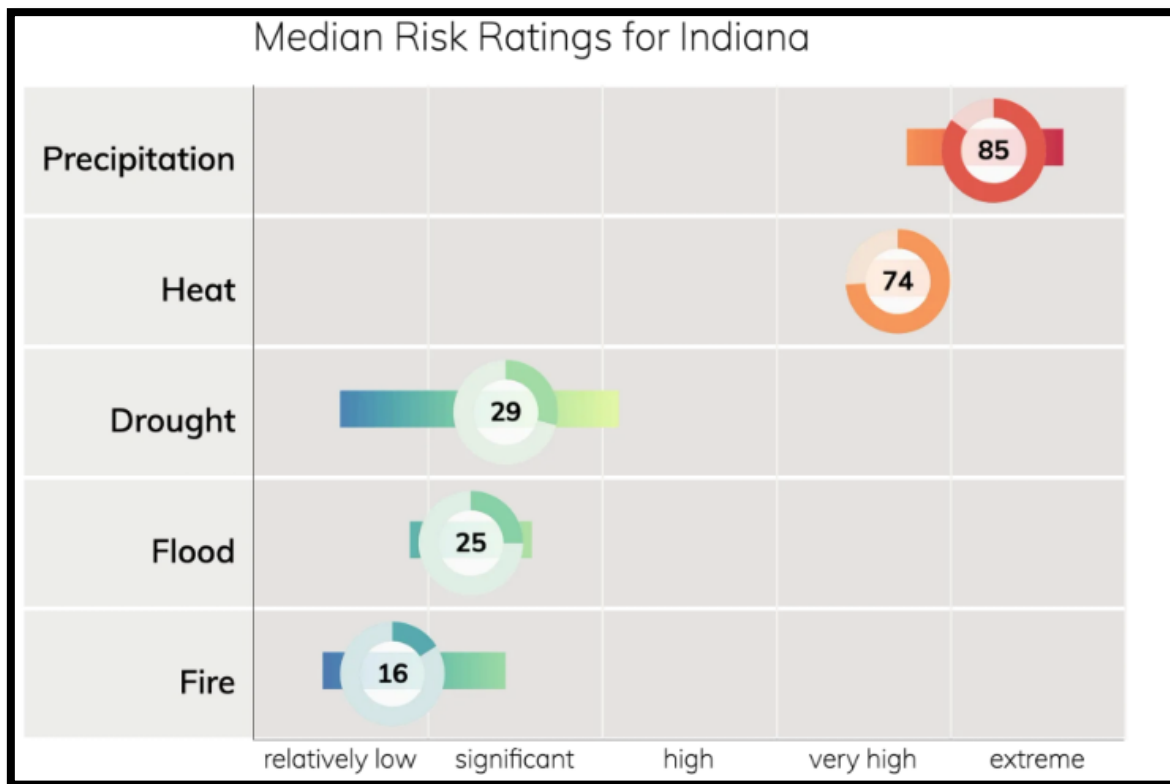
BEYOND BOUNDARIES A 2050 PLAN

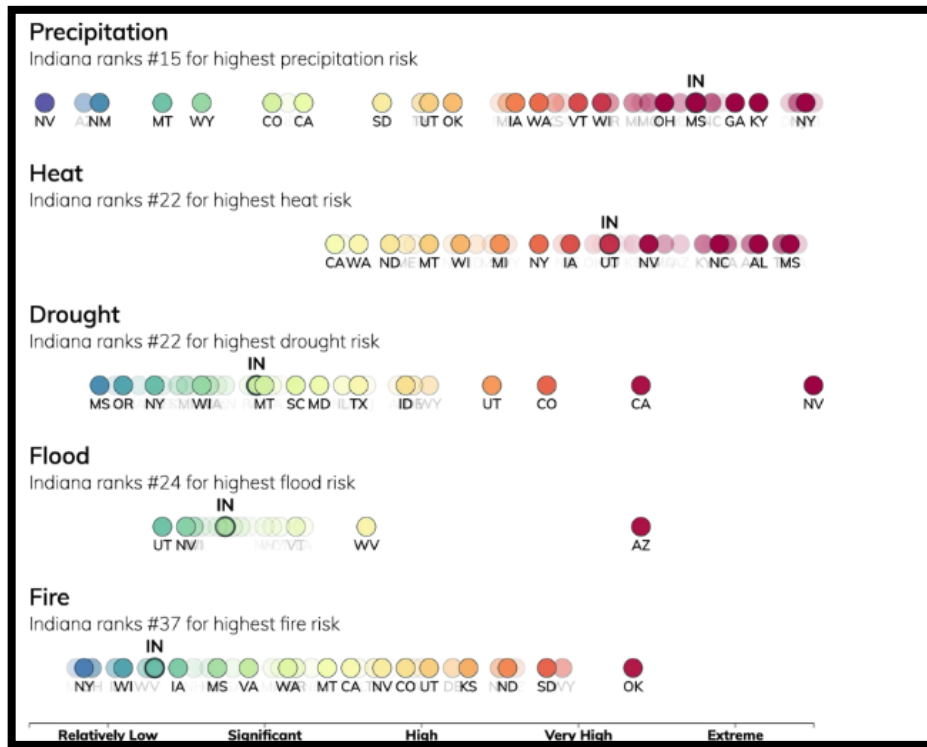
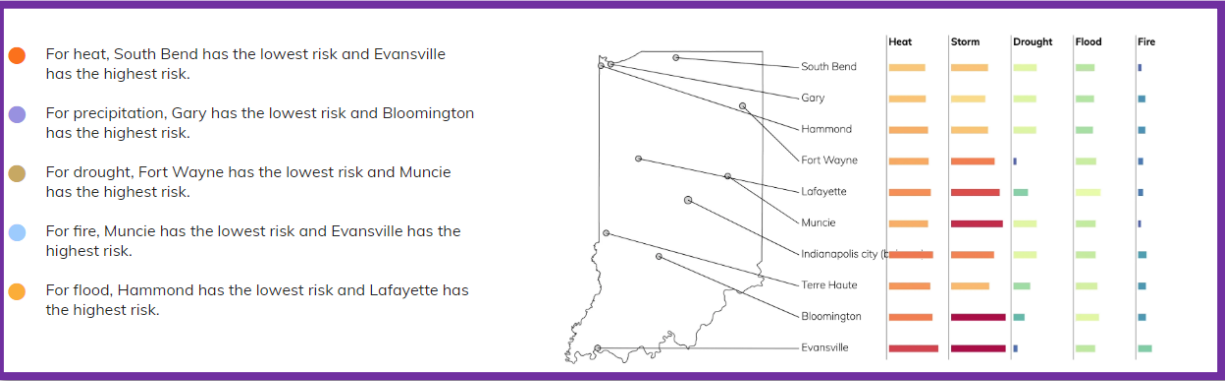
Environmental Trends

No corner of the globe is immune from the devastating consequences of climate change. Rising temperatures are fueling environmental degradation, natural disasters, weather extremes, food and water insecurity, economic disruption, conflict, and terrorism. Sea levels are rising, the Arctic is melting, coral reefs are dying, oceans are acidifying, and forests are burning. It is clear that business as usual is not good enough. As the infinite cost of climate change reaches irreversible highs, now is the time for bold collective action. Source www.un.org

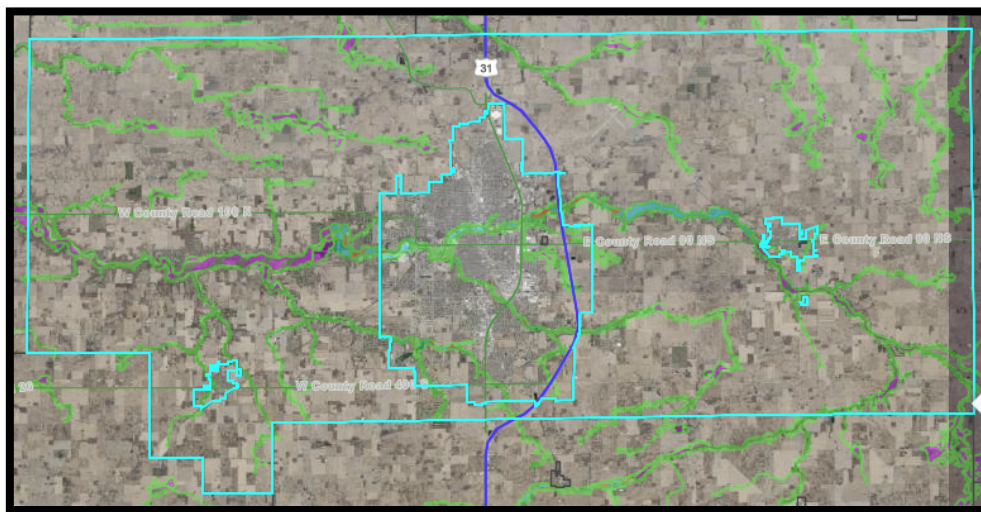
Indiana scientists used 10 climate models to look at future warming. Indiana's warming will continue and accelerate. Annual precipitation has increased 6.5" over the last century. A 6% to 8% increase in annual rainfall is projected by mid-century.

People in Indiana will experience especially increased risks from precipitation, heat, and drought due to climate change over the next 30 years. These risks, through 2050 and beyond, may change depending on how much we reduce emissions in the near future. ClimateCheck Risk Ratings measure the risk posed by a hazard on a 1-100 scale, using historical conditions and projected scenarios through 2050. Climate change has complex, interacting local and large-scale effects that impact everyone on earth, and a low-risk rating does not mean no exposure to impacts from that hazard. Source: climatecheck.com





Flood Plain



2003 Flood- Pic. Courtesy of the Kokomo Tribune



2013 Flood- Pic. Courtesy of the Kokomo Herald



Increasing Temperatures

There are multiple sets of data trends that show that there are no signs of declination of temperatures. Temperature increases have become more intensified in the last decade, which can be experienced in every season in the region. Annual average temperature is an overall indicator that is looked at to identify extreme years and detect short and long-term trends. Annual average temperatures have had record breaking occurrences many times in the last decade. Temperature increases bring stress and challenges to agriculture with lengthening growing seasons, diminishes air quality, extends allergy seasons with increased frost-free days, and many more effects to human health and the environment.

Extreme Weather Events

As temperatures increase the amount of precipitation that falls is also increasing. Average annual rainfall has increased by 1.33 inches per decade across Indiana. This trend is expected to continue, as well as changes in the type of precipitation and when it falls; meaning precipitation can occur in different seasons. As the climate warms, rainfall will take the place of what would be snowfall.

Rhode Island and New York rank highest for storm risk, Nevada, and Arizona rank lowest for storm risk.

Indiana ranks #36 for fire risk. Highest fire risk: Oklahoma and Wyoming
Lowest fire risk: Maine and Vermont

Indiana ranks #21 for drought risk.

Highest drought risk: Nevada and California
Lowest drought risk: Mississippi and Vermont

Indiana ranks #21 for heat risk.

Highest heat risk: Louisiana and Mississippi

Lowest heat risk: California and Oregon

Indiana ranks #28 for flood risk.

Highest flood risk: Arizona and West Virginia

Lowest flood risk: Utah and Nevada.

Howard County Tornadoes, 1950-2022

24 TORNADOES were reported in **Howard County, Indiana** between **01/01/1950** and **12/31/2022**.

Mag: Magnitude
 Dth: Deaths
 Inj: Injuries
 PrD: Property Damage
 CrD: Crop Damage

Location or County	Date	Time	Type	Mag	Dth	Inj	PrD	CrD
1 HOWARD	07/09/1951	0100	Tornado	F2	0	0	250K	0
2 HOWARD	05/28/1955	0816	Tornado	F2	0	3	2.5M	0
3 HOWARD	03/06/1961	0630	Tornado	F3	1	3	250K	0
4 HOWARD	03/06/1961	0700	Tornado	F3	0	0	25K	0
5 HOWARD	04/11/1965	1825	Tornado	F4	17	560	250.0M	0
6 HOWARD	04/03/1974	1745	Tornado	F2	0	0	2.5M	0
7 HOWARD	06/15/1976	1840	Tornado	F0	0	1	250K	0
8 HOWARD	07/07/1977	1630	Tornado	F	0	0	250K	0
9 HOWARD	04/23/1978	1920	Tornado	F	0	0	0K	0
10 HOWARD	04/14/1987	1351	Tornado	F1	0	0	25K	0
11 Kokomo	07/17/1996	1702	Tornado	F1	0	0	65K	2K
12 Greentown	06/11/1998	1903	Tornado	F3	0	8	5.0M	0
13 Kokomo	04/20/2004	1745	Tornado	F0	0	0	500K	0
14 Kokomo	04/20/2004	1800	Tornado	F1	0	1	3.0M	0
15 Kokomo	07/26/2005	2030	Tornado	F0	0	0	5K	0
16 Vermont	10/26/2010	0851	Tornado	EF0	0	0	80K	0
17 Russiaville	11/17/2013	1519	Tornado	EF2	0	0	300K	0
18 Kokomo	11/17/2013	1529	Tornado	EF2	0	5	75K	0
19 Sycamore	08/15/2016	1917	Tornado	EF0	0	0	8K	0
20 Kokomo Ruzicka Airport	08/24/2016	1420	Tornado	EF3	0	20	10M	0
21 Kappa Corner	08/24/2016	1647	Tornado	EF1	0	0	50K	0
22 Indian Heights	08/24/2016	1758	Tornado	EF0	0	0	10K	0
23 Russiaville	08/24/2016	1800	Tornado	EF1	0	0	20K	0
24 Alto	08/24/2016	1816	Tornado	EF0	0	0	15.5K	0
TOTALS:					18	601	275.179M	2K

All data comes from the NCEI [Database](#). Visit there for additional details.



Pictures courtesy of Fox59

Note- There were three confirmed tornados in Howard County Indiana on March 31, 2023. Two EF-0 with winds of 80+ MPH were confirmed in the SW region of Howard County and an EF-1 with winds in excess of 110MPH was confirmed in Eastern Howard County causing damage to trees, 4 homes, playground equipment, a barn, and an outbuilding. No injuries were reported in the storms.

The KHCGCC looks closely at projects the LPAs bring forward that may address issues in transportation by mitigating the impact of manmade and natural disasters. Participating on the Local Emergency Planning Committee (LEPC), we take an active part in tabletop and mock exercises as well as participate in webinars and training offered by the state and federal government.

Environmental Mitigation

Environmental mitigation and stewardship, as well as avoidance and minimization of construction impacts, are approached strategically, considering the overall landscape and watershed context, community goals, and using the best available science. After soliciting feedback from stakeholders and reviewing pertinent literature, we help model and validate a project to meet or exceed a conservation aspect.

From Steel to Solar an Environmental Mitigation mixed redevelopment project spanning over two decades.

Source www.epa.gov

Beginning in 1914, steel manufacturing operations thrived. At one point, the Continental Steel Corporation was the largest employer in Kokomo, Indiana. For nearly 70 years, facility operations contaminated the site and nearby soil, sediments, surface water and groundwater. A stream was left polluted, and lead was found in nearby residential yards.

Kokomo city government (the City) worked diligently to plan for redevelopment, leveraging resources and forging partnerships. By planning for redevelopment during the cleanup, forward-thinking decisions laid the groundwork for the site's successful redevelopment of the blighted land and provided new hope for the community. Great strides have been met as work continues.

“This isn’t just a story about turning a contaminated site into a solar plant. The City worked hard and didn’t give up. Their long-term thinking led to recreation and business opportunities as well as the elimination of flooding through their thoughtful planning of the remedy and reuse. The result is an impressive example of a site with multiple reuses.”

– Tom Bloom, EPA Region 5
Superfund Redevelopment Coordinator

A \$9 million solar array on twenty-five acres. Inovateus Solar and Alterra Power Corp. coordinated closely with the City, IDEM and EPA on the project’s design and construction to make sure it was compatible with other site uses and the site’s remedy; the solar array began operating in December 2016. The array consists of over 21,000 fixed photovoltaic panels, making it one of the largest solar arrays in Indiana. Alterra manages the project and sells the energy produced to Duke Energy Indiana under a 20-year power purchase agreement. The array has a capacity of 7.2 megawatts and produces about 9.1 million kilowatt-hours of solar energy a year, enough to power up to 1,000 homes.



Solar facilities at the Continental Steel site: from contaminated land to an energy-producing community asset. (Source: Kokomo Tribune and IDEM)

A 60-acre soccer facility – the Wildcat Creek Soccer Complex. Coordination with EPA and IDEM meant that after the cleanup was finished, the agencies planted the right kind of turf grass for the soccer fields over the cap covering residual soil contamination. The Indiana Office of Tourism Development awarded the Kokomo-Howard County Convention and Visitors Bureau a \$50,000 grant to build a facility with a concession stand, bathrooms and storage for maintenance equipment. Project stakeholders believe the facility will enhance recreation and outdoor opportunities in the community. “For decades to come, the Wildcat Creek Soccer Complex will serve Kokomo and the region’s demand for youth soccer facilities,” said Kokomo Mayor Greg Goodnight. “Our community has waited a long time for this land to be put back into use, and I could not have imagined a better outcome.” Plans for the Complex include thirty full-size playing fields and vehicle parking and may include a future connection to the Wildcat Creek Walk of Excellence recreation trail. The Kokomo Soccer Club will lease the Complex when construction is complete. To date, four full-size fields, parking lots and a concession stand have been built. The Kokomo Soccer Club held the first youth soccer match at the Complex in October 2015. Further enhancements included additional walking trails and more parking.



Wildcat and Kokomo Creeks Cleanup at OU3 involved creek cleanup and flood mitigation. Dredging the creeks for contaminated soil improved water quality and reduced PCB levels in fish tissue samples. The community now uses the creek for recreation. “Before you would have never even thought about going near the creek, let alone fishing in it,” said city engineer Carey Stranahan. “The cleanup helped to improve

water quality and meet regulatory standards. People practice catch-and-release fishing and schools use the creek for canoeing. The City is working on a riverwalk path downtown and having a clean creek really helps with that. The creek is now a community asset rather than an environmental burden.” After the creek cleanup, a boat ramp and parking area were put in to facilitate access to the water. A joint effort by the Wildcat Guardians, the City, Martin Marrieta Aggregates, and the Northern Indiana Public Service Company (NIPSCO) made the project possible. The City owns the land and contributed materials and labor to build the access point. Martin Marrieta Aggregates provided materials and NIPSCO contributed \$5,000 through its Environmental Action Grant program. The Steel Mill Public Access Point is located on Park Road, south of the intersection of Park and Markland avenues. The area includes a gravel parking lot and walkway to the creek for fishers, kayakers, canoeists, and other outdoor recreation enthusiasts.

Markland Quarry Redevelopment success at the former Markland Avenue Quarry provides a range of benefits, and is also the result of sustained local, state, and federal coordination. At the time of the cleanup, the city was building a retention pond in another location to separate stormwater and raw sewage. The city needed a place to dispose of the unwanted fill material left over from the pond installation. At the same time, EPA and IDEM needed material to fill the deep quarry. EPA was able to use the fill, saving the City the time and expense of disposing of the material. Using the fill material saved EPA an estimated \$5 million and accelerated the cleanup schedule. Final plans called for grading the former quarry area so that a stormwater retention pond could be located there. OU4 cleanup finished in 2009. Today, this pond collects clean stormwater, helping to mitigate flooding in an area that has experienced two 100-year floods in the last two decades. IDEM worked with the City to plant prairie grasses, native plants, and trees on the property.



As of 2017, tax assessors valued the site at \$2,231,400, a massive gain from the \$5,000 the City paid for the property in 2013. While a wide variety of redevelopment has already occurred at the site, the story is not over yet. Future plans call for canoe launching and camping areas, walking trails, additional sports fields, other recreation facilities and more parking. There is even room to expand the solar energy facility.

Timeline of Events

1914-1986	Continental Steel Corporation operates a steel manufacturing facility at the site.
1984-1986	IDEM identifies groundwater and soil contamination at the site.
1986	Continental Steel declares bankruptcy.
1989	EPA places the site on the NPL.
1990	EPA completes removal actions to address immediate risks.
1993	EPA begins remedial investigations at the site.
1996	EPA and IDEM sign an agreement to decontaminate and demolish buildings in the main plant area.
1998	EPA selects final site cleanup plan.
1999-2000	Building demolition underway.
2001	EPA awards the City a \$100,000 reuse planning grant.
2004	Reuse plan report is completed.
2006	Community announces redevelopment plans for the site.
2009	Groundwater cleanup starts.
2011	Construction of the site's final remedy finishes.
2013	City acquires the site property.
2015	Kokomo Soccer Club hosts its first youth soccer match at the Wildcat Creek Soccer Complex.
2016	Kokomo Plan Commission approves construction of \$9 million solar facility and the solar array begins operating on site.
2017	EPA Region 5 presents its RENEW Award to site redevelopment partners.
2018	EPA releases a video highlighting site reuses.
2021	IDEM takes over management of the groundwater treatment system and site operation and maintenance responsibilities.

More projects that support environmental mitigation (not all inclusive):

- Stormwater catch basins.
- Reforestation project on Center Rd.
- Curbs and gutters are included in several road projects.
- \$2.5-million-dollar flood mitigation project for Wildcat Creek near Park Rd.

Title VI and Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. www.epa.gov/environmentaljustice

The principles of environmental justice are to increase ecological protection and safety within disadvantaged communities. Expand cultural awareness and address potential language barriers. Promote environmental education.

The KHCGCC believes that Title VI and Environmental Justice are critical elements to the transportation planning process. In accordance with Title VI of the Civil Rights Act of 1964, each Federal agency shall ensure that all programs or activities receiving Federal financial assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.

<u>Aspects of the Authorities</u>	<u>Title VI of the Civil Rights Act of 1964</u>	<u>Executive Order 12898</u>
What is the authority?	Title VI is a federal statute enacted as part of the Civil Rights Act of 1964.	E.O. 12898 is a Presidential executive order signed in 1994. It is not a statute or law.
What does it say?	Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Title VI itself prohibits intentional discrimination, and most funding agencies have regulations implementing Title VI that prohibit recipient practices that have the effect of discriminating on the basis of race, color, or national origin.	E.O. 12898 directs all Federal agencies to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”
What is the purpose?	Title VI was designed to ensure that federal funds are not being used for discriminatory purposes.	E.O. 12898 was issued to focus federal attention on the environmental and human health conditions in minority and low-income communities; to promote nondiscrimination in federal programs substantially affecting human health and the environment; and to provide minority and low-income communities’ access to public information on, and an opportunity for public participation in, matters relating to human health or the environment.
Who is covered?	Title VI applies to recipients of federal financial assistance.	E.O. 12898 applies to designated Federal agencies. (E.O. 12898 Section 6-604, see also 2011 Memorandum of Agreement on Environmental Justice)

<u>Aspects of the Authorities</u>	<u>Title VI of the Civil Rights Act of 1964</u>	<u>Executive Order 12898</u>
What is required?	Title VI requires federal agencies to monitor their recipients and ensure their compliance with Title VI. Title VI requires recipients of federal financial assistance to not discriminate on the basis of race, color, or national origin.	E.O. 12898 requires Federal agencies to create environmental justice strategies. Pursuant to the 2011 Memorandum of Agreement on Environmental Justice entered into by 17 Federal agencies, those agencies agreed to issue an annual implementation progress report on environmental justice.
How is it enforced?	Individuals alleging <u>intentional</u> discrimination may file suit in federal court or a complaint with the federal agency providing funds for the program or activity at issue. If a program or activity has a <u>discriminatory effect</u> , individuals may file an administrative complaint with the federal funding agency. An individual <u>cannot</u> file a suit in federal court to address discriminatory impacts of a recipient’s activities. Additionally, federal agencies have the authority to conduct compliance reviews of recipients to ensure their activities do not violate Title VI.	E.O. 12898 is not enforceable in the courts and it does not create any rights, benefits, or trust responsibilities enforceable against the United States. While the E.O. 12898 is not enforceable against the United States, it is a Presidential order that requires each Federal agency to “conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons ... from participation in, denying persons...the benefits of, or subjecting persons...to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.” Therefore, to accomplish the goals of E.O. 12898, a Federal agency may implement policies that affect their funding activity. Agencies may also utilize their authority under various laws such as the Clean Air Act, National Environmental Policy Act, and the Fair Housing Act to achieve the goals of the Executive Order.

Climate Change and Renewable Energy

Renewable energy is, energy derived from natural sources that are replenished at a higher rate than they are consumed. Sunlight and wind, for example, are such sources that are constantly being replenished. Renewable energy sources are plentiful all around us.

Fossil fuels - coal, oil, and gas - on the other hand, are non-renewable resources that take hundreds of millions of years to form. Fossil fuels, when burned to produce energy, cause harmful greenhouse gas emissions, such as carbon dioxide. Generating renewable energy creates far lower emissions than burning fossil fuels. Transitioning from fossil fuels, which currently account for the lion's share of emissions, to renewable energy is key to addressing the climate crisis. Renewables are now cheaper in most countries and generate three times more jobs than fossil fuels.

Climate Change and Renewable Energy

Nearly 30% of greenhouse gas emissions come from industry. With Kokomo highly invested in industry, it is imperative the local governments, MPO, and other stakeholders work with businesses to identify smart ideas and projects to lessen the carbon footprint. Kokomo and Howard County have been proactive in this quest, with large solar, wind farms, and two new EV battery plants coming to the area.

SOLAR ENERGY is the most abundant of all energy resources and can even be harnessed in cloudy weather. The rate at which solar energy is intercepted by the Earth is about 10,000 times greater than the rate at which humankind consumes energy.

Howard County has been working with two solar companies for projects that will result in over 4000 acres of solar farms in the eastern part of Howard County.

Locomotive Solar/Ranger Power received the special exception to move forward and received no legal appeals. The 2000-acre project include rows of photovoltaic panels, surrounded by prairie grasses and pollinators compatible with grazing and beekeeping, would be located on the open and sunny portions of the land of private landowners who have chosen to participate in the project. Rows would be separated by 16-20 feet.

Panels are advanced models of those that have been used for years on houses and commercial buildings and would be arranged on racks that rotate to track the sun. The facility will be designed to prevent glare and to minimize noise. Panels would be located 300 feet or more from neighboring houses and other significant structures, and at least 100 feet from residential property lines. The electricity generated would be transmitted to customers using the existing Greentown electric transmission substation.

Panels will avoid environmental features such as natural forested areas, wetlands, and other sensitive areas. They will be set back from roads as well as houses. <https://www.locomotivesolar.com/>

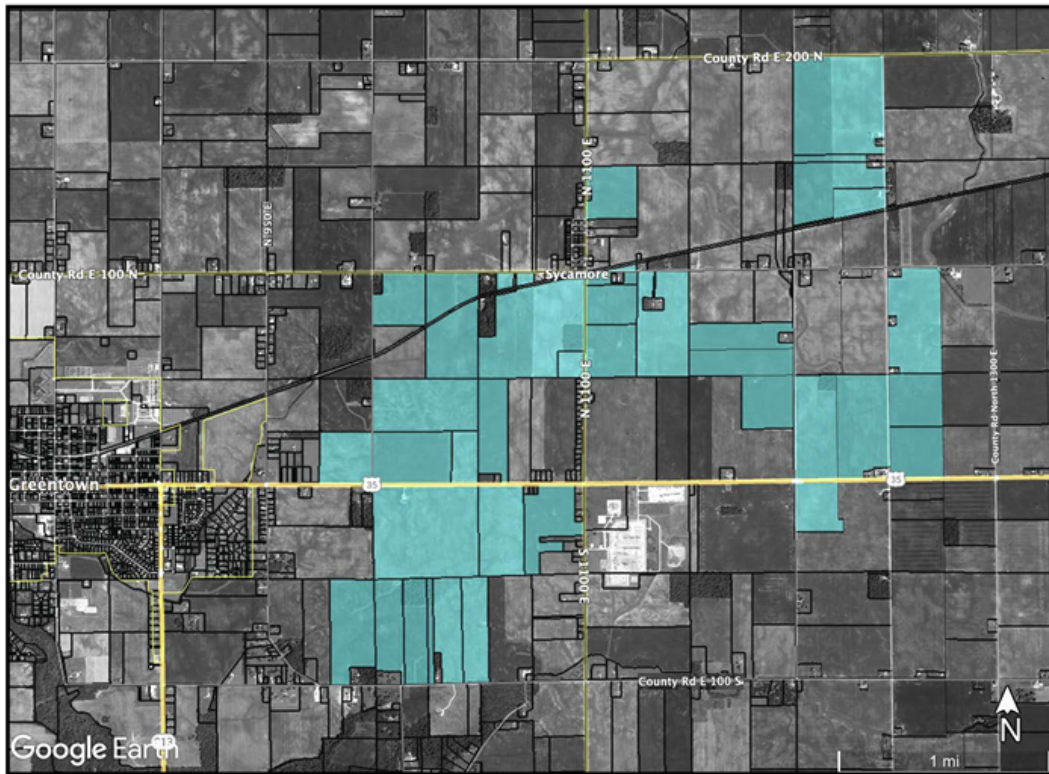
Ranger Power, in its special exception permit application, stated the project is an estimated \$250 million investment and will generate an estimated 200-300 temporary construction jobs during the 18-month construction time and three to six full-time jobs for operation and maintenance once complete.

The company also estimated the project will generate approximately \$55 million in property taxes over its life, which is expected to be 30-35 years. After the project's lifespan, Ranger Power says it will convert the land back to tillable farmland.

Locomotive Solar – A Ranger Power Project

Preliminary Project Area – January 2023

East of Greentown in Eastern Howard County, Indiana



For more information, see LocomotiveSolar.com

In the beginning, the project was met with resistance from area residents; however, as stated above there were no appeals to the project when it received approval from the BZA. However, a petition to sign was organized on www.Change.org, citing:

Excerpts from petition below:

Some Of The Concerns With Big Solar

Water Contamination

Well Contamination

Drainage Issues

Tiling Issues

Noise Concerns with inverters

Fire

Reduced Value Of Property. Resale Value Plummeting

Health Concerns

Water Shed Contamination.

Creeks, Rivers And Streams Contamination affecting thousands in the County

Raising Temperatures Around Panels

Maintenance To Panels

Use of Prime Farm Ground

Farm Ground Toxicity

Crop Toxicity / Neighboring Crops

Forever Chemicals In Panels Leaching

Cancer.

Wind Energy harnesses the kinetic energy of moving air by using large wind turbines located on land (onshore) or in sea- or freshwater (offshore). Wind energy has been used for millennia, but onshore and offshore wind energy technologies have evolved over the last few years to maximize the electricity produced - with taller turbines and larger rotor diameters.

According to the Indiana government website, Indiana has over 2,300 MW of wind capacity and is home to the 4th largest wind farm in the U.S. Indiana ranks 12th in the U.S. for the number of wind turbines, 1,264. In 2019, wind generated 6% of electricity in Indiana, with 16 projects in service. <https://www.in.gov/oed/>.



Electric Vehicle Infrastructure,

National Electric Vehicle Infrastructure (NEVI), established in November 2021 under the Bipartisan Infrastructure Law, will distribute \$7.5 billion in funding for the purpose of building electric vehicle networks across the country. Indiana will receive \$99.6 million of these funds for electric vehicle charging systems along its federally designated EVCs. These include 10 Interstates: I-64, I-65, I-69, I-70, I-74, I-80, I-94, I-465, I-469, I-265; US Highway, and US-31.

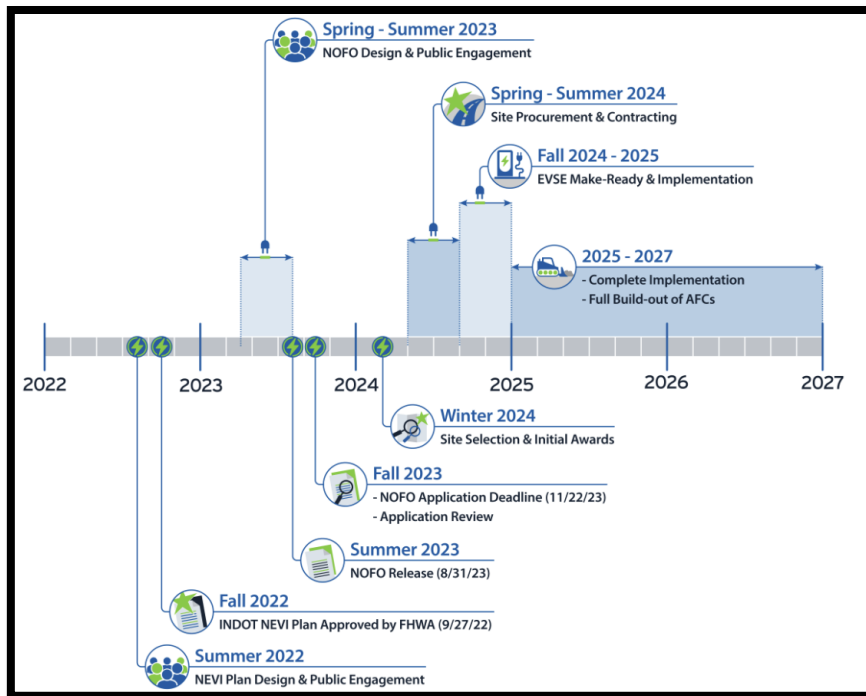
NEVI require charging stations to be placed every 50 miles on the State’s Electric vehicle Corridor (EVC) system within one mile of an exit or interchange and the *INDOT NEVI Electric Vehicle Infrastructure Plan* provides the proposed locations for each required electric vehicle charging station.

In the United States, transportation alone is responsible for 27% of greenhouse gas emissions, according to a study by the Environmental Protection Agency in 2022. As local utility portfolios incorporate renewables as

part of their Integrated Resource Plans with a 20-year planning horizon, electric vehicles specifically present an opportunity to convert to a cleaner vehicle fleet in the region over the coming decades.

The Indiana Department of Transportation released its draft plan in 2022, which describes when, where and how it plans to deploy a network of electric vehicle charging stations capable of charging up cars in a matter of minutes — and ensure this network is sustainable.

The work to prepare for this transition has been happening mostly in research settings up until the last year or two, when incoming federal dollars from President Joe Biden's infrastructure law motivated stakeholders across industry, government, and advocacy to start putting their heads together.

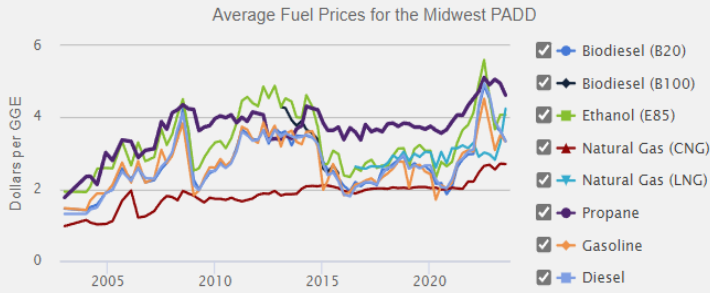


Indiana EV Infrastructure Goals Indiana's proposed EV goals create alignment between INDOT's agency-wide goals, fellow state agency priorities, and Federal program goals. The goals emphasize the need for public-private sector collaboration and acknowledge that data collection will be necessary to track deployment and utilization.

- Indiana EV Goal #1: Collaborate and communicate with customers and stakeholders regarding EV infrastructure deployment
- Indiana EV Goal #2: Increase understanding of Indiana's position as it relates to the EV industry and undertake initiatives to collect usage data and advance testing and research in the state
- Indiana EV Goal #3: Eliminate range anxiety for EVs
- Indiana EV Goal #4: Assess vehicle electrification needs as they evolve and update the EV plan regularly to support long-term economic competitiveness and quality of life
- Indiana EV Goal #5: Deliver the EV Plan to provide an interconnected, convenient, accessible, affordable, reliable, and equitable charging network
- Indiana EV Goal #6: Partner with the private sector so Indiana's workforce can support EV infrastructure.

Regional Fuel Prices

Chart Data



Source: Average prices per [gasoline gallon equivalent](#) (GGE) for the Midwest [PADD](#) from the [Alternative Fuel Price Report](#)

Transportation Projects

Advancing platooning with advanced driver-assisted systems control integration and assessment ▶

Chicago Area Alternative Fuels Deployment Project ▶

Development of a National Liquid Propane (Autogas) Refueling Network, Clean School Bus/Vehicle Incentive, and Green Jobs Outreach Program ▶

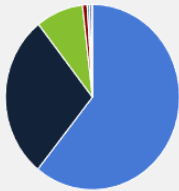
Heavy-Duty Natural Gas Drayage Truck Replacement Program ▶

Helping Rural Counties Transition to Cleaner Fuels and Vehicles ▶

Hybrid Electric School Buses Provide New Horsepower for Kentucky ▶

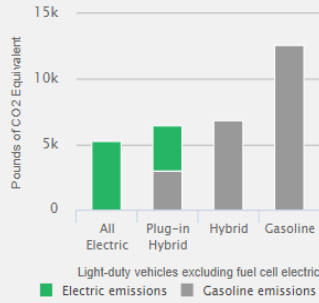
Electricity Sources and Vehicle Emissions

Electricity Sources in Indiana



- Coal: 60.81%
- Natural Gas: 28.56%
- Wind: 8.78%
- Solar: 0.88%
- Hydro: 0.43%
- Biomass: 0.39%
- Oil: 0.14%

Annual Emissions per Vehicle



Source: [Electricity Sources and Emissions Tool](#) based on assumptions with 2021 data from EIA

More Resources

Indiana Data – U.S. Energy Information Administration ▶

Indiana State Energy Office ▶

Indiana Electric Vehicle Charging Plan

Indiana – National Association of State Energy Officials (NASEO) ▶

Maps and Data – Alternative Fuels Data Center ▶

Maps – National Renewable Energy Laboratory ▶

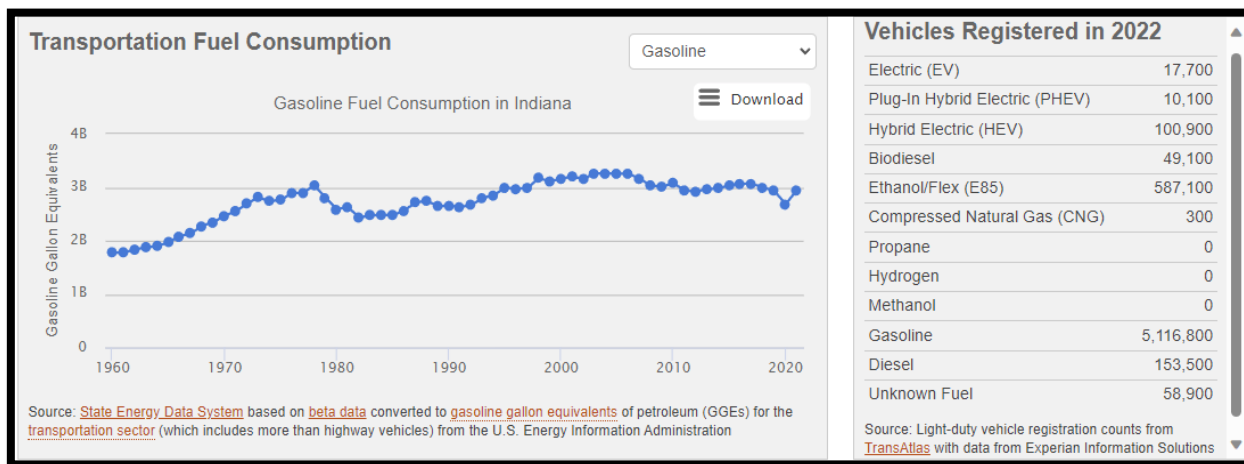
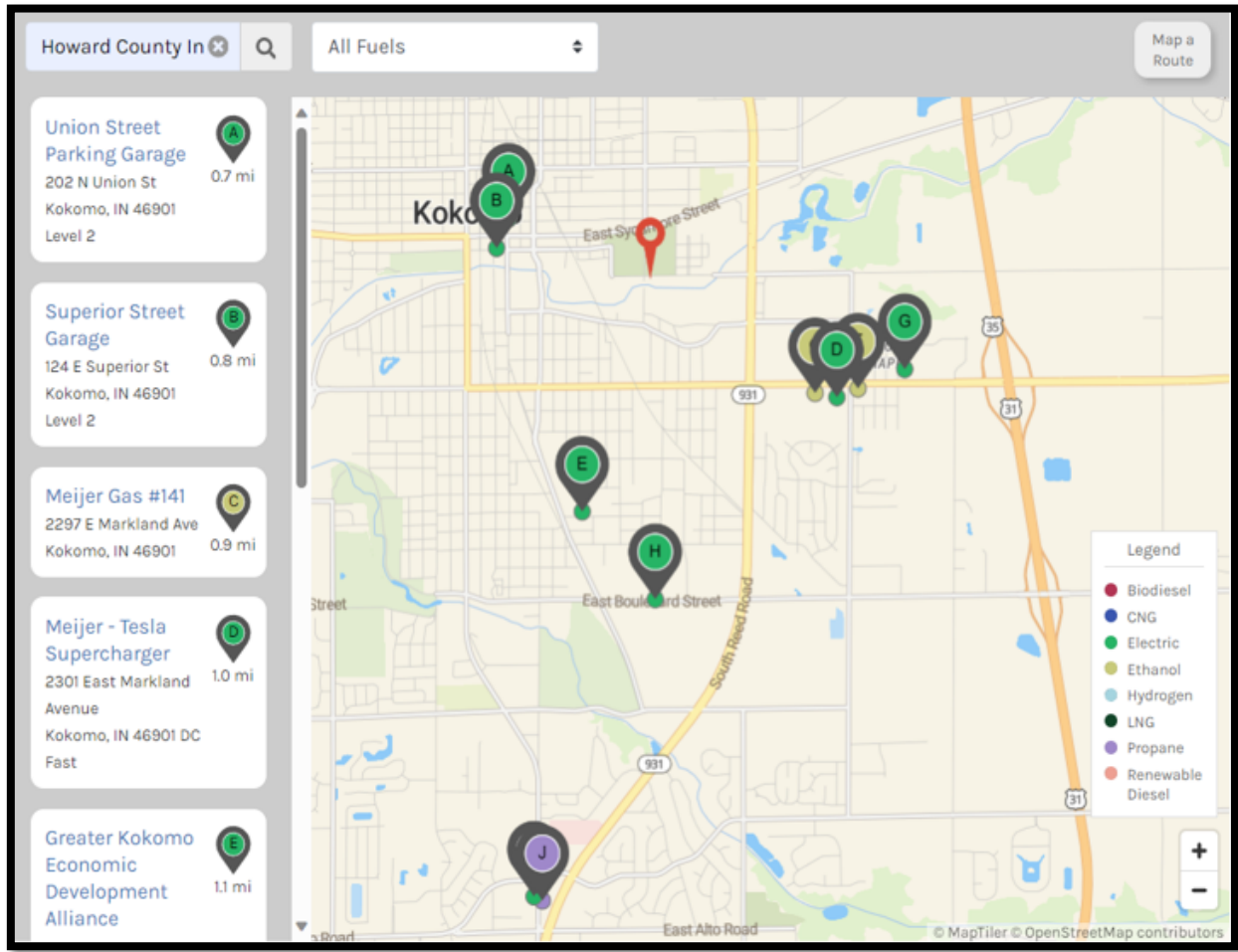
Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite ▶

State Electrification Planning and Funding ▶



Below shows the location of publicly accessible electric vehicle charging infrastructure in Kokomo, including slower Level 2 stations provided at destinations typically at charging speeds around 7 kW (about 25range-

miles per hour), and Level 3 or DCFC which are often located along highway corridors and provide speeds greater than 50 kW. With the NEVI standard of 150 kW and newer vehicles capable of accepting 150-200 kW (hundreds of miles in 30 minutes), new stations typically provide 150 kW – 350 kW per port for light-duty vehicles. Heavy duty charging infrastructure is not yet publicly available in the region.



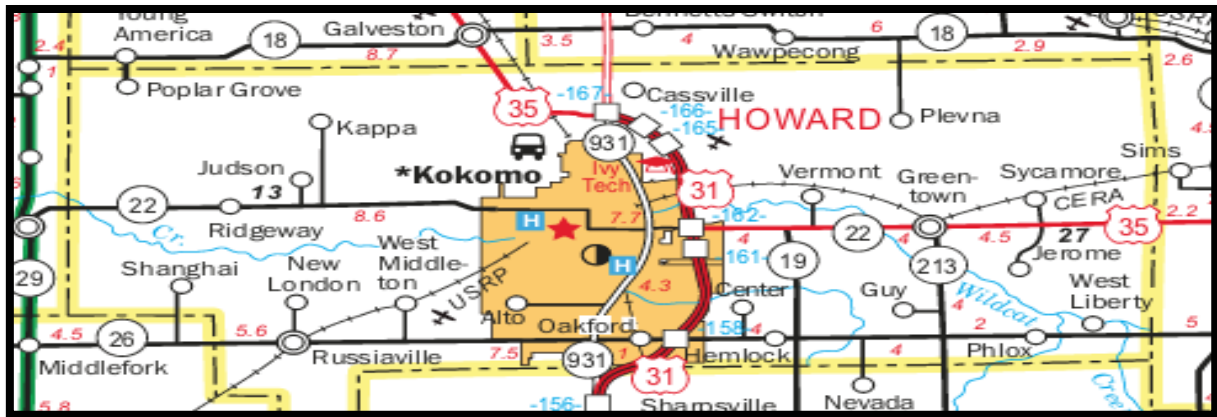
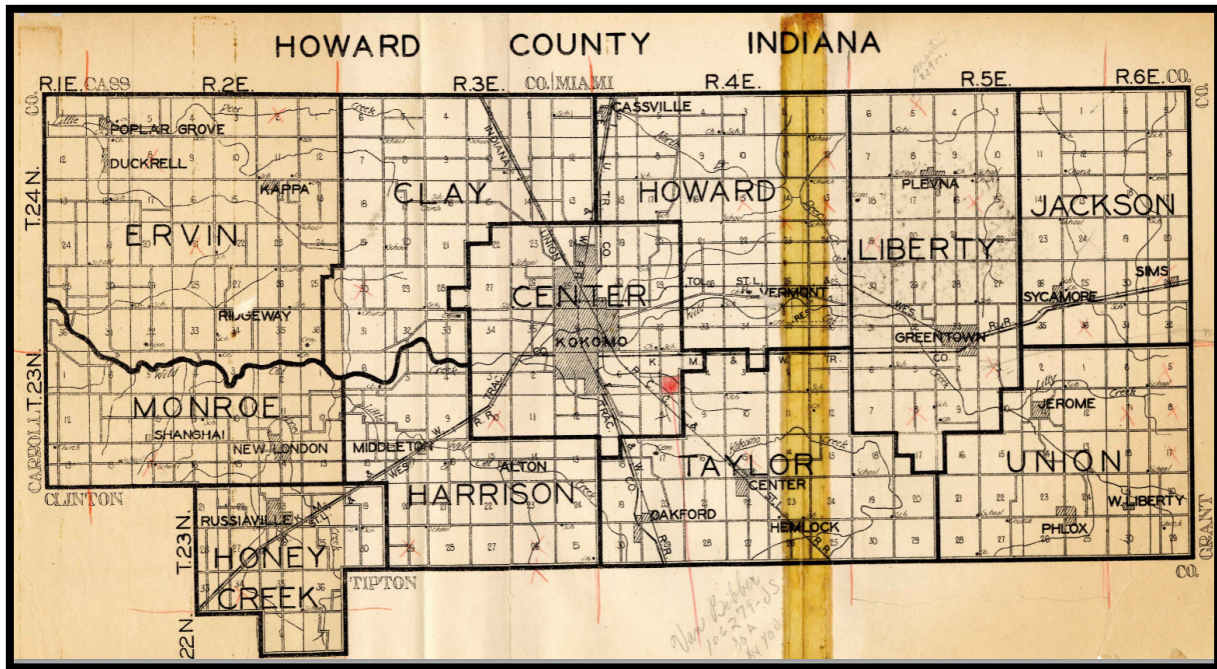
CHAPTER 04

TRANSPORTATION NETWORK

Transportation Network

Social and economic characteristics can influence the demand for the transportation system. More people, more jobs, or more economic successes can result in higher traffic volumes and increased development. The KHCGCC 2025-2050 Plan analyzes the trends and projections of social and economic characteristics, in order to better understand the future demand on the regional transportation system.

The transportation network is more than roads and highways; it includes public transportation, bicycle and pedestrian paths and the movement of freight. It is not one of these elements, but all of them working together to create an efficient and effective transportation network for people and products to move throughout the region.



Roads and Highways

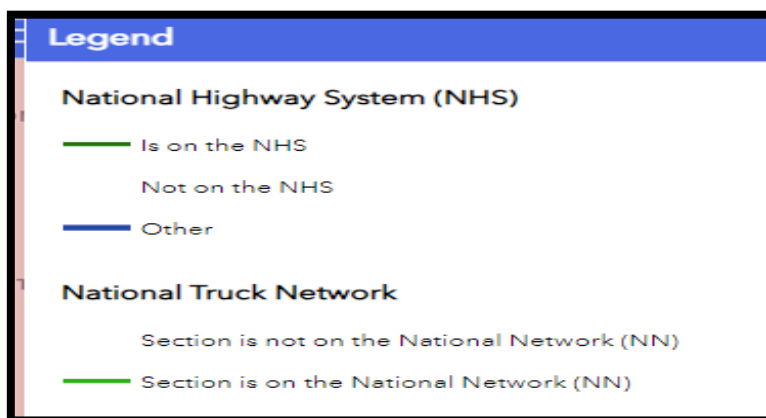
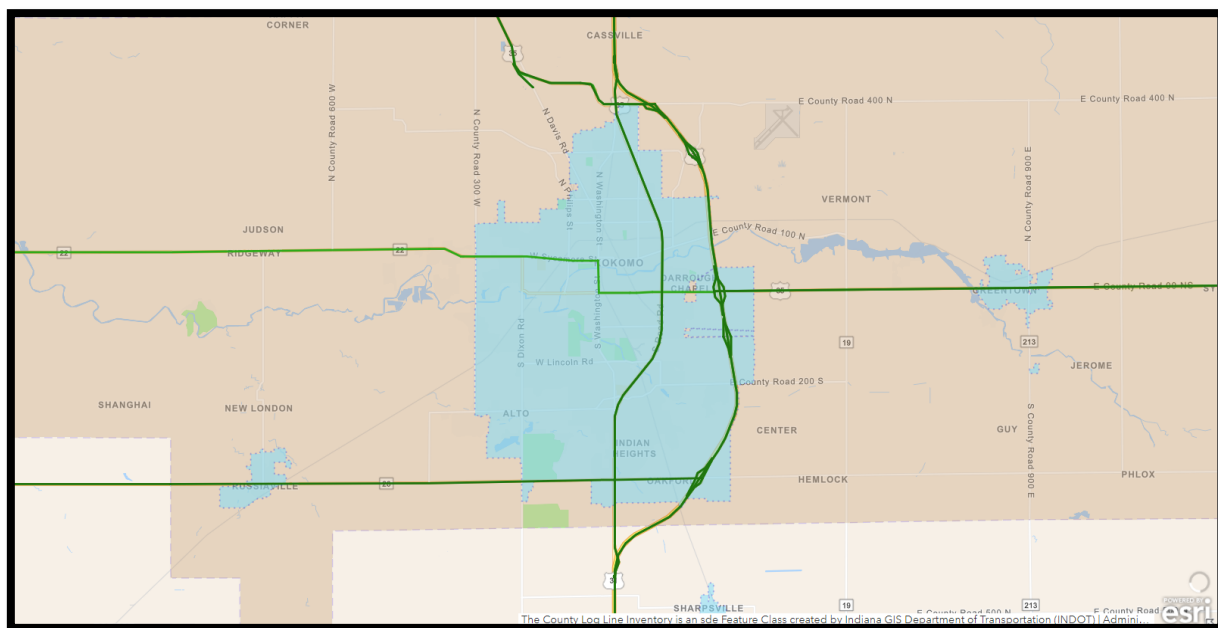
The KHCGCC region comprises over 2,098 miles of roadway, providing connectivity and access, both locally and regionally. At its most basic, the roadway network can be separated into three categories: the national highway system, state facilities, and local facilities. Furthermore, roadways are functionally classified, based upon their intended character of service, into interstates, expressways, principal and minor arterials, major and minor collectors, and local roads. The transportation network is always evolving and because of this, it is important to identify and address changes, challenges, and opportunities that might occur in the future through the visioning of the transportation planning process.

National Highway System

The National Highways System (NHS) contains roads and highways important to the nation's economy, defense, and mobility and therefore should be given the highest priority for improvements and repairs. Within the KHCGCC region, the highways that are part of the NHS include US 31, US 35, SR 19, SR 22, SR 26, SR 931. (Figure 3- 2)

Regional State Facilities

State highways are a mixture of primary and secondary roads intended to provide regional connectivity between the cities and towns within the state. For the KHCGCC region, SR 26, SR22, US35 provide east-west connections inside and outside the region. For north-south connection, SR 19, SR 213, SR 931 US31 provides connection inside and outside the region. (Figure 3- 2)



Local Facilities

The KHCGCC area has a network of arterial and collector roadways that provide access and connectivity for a high volume of vehicular traffic. These networks are extended to other smaller incorporated towns, accommodating travel demand. In total, 1 city, 2 incorporated towns and 17 unincorporated towns are connected by the network within the KHCGCC area.

Name	Population
Kokomo	59,861
Russiaville	1314
Greentown	2375

Vehicle Miles Traveled

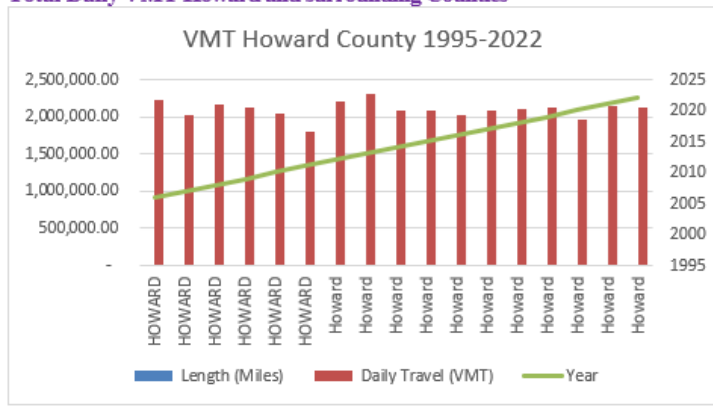
Vehicle-miles traveled (VMT) is an indicator of road network usage as it measures the distance in which vehicles travel over a particular length of time. VMT is a measure used in transportation planning for a variety of purposes. It measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. The Federal Highway Administration has kept records of VMT on a monthly basis since 1970. In 2007, the national level of VMT hit an all-time annual high since the start of this record keeping. By 2008, nationwide VMT dropped for the first time since 1980, and continued to flatline due to economic and social factors. Since 2015 however, VMT has steadily been increasing due to a recovering economy.

Since 1992, The KHCGCC Region has seen a general increase in VMT, which is shown in the figure below. A plateau occurred in 2001 and lasted until after the late 2000's Great Recession, a slight upward trend in VMT occurred to where we are today with an average of 2.09 million VMT across KHCGCC area. As of 2022, the vehicle-miles traveled within the KHCGCC was 2.1 million miles. Higher VMT numbers create more congestion, thus putting a strain on the network in the form of reduced speeds and longer travel times during peak period travel. Figures below show 2015 and 2045 peak period congestion on the NHS, respectively. Most of the peak period congestion occurs in larger metropolitan areas, more road users have and will continue to add to peak period congestion.

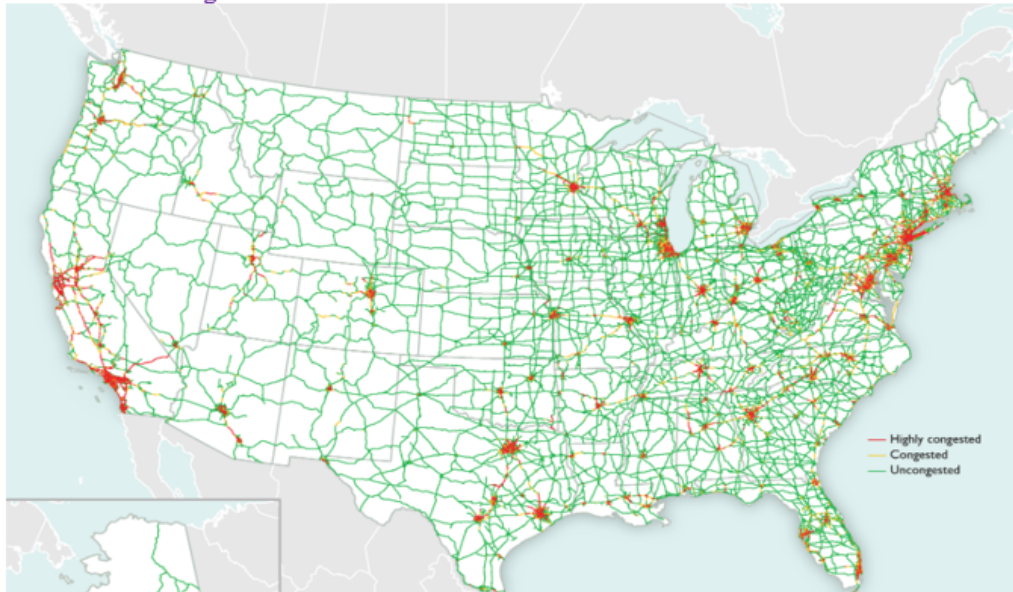
Total Daily VMT Howard County

Label	Howard County, Indiana		Kokomo City, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	36,165	±813	24,808	±765
Worked in state of residence:	35,984	±844	24,696	±775
Worked in county of residence	28,760	±931	20,091	±870
Worked outside county of residence	7,224	±580	4,605	±495
Worked outside state of residence	181	±87	112	±54
Male:	18,994	±531	12,997	±515
Worked in state of residence:	18,857	±553	12,929	±530
Worked in county of residence	14,568	±610	10,285	±603
Worked outside county of residence	4,289	±399	2,644	±370
Worked outside state of residence	137	±80	68	±46
Female:	17,171	±568	11,811	±535
Worked in state of residence:	17,127	±564	11,767	±535
Worked in county of residence	14,192	±590	9,806	±563
Worked outside county of residence	2,935	±362	1,961	±311
Worked outside state of residence	44	±44	44	±44

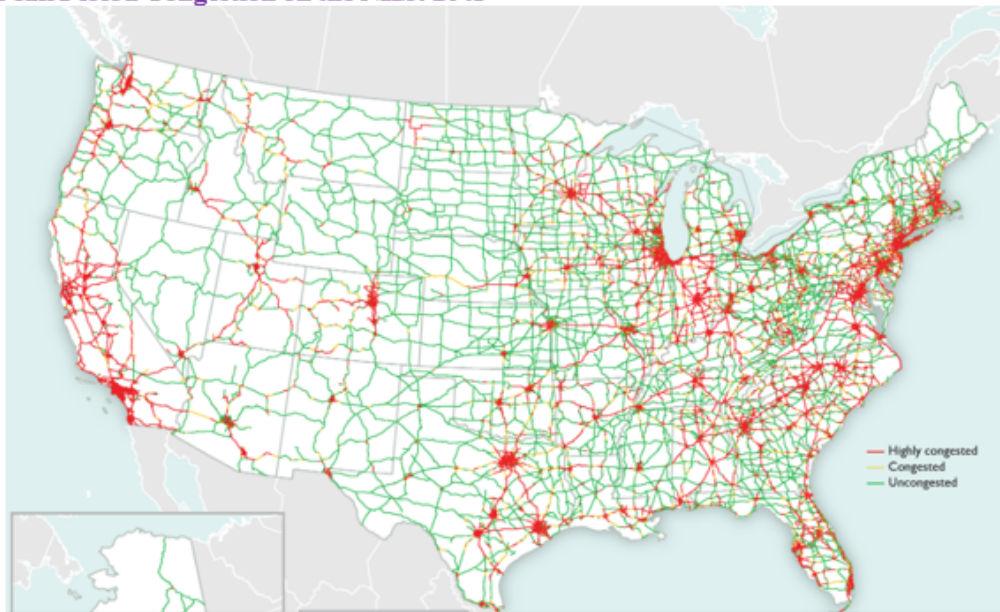
Total Daily VMT Howard and surrounding Counties



Peak Period Congestion on the NHS: 2015



Peak Period Congestion on the NHS: 2045



Annual Commuting Profile Howard County

Annual Commuting Profile Howard County

(Includes counties where 10 or more people either commute into or out of this county)

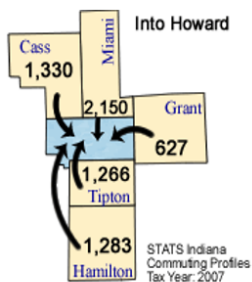
County Name	Commute INTO Howard County	% of Howard County Workforce	Commute FROM Howard County To:	% of Howard County Labor Force
Adams County	3	0	10	0
Allen County	17	0	92	0.2
Blackford County	24	0	2	0
Boone County	56	0.1	78	0.1
Carroll County	397	0.7	147	0.3
Cass County	1,330	2.3	386	0.7
Clinton County	237	0.4	289	0.5
Delaware County	82	0.1	47	0.1
Fulton County	84	0.1	15	0
Grant County	627	1.1	369	0.7
Hamilton County	1,283	2.2	629	1.1
Hancock County	33	0.1	10	0
Hendricks County	32	0.1	20	0
Henry County	88	0.1	13	0
Huntington County	29	0	23	0
Illinois	14	0	14	0
Jasper County	4	0	11	0
Johnson County	19	0	11	0
Kosciusko County	13	0	17	0
Madison County	349	0.6	91	0.2
Marion County	211	0.4	657	1.2
Miami County	2,150	3.6	589	1.1
Michigan	12	0	9	0
Monroe County	6	0	24	0
Morgan County	12	0	4	0
Out of State	104	0.2	272	0.5
Pulaski County	12	0	6	0
St Joseph County	12	0	10	0
Ohio (State)	13	0	5	0
Tippecanoe County	111	0.2	543	1
Tipton County	1,266	2.1	659	1.2
Wabash County	159	0.3	33	0.1
Wells County	10	0	4	0
White County	23	0	12	0

Top 5 counties sending workers into Howard County

county sending	workers
Miami	2150
Cass	1330
Hamilton	1283
Tipton	1266
Grant	627

Total 6656

11.3% of Howard County Workforce

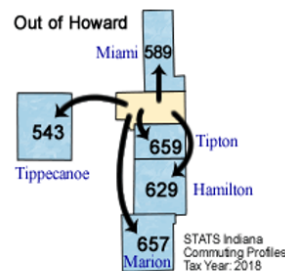


Top 5 counties receiving workers into Howard County

county receiving	workers
Tipton	659
Marion	657
Hamilton	629
Miami	589
Tippecanoe	543

Total 3077

5.6% of Howard County Workforce

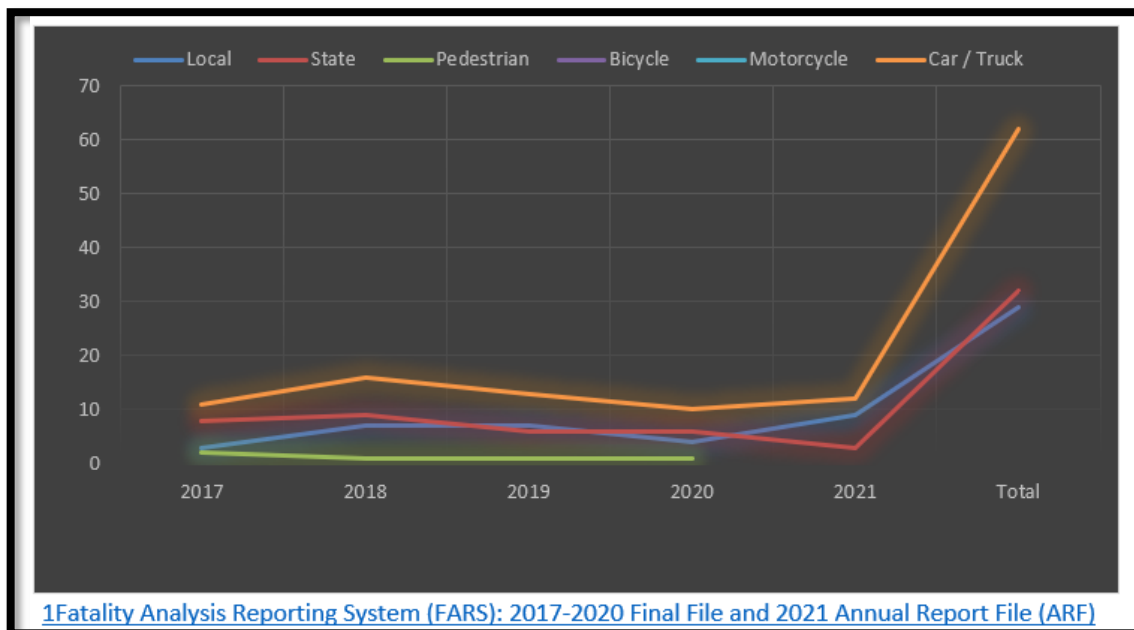
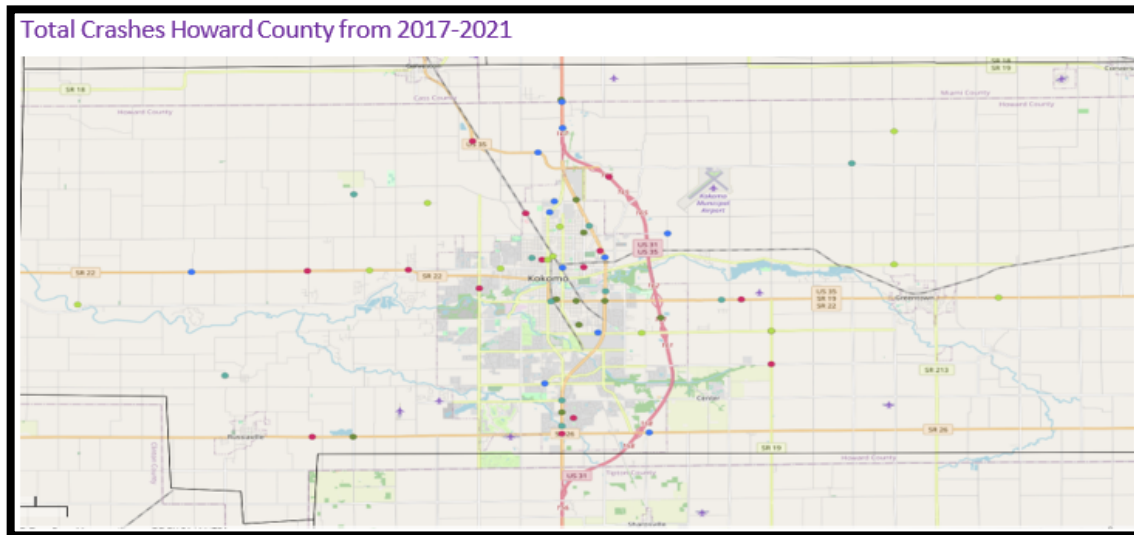


<https://www.stats.indiana.edu/web/county/commuting/2018/Howard.asp>

Safety

The MPO works with INDOT in support of statewide performance targets on safety. Attending training and meetings as well as working with the local LPAs, police departments, and administrations to address local areas of concern. The MPO also gathers data, public comment, and initiates studies for the local area sharing the information collected. The MPO participates in scoring federally funded local projects to ensure projects have a safety component as well as supports discussions and studies on the public transit system to enhance safety.

The KHCGCC area has seen a slight decrease in overall crashes from 2017 through 2021. The years between 2019 and 2020 the numbers went down likely due to the COVID-19 pandemic, and subsequent shutdown reducing the amount of roadway users, therefore, dropping the overall number of crashes during this timeframe.



Crash Type Howard County from 2017-2021

Fatalities by Person/Crash Type

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Total Fatalities (All Crashes)*	12	19	13	10	12	14.58	23.08	15.73	11.96	14.34
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	6	10	5	2	4	7.29	12.14	6.05	2.39	4.78
(2) Single Vehicle Crash Fatalities	5	7	8	5	8	6.08	8.50	9.68	5.98	9.56
(3) Large Truck Involved Crash Fatalities	2	5	2	1	2	2.43	6.07	2.42	1.20	2.39
(4) Speeding Involved Crash Fatalities	0	2	3	0	2	0.00	2.43	3.63	0.00	2.39
(5) Rollover Involved Crash Fatalities	1	7	0	2	3	1.22	8.50	0.00	2.39	3.58
(6) Roadway Departure Involved Crash Fatalities	4	13	7	5	8	4.86	15.79	8.47	5.98	9.56
(7) Intersection (or Intersection Related) Crash Fatalities	7	4	4	4	4	8.51	4.86	4.84	4.78	4.78
Passenger Car Occupant Fatalities	5	6	4	1	2	6.08	7.29	4.84	1.20	2.39
Light Truck Occupant Fatalities	2	9	4	6	4	2.43	10.93	4.84	7.18	4.78
Motorcyclist Fatalities	3	1	3	2	5	3.65	1.21	3.63	2.39	5.97
Pedestrian Fatalities	2	2	1	1	0	2.43	2.43	1.21	1.20	0.00
Bicyclist (or Other Cyclist) Fatalities	0	0	1	0	0	0.00	0.00	1.21	0.00	0.00

(1) Crash Involved at Least One Driver or Motorcycle Rider With a BAC of .08 or Above

(2) Crash Involved Only One Vehicle In Transport

(3) Crash Involved at Least One Large Truck

(4) Crash Involved at Least One Vehicle Speeding

(5) Crash Involved at Least One Vehicle That Rolled Over

(6) Crash Involved at Least One Vehicle That Departed the Roadway (FHWA Definition)

(7) Crash Occurred Within an Intersection or Within the Approach to an Intersection

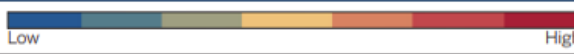
*A Fatality Can Be in More Than One Category. Therefore Sum of the Individual Cells Will Not Equal the Total Due to Double Counting

Fatality Data - NCSA Fatality Analysis Reporting System (FARS): 2017-2020 Final File and 2021 Annual Report File (ARF) Population Data - U.S. Bureau of the Census.

In 2019 the KHCGCC area had a total of 2,380 crashes. Every crash is recorded by the seriousness of the injury sustained. They are labeled as serious injury (fatal & incapacitating), non-serious injury (non-incapacitating), or property damage only. There is a focus on serious injury crashes, as improvements to the road network can help prevent these types of injuries, making roads safe for all users.

The figure below shows the breakdown of overall crashes by type. Of all crashes, 383 crashes involved serious or fatal injuries, which accounts for 16.09% of the total crashes reported.

Table 2.8. County ranks by collision metric, 2019



County	Collision metric						Average score of six metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcycle collisions as % of total collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers as % of total drivers in collisions	
Howard County	45	66	25	21	18	12	31
Carroll County	32	26	87	76	66	53	56
Cass County	66	59	69	79	59	35	61
Clinton County	62	30	37	16	41	37	37
Grant County	39	12	85	38	37	16	38
Miami County	21	4	50	74	25	32	34
Tipton County	31	1	7	57	80	62	40

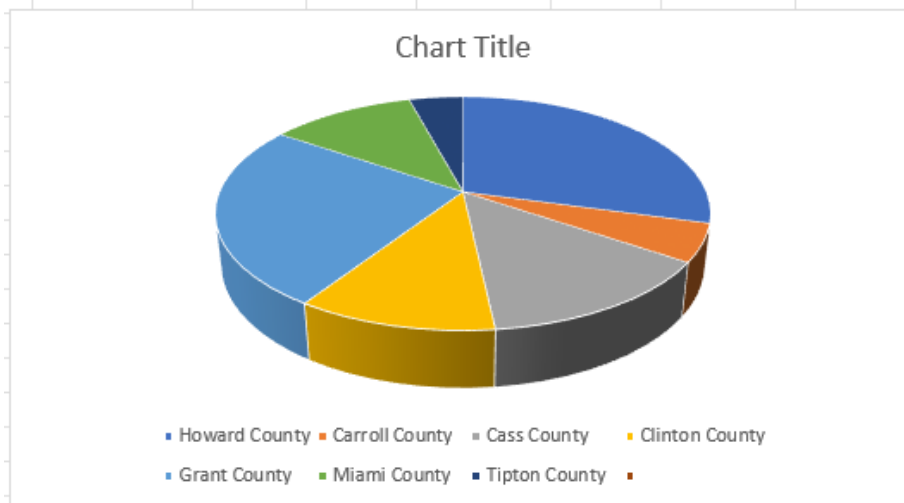
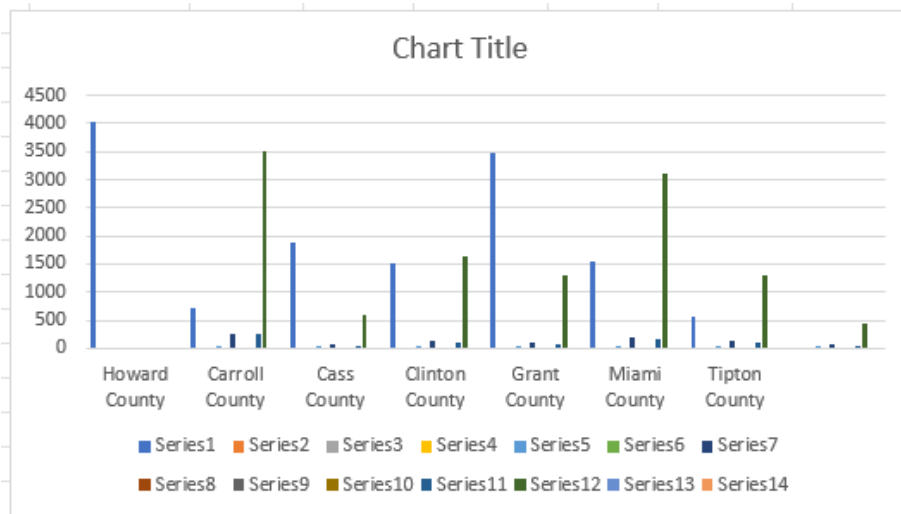


Table 2.1. Indiana collisions, by severity and county, 2020

	Total collisions		Fatal			Nonfatal		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
All counties	175,816	N/A	808	0.5	N/A	26,303	15.0	148,705	84.6
Mean	1,911	N/A	9	0.7	N/A	286	14.1	1,616	85.2
Median	831	N/A	6	0.5	N/A	119	14	723	86
Minimum	82	N/A	0	0.0	N/A	14	8.6	67	71.9
Maximum	28,701	N/A	135	2.0	N/A	4,997	27.3	23,569	90.7

Carroll	496	69	3	0.6	37	60	12.1	433	87.3
Cass	1,109	36	6	0.5	43	153	13.8	950	85.7
Clinton	932	44	4	0.4	64	131	14.1	797	85.5
Grant	1,936	22	7	0.4	70	212	11.0	1,717	88.7
Howard	1,987	21	9	0.5	57	270	13.6	1,708	86.0
Tipton	299	83	6	2.0	2	57	19.1	236	78.9

The LPAs in the KHC GCC MPO area use geographic information system applications, maps and analyzes the location of crashes in order to effectively determine which segments of roadway would most benefit from safety enhancements. KHC GCC continually strives to improve the safety of the transportation system within the area in order to reverse increasing crash rates.

Asset Management is a systematic process of maintaining, upgrading, and operating physical assets, with a focus on engineering and economic analysis based. Using quality information to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions on assets such as roadways and bridges. This process provides local public agencies with a method for compiling essential information about their assets to be able to formulate quality management strategies for current and future periods.

The transportation network is a critical infrastructure asset for the region and local public agencies. Preservation and maintenance are key for ensuring that the network remains safe, efficient, and reliable. Asset management can maximize life cycle costs, becoming a tool for cost effective practices. INDOT estimates that \$1 spent on pavement preservation can save \$6 to \$14 on future repairs. In 2016 INDOT introduced the Community Crossing Match Grant Program. With this grant, the state began to require asset management as a part of the community planning process in order to receive monies from this grant. Since that time, the LPAs have developed 5-year asset management plans in an effort to help the region maintain the roadway network in a strategic manner.

Objectives and Measures – City of Kokomo

Define the agency’s performance goals and expected level of service for pavements.

It is the city’s intention to, at a minimum, maintain its current level of service. Furthermore, the city will improve levels of service based on traffic volumes. Finally, the city will improve its efficiency across its system by reducing overall pavement area where possible.

Describe the process used to develop a work plan.

The city first updated its inventory with all new roads, as well as roads that had changed jurisdiction recently. Then, the employees drove every street and rated them using the PASER system. That data was used to develop a matrix for improvements over the next five years based on the ratings.

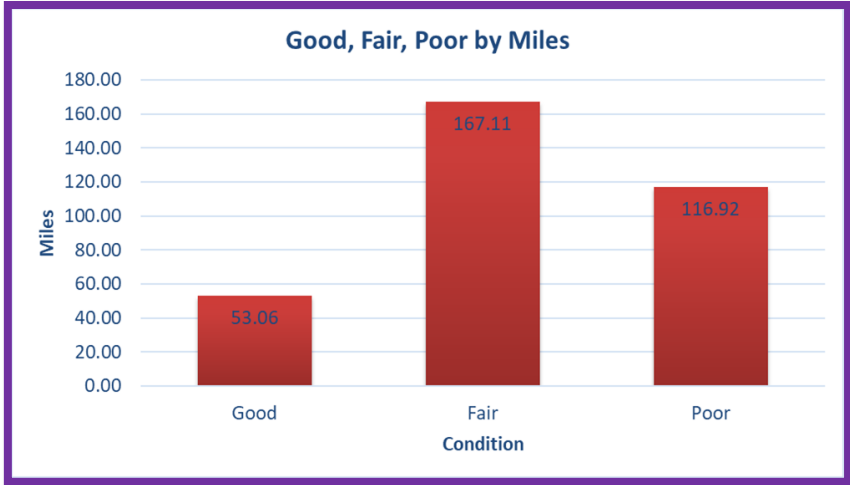
Ranked Best to Worst	Year 1	Year 2	Year 3	Year 4	Year 5
10	Nothing	Nothing	Nothing	Crack Seal	Nothing
9	Nothing	Nothing	Crack Seal	Nothing	Nothing
8	Crack Seal	Nothing	Nothing	Nothing	Crack Seal
7	Crack Seal	Nothing	Nothing	Nothing	Crack Seal
6	Crack Seal	Nothing	Nothing	Resurface	Nothing
5	Nothing	Nothing	Resurface	Nothing	Nothing
4	Nothing	Resurface	Nothing	Nothing	Nothing
3	Resurface	Nothing	Nothing	Crack Seal	Nothing
2	Reconstruct	Nothing	Nothing	Nothing	Crack Seal
1	Reconstruct	Nothing	Nothing	Nothing	Crack Seal

Define the rating system used (PASER, PCI, etc.) The city used the PASER system.

PASER Rating – Kokomo

1	2	3	4	5	6	7	8	9	10	
0	0	0	0.06	0.53	0	0.05	0.43	0	0.06	
0	0	1.6	7.04	11.04	10.61	9.95	7.61	7.64	1.53	
0	0	0	0	0	0	0.18	0	0	0	
0.3	0	0.91	11.85	10.54	6.01	7.65	13.97	6.46	0.11	
0.91	2.29	15.89	76.07	81.91	19.79	8.852229	8.689929	4.07	2.49	
										337.0922

PASER	Sum Miles	Weighted by Mile
1	1.21	0.00
2	2.29	0.01
3	18.40	0.16
4	95.02	1.13
5	104.02	1.54
6	36.41	0.65
7	26.68	0.55
8	30.70	0.73
9	18.17	0.49
10	4.19	0.12
Total	337.09	
Good	53.06	15.7%
Fair	167.11	49.6%
Poor	116.92	34.7%
Average PASER		5.4



Describe the monitoring program and plan for making updates and adjustments.

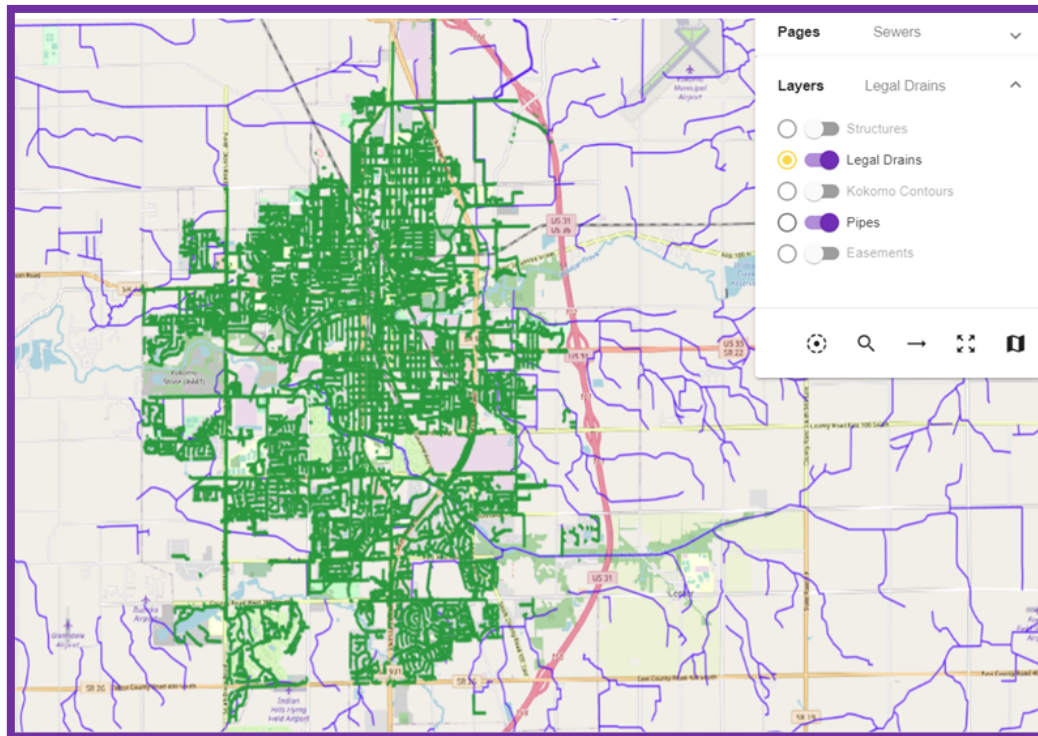
Annually, the city will re-inspect all streets and determine the necessary improvements, taking into consideration plans for future projects. The annual improvement plan will also consider fluctuating budgetary conditions.

Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
2023	8	Crack Seal	3,800.00	25.68992857	97,621.73
2023	7	Crack Seal	3,800.00	30.14222868	114,540.47
2023	6	Crack Seal	3,800.00	38.87	147,706.00
2023	3	Mill and Overlay - 1.5"	101,640.00	18.52	1,882,372.80
2023	2	Reconstruction - Asphalt	1,320,000.00	2.29	3,022,800.00
2023	1	Reconstruction - Asphalt	1,320,000.00	1.21	1,597,200.00
2024	4	Mill and Overlay - 1.5"	101,640.00	97.43	9,902,785.20
2025	9	Crack Seal	3,800.00	11.59	44,042.00
2025	5	Mill and Overlay - 1.5"	101,640.00	107.79	10,955,775.60
2026	10	Crack Seal	3,800.00	3.74	14,212.00
2026	6	Mill and Overlay - 1.5"	101,640.00	38.87	3,950,746.80
2026	3	Crack Seal	3,800.00	18.52	70,376.00
2027	8	Crack Seal	3,800.00	25.68992857	97,621.73
2027	7	Crack Seal	3,800.00	30.14222868	114,540.47
2027	2	Crack Seal	3,800.00	2.29	8,702.00
2027	1	Crack Seal	3,800.00	1.21	4,598.00

Describe drainage and ROW conditions.

Numerous drainage improvement projects have been made throughout the years during sewer separation and street reconstruction projects. Streets are generally well drained. Future storm sewer projects are intended to reduce stormwater inflow into the sanitary sewer system. Right-of-way encroachments are minimal.

Kokomo’s Legal Pipes and Drains



Objectives and Measures – Howard County

Howard County began an aggressive paving and maintenance plan in 1993. Every mile within the county has been paved at least once since that program was initiated. Many of our roadways have been paved twice. The only exception to this is a segment of roadway less than one mile in length. It is the desire of Howard County to continue these paving efforts so that none of our paved roadways will be returned to stone in the future.

The PASER Rating System was utilized to provide condition ratings for all roadways controlled by Howard County.

The County Highway Engineer and staff inspect each roadway after paving operations are completed for the season. PASER ratings are adjusted as necessary as each roadway is evaluated. The county is divided into 11 different townships and roadways are categorized into one of the following groups:

High Traffic Roads

High Density of Homes

Sub-division Streets

Chip and Sealing

The County Engineer then determines which roadways are in most need of repair by analyzing conditions of the roadways, traffic counts, and when the last work was completed. The County Highway Engineer inspects approximately half the roadways within the county each year and adjusts the PASER ratings based on improvements made or how the roads have or have not deteriorated. The roadways not inspected for one year will be inspected the following year in an alternate fashion.

PASER Rating – Howard County

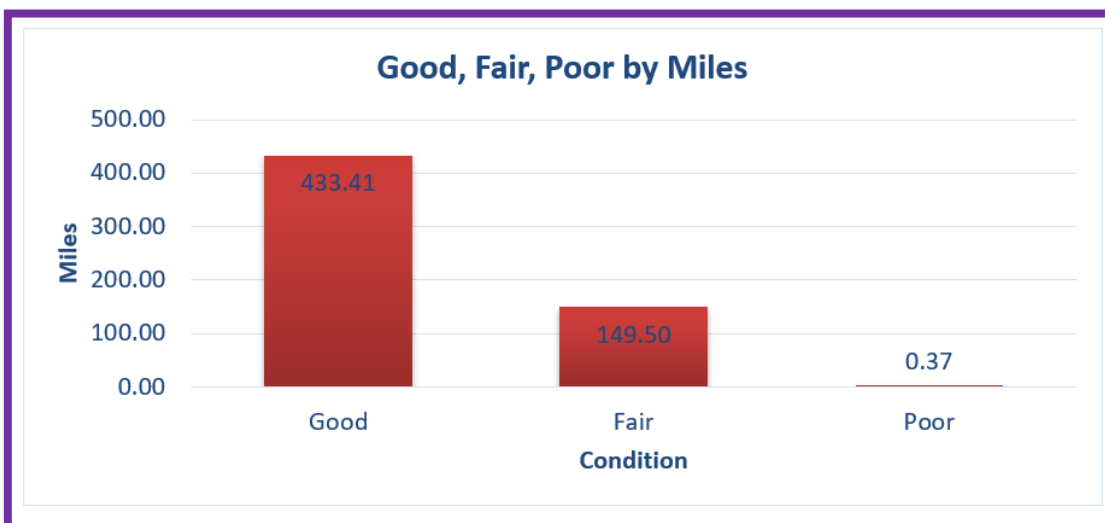
1	2	3	4	5	6	7	8	9	10
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0.640152	2.233902	9.832386	0.375947	0
0	0	0	0	0.142992	0.806818	13.26515	42.16098	15.81439	0
0	0	0	0	1.42803	0.497159	4.072917	34.47254	11.75189	0
0	0	0	0.371212	15.99811	30.39015	80.02462	244.1629	74.83617	0
									583.2784

PASER	Sum Miles	Weighted by Mile
1	0.00	0.00
2	0.00	0.00
3	0.00	0.00
4	0.37	0.00
5	17.57	0.15
6	32.33	0.33
7	99.60	1.20
8	330.63	4.53
9	102.78	1.59
10	0.00	0.00

Total 583.28

Good	433.41	74.3%
Fair	149.50	25.6%
Poor	0.37	0.1%

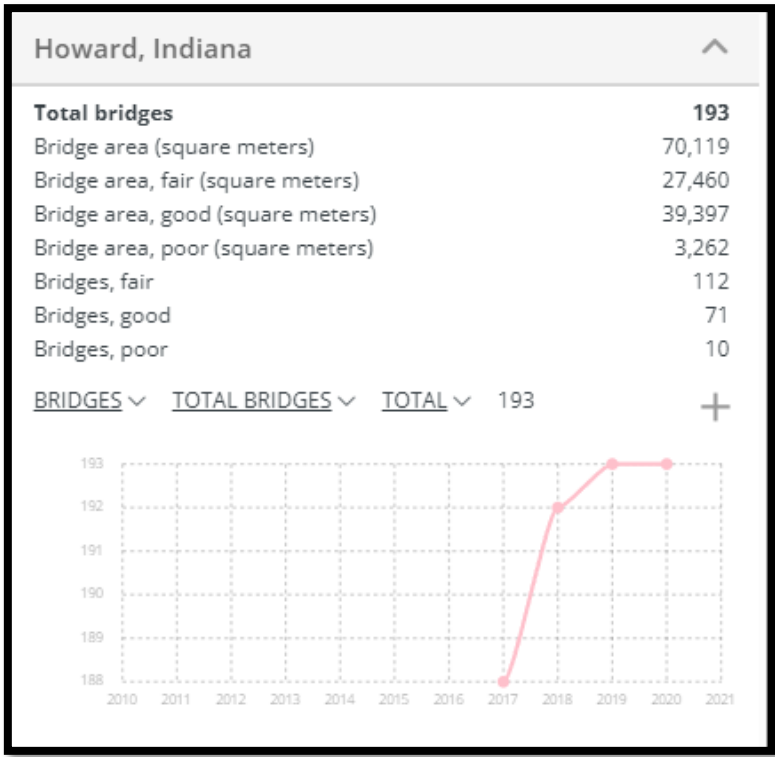
**Average PASER
7.8**



Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
2023	5	Overlay - 1.5"	64,000.00	18	1,152,000.00
2023	6	Chip Seal	14,500.00	33	478,500.00
2023	1 to 7	Patching/Pothole Filling	25.00	150	3,750.00
2024	5	Overlay - 1.5"	65,920.00	20	1,318,400.00
2024	6	Chip Seal	14,935.00	40	597,400.00
2024	1 to 7	Patching/Pothole Filling	25.75	160	4,120.00
2025	5	Overlay - 1.5"	67,897.60	20	1,357,952.00
2025	6	Chip Seal	15,383.05	40	615,322.00
2025	1 to 7	Patching/Pothole Filling	26.52	165	4,376.21
2026	5	Overlay - 1.5"	69,934.53	25	1,748,363.20
2026	6	Chip Seal	15,844.54	40	633,781.66
2026	1 to 7	Patching/Pothole Filling	27.32	165	4,507.50
2027	5	Overlay - 1.5"	72,032.56	25	1,800,814.10
2027	6	Chip Seal	16,319.88	40	652,795.11
2027	1 to 7	Patching/Pothole Filling	28.14	165	4,642.72
Asphalt	582.45	99.7%			
Concrete	0.83	0.1%			
Gravel	0.00	0.0%			
Brick	0.00	0.0%			
Chip Seal	0.00	0.0%			
Composite	0.00	0.0%			
Unimproved	0.86	0.1%			
	584.14	100%			

Bridge Repair Schedule – Howard County

Bridge Number	Year of Work	Type of Work	Inventry Rating	Unofficial Sufficiency Rating	Estimated Bridge Cost (x\$1,000)	Estimated Total Cost (x\$1,000)	Estimated Maintenance Cost (x\$1,000)	Local Maint. Year Needed	Structurally Deficient?	Functionally Obsolete?	Posted Closed Restricted Code
CATEGORY:1											
00046	2023	Replace	10	27.3	324	576	000040	2022	Yes	No	Posted
00025	2024	Replace	16	46.2	278	481	000024	2022	Yes	No	Posted
00019	2024	Replace	22	65.0	227	427	000031	2022	Yes	No	N/A
00071	2025	Replace	11	41.2	344	597	000039	2022	No	Yes	Posted
00051	2027	Replace	10	61.0	252	407	000033	2022	No	No	Posted
00102	2027	Replace	15	72.7	297	548	000032	2022	No	No	Posted
00156	2028	Replace	8	47.5	233	458	000032	2022	No	No	Posted
00513	2029	Replace	13	13.9	436	600	000043	2022	Yes	No	Posted
Total Bridges for Category 1 : 8											
CATEGORY:2											
00507	2023	Rehab.	13	2.0	325	505	000053	2022	Yes	No	Posted
00103	2025	Rehab.	15	42.7	432	501	000053	2022	Yes	No	Posted
00056	2025	Rehab.	20	50.0	1179	1572	000081	2022	Yes	No	N/A
00030	2026	Rehab.	30	77.1	369	482	000065	2022	No	Yes	N/A
00129	2026	Rehab.	20	75.6	95	126	000079	2022	No	Yes	N/A
00050	2028	Rehab.	28	83.8	433	502	000104	2022	No	No	N/A
00036	2028	Rehab.	23	76.0	246	353	000050	2022	No	Yes	N/A
00060	2029	Rehab.	15	76.0	100	200	000036	2022	No	No	Posted
00031	2030	Rehab.	5	39.1	195	347	000039	2022	No	Yes	Posted
00040	2030	Rehab.	25	73.7	158	158	000142	2022	No	Yes	N/A
00109	2031	Rehab.	20	87.0	200	252	000101	2022	No	No	N/A
00106	2031	Rehab.	18	85.4	110	137	000049	2022	No	No	N/A
00107	2031	Rehab.	18	85.4	110	137	000043	2022	No	No	N/A
Total Bridges for Category 2 : 13											
CATEGORY:3											
Total Bridges for Category 3 : 0											
CATEGORY:4											
00096	2024	Repair	26	56.0	107	107	000048	2022	Yes	No	N/A
00020	2030	Repair	27	86.3	72	170	000032	2022	No	No	N/A
00026	2031	Repair	22	95.3	57	154	000032	2022	No	No	N/A
Total Bridges for Category 4 : 3											
CATEGORY:5											
Total Bridges for Category 5 : 0											



The LPA has the following funds programmed for Bridge Inspections 2024-2028

Des#	Year	State	Local	Total
2101185	2024	\$11,597	\$2,899	\$14,497
2101185	2025	\$89,218	\$22,304	\$111,522
2101185	2026	\$10,797	\$2,699	\$13,496
2300121	2027	\$138,516	\$34,629	\$173,146
2300121	2028	\$12,757	\$3,189	\$15,947

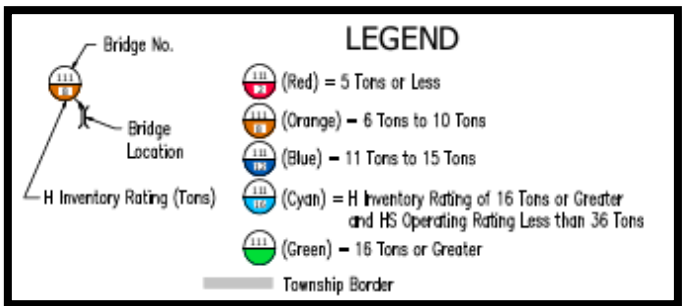
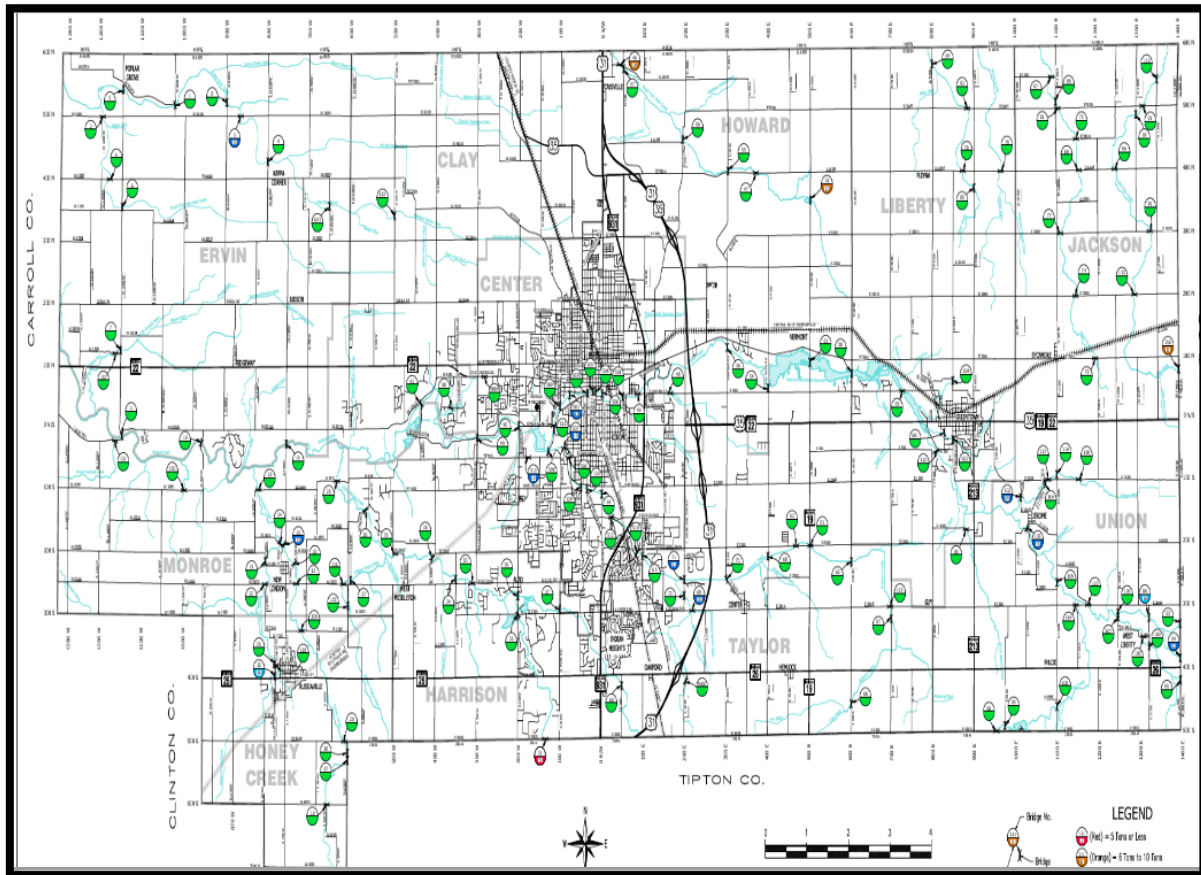
Bridge Asset Management (BAM)

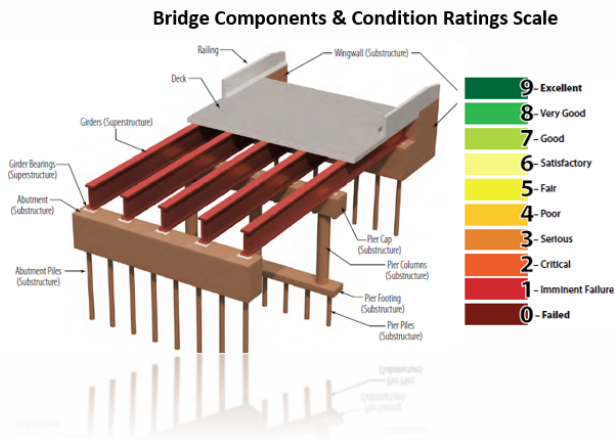
The Local Planning Agency works with INDOT’s Bridge Asset Management Office. The function of the office includes, but are not limited to, the following activities:

- Bridge data analysis using Bridge Management System (BMS) software tools, such as Deighton Transportation Infrastructure Management System.
- Develop criteria to analyze bridge data for evaluating bridge condition.
- Continually monitor and report on conditions of INDOT bridge assets.
- Develop and recommend policies to enhance the bridge network conditions.
- Develop and/or update the current models in the BMS to forecast statewide bridge network needs with estimated costs.
- Prepare bridge condition annual report.
- Interact with key partners including FHWA, consultants, research institutions and others to advance bridge issues.

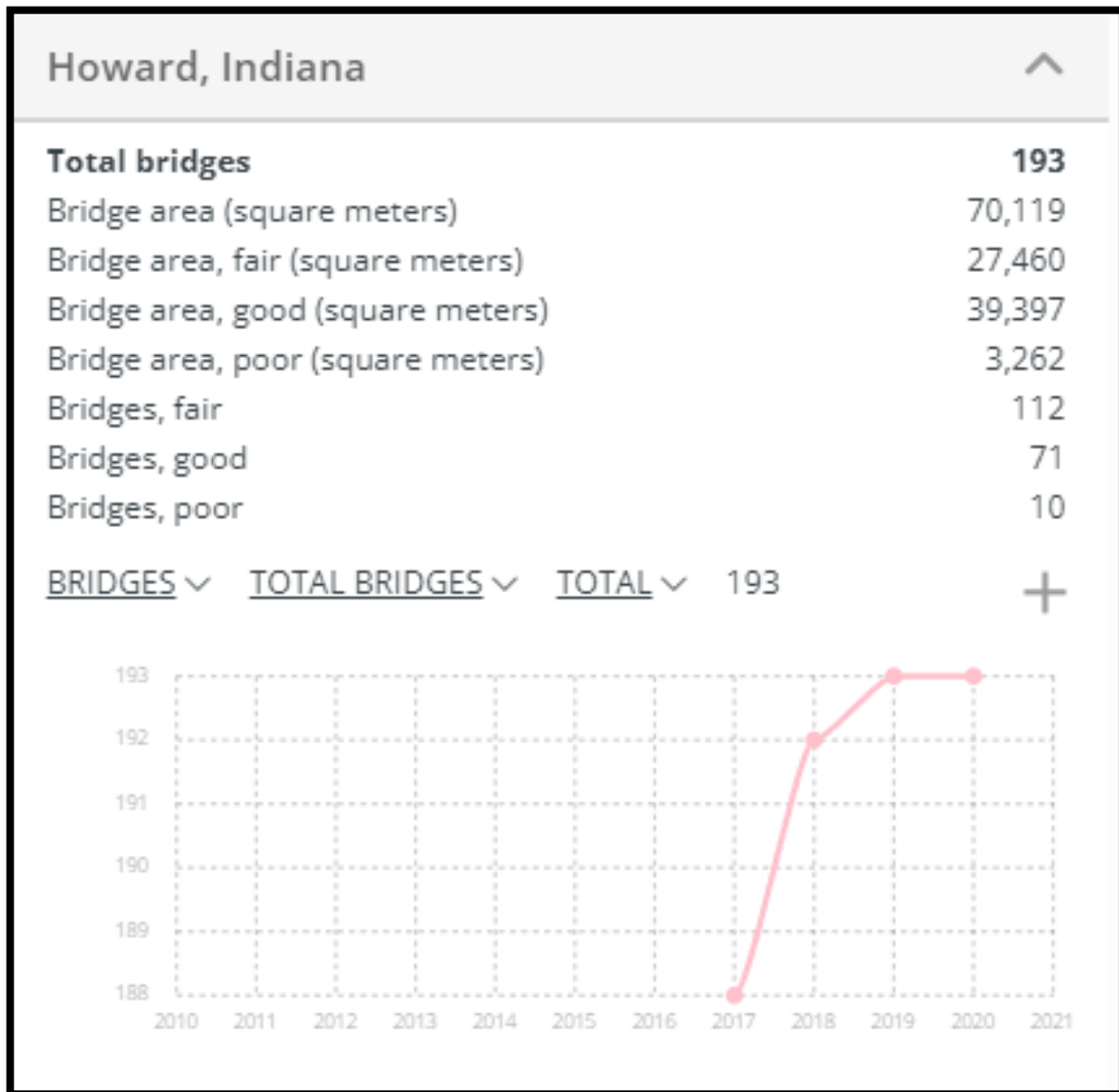
- Affect individual bridge or large culvert projects by providing support in the data analysis, project identification, and development process.
- Chair the INDOT Bridge Asset Management Team in Bridge & Large Culvert Project Selection and Prioritization Process.

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





Bridges are rated on a scale from 0-9



Drainage has historically been controlled via roadside ditches and berms where possible. Culverts are cleaned and evaluated as drainage concerns arise. A driveway permit process requires potential residents to install drive culverts if necessary to improve or maintain drainage for their property. Over the past year, the county has begun implementing a program to evaluate all pipe and box culverts throughout the county. These structures are being cataloged in a software program. This program will continue over the next several years. Logging and evaluating the drainage structures will help us better assess drainage concerns and needed future improvements throughout the county.

The majority of our roadway systems have adequate right of way to provide satisfactory drainage and room for roadside appurtenances. However, some of our roadways currently have limited right of way with little room for improvements should they be necessary. Each of these areas are evaluated on a situational basis for the need to purchase additional right of way.

The Howard County LPA is responsible for the bridge asset program. The bridge inspection program is in cooperation with INDOT assesses whether bridges are in good, fair, or poor condition, following Federal Highway Administration guidelines. The goal of the program is to ensure public safety, provide for the efficient use of resources, and comply with all Federal and state laws, rules, and policies.

The failure of a county to perform these responsibilities may cause a loss or reduction of funding. The State shall have the authority to take the appropriate action to assure bridge safety. These actions will include that the bridge has been inspected at the proper frequency, that, if necessary, the bridge is posted, and that the posting is done in a timely manner. The State has the authority to close unsafe bridges.

Aviation

There are 3 airports in Kokomo, Indiana: (Kokomo Municipal Airport, Glendale Airport, and Indian Hill Flying Field) serving a population of 83,687 people in an area of 37 square miles.

Kokomo airports are aviation complexes that consist of runways for the take-off and landing of aircraft as well as aviation support structures in Kokomo, IN. Depending on airport size and air traffic, support structures at an airport in Kokomo may include control towers, terminals, hangars, and maintenance facilities. Other supporting services and amenities may also be available at Howard County airfields, including parking facilities, retail and dining services, hotels, and connections to other modes of transportation, such as rail or bus. The Federal Aviation Administration (FAA) groups Kokomo non-military airports into four categories: Commercial Service Airports, General Aviation Airports, Cargo Service Airports, and Reliever Airports. Source: <https://www.countyoffice.org/kokomo-in-airport/>

Based Aircraft	
Single Engine:	52
Multi Engine:	6
GA Helicopters:	1

Annual Operations (as of 12/31/2019)		
Total Operations:	16990	
Air Taxi:	503	3.0%
GA Local:	7414	43.6%
GA Itinerant:	8409	49.5%
Military Aircraft:	664	3.9%

Source: <https://airportguide.com/airport/info/OKK#services>



Airport Name: Kokomo Municipal Airport									
2025-2029 Capital Improvement Plan (Include funding for 2024 Projects)									
"Priority & Funding Summary"									
Fiscal Year 2024									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Rehabilitate Runway "5-23", Division "B" Pavement & Marking (Construction)	Type 1	\$4,262,341	\$0	\$236,797	\$236,797	\$4,735,935	80	NPE, D
2	Update Airport Master Plan	Type 1	\$0	\$396,000	\$22,000	\$22,000	\$440,000	69	BIL
Subtotal for Fiscal Year 2024=			\$4,262,341	\$396,000	\$258,797	\$258,797	\$5,175,935		
Fiscal Year 2025									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Rehabilitate Taxiway "A", Division "B" Pavement & Marking (Design/Bid)	Type 1	\$98,130	\$0	\$3,785	\$3,785	\$75,700	76	NPE
2	Rehabilitate Taxiway "A", Division "A" Install Underdrains (Design/Bid/Construction)	Type 1	\$560,637	\$0	\$31,147	\$31,147	\$622,930	74	NPE, SA
Subtotal for Fiscal Year 2025=			\$628,767	\$0	\$34,932	\$34,932	\$698,630		
Fiscal Year 2026									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Rehabilitate Taxiway "A", Division "B" Pavement & Marking (Construction)	Type 1	\$747,810	\$0	\$41,545	\$41,545	\$830,900	76	NPE, D
Subtotal for Fiscal Year 2026=			\$747,810	\$0	\$41,545	\$41,545	\$830,900		
Fiscal Year 2027									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Rehabilitate T-Hangar Taxiways (Design/Bid/Construction)	Type 1	\$150,000	\$325,155	\$26,398	\$26,398	\$527,950	66	NPE, BIL
2	Construct T-Hangar Taxiway (Design/Bid)	Type 1	\$2,115	\$73,845	\$4,220	\$4,220	\$84,400	65	BIL, D
Subtotal for Fiscal Year 2027=			\$152,115	\$399,000	\$30,618	\$30,618	\$612,350		
Fiscal Year 2028									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Construct T-Hangar Taxiway (Construction)	Type 1	\$1,195,493	\$0	\$66,416	\$66,416	\$1,328,326	65	NPE, SA, D
2	Construct New Taxiway Connector (Design/Bid/Construction)	Type 1	\$653,328	\$0	\$36,296	\$36,296	\$725,920	75	D
3	Construct New 16 Unit T-Hangar (Design/Bid/Construct)	Local	\$0	\$0	\$0	\$1,262,500	\$1,262,500	67	LOCAL
Subtotal for Fiscal Year 2028=			\$1,848,821	\$0	\$102,712	\$1,365,212	\$3,316,748		
Fiscal Year 2029									
Priority	Project Description (1) Denotes NPE Funds Committed to Project	Funding Type	Federal Funds	BIL Allocation Funds	State Matching Funds	Local Matching Funds	Total Cost	Approx. NPIAS Rating	General Comments & Notes
1	Construct Parallel Taxiway "B" (Prelim Design/ Environmental)	Type 1	\$145,800	\$0	\$8,100	\$8,100	\$162,000	75	NPE
2	Construct Parallel Taxiway "B" (Final Design/Bid)	Type 1	\$115,470	\$0	\$6,415	\$6,415	\$128,300	75	NPE, SA, D
3	Wildlife Hazard Assessment (Environmental)	Type 1	\$68,850	\$0	\$3,825	\$3,825	\$76,500	54	SA, D
4	Acquire Snow Removal Equipment - Blower (Procurement)	Type 1	\$887,400	\$0	\$49,300	\$49,300	\$966,000	47	SA, D
Subtotal for Fiscal Year 2029=			\$1,217,520	\$0	\$67,640	\$67,640	\$1,352,800		
Total Type #1 only for Years 2024-2029=			\$8,857,374	\$795,000	\$536,243	\$1,798,743	\$11,987,360		
Total Type #2 only for Years 2024-2029 =			\$0	\$0	\$0	\$0	\$0		
Total Requests for Years 2024-2029 =			\$8,857,374	\$795,000	\$536,243	\$1,798,743	\$11,987,360		

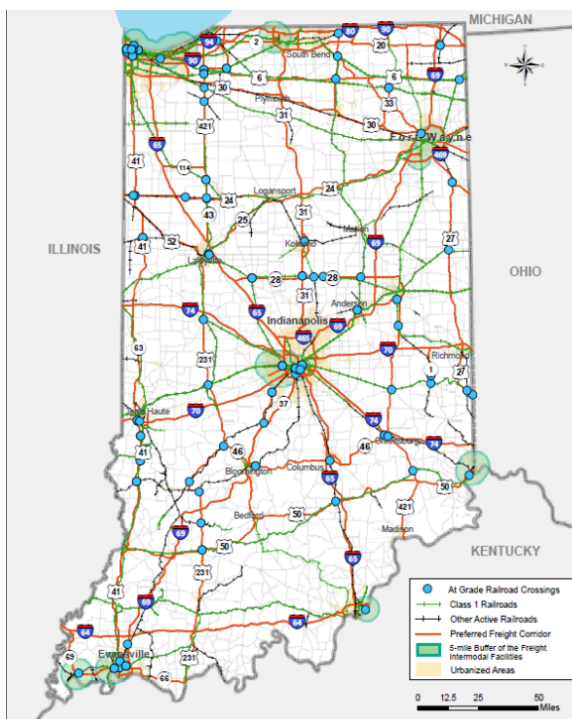
Freight and Logistics

Road, rail, and air networks in the region serve freight and goods movement as well as passenger travel. Being able to provide a network that accommodates these movements efficiently is critical to the region's economic well-being.

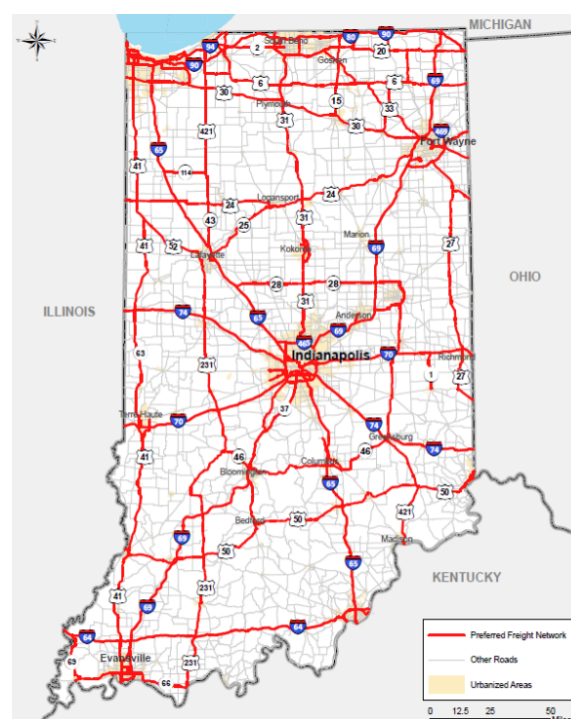
In the Indiana Multimodal Freight and Mobility Plan updated in 2023, Indiana's freight network is described as a "robust multimodal system comprised of highway, railroad, port and waterway, and air cargo facilities, as well as intermodal connections between each."

The American Trucking Association estimates a nationwide shortfall of 80,000 truck drivers in 2022 and 160,000 by 2030. The shortfall is attributed to high demand, a retiring workforce, and a lack of new drivers coming into the industry. The pandemic made it increasingly difficult for the trucking industry to find and retain qualified drivers. The lack of truck drivers not only reduces truck fleet capacity, but also spreads pressure across other associated modes such as the air and rail industries. In Indiana, the freight industry has tried to fill truck driver shortages. Conexus Indiana and its partners are launching a new program: commercial truck-driver training that students can pay for using federal student loans. The program was developed with a grant awarded from the Indiana Department of Workforce. In addition, the aforementioned effort on implementing full automation of trucking could cause massive disruptions in the labor forces associated with the industry, or potentially serve as a solution to the truck driver shortage.

Source www.in.gov/indot/files/Indiana-Multimodal




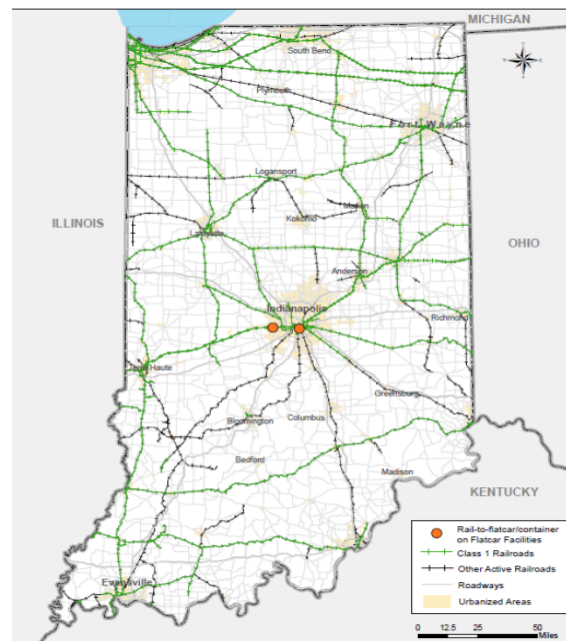
 **INDOT Freight Plan - At Grade Railroad Crossings**




 **INDOT Freight Plan - Preferred Freight Corridors**



 **INDOT Freight Plan - Recommended Projects**



 **INDOT Freight Plan - Railroad Infrastructure**

Rail

Railroads play a significant role in Indiana’s economy. Given their importance, INDOT conducts a comprehensive statewide rail planning effort every four years. The result of this effort is the Indiana State Rail Plan. INDOT completed the latest Indiana State Rail Plan on November 9, 2021. The plan provides a detailed assessment of Indiana’s railroad assets, usage, trends, forecasts, and potential improvements. Following is a summary of the railroad assets in Indiana. For more detailed information, refer to the Indiana State Rail Plan. Indiana’s rail network consists of 4,870 active route miles, as shown in Figure 3.4. The network is used primarily for freight movement, with freight railroad companies owning more than 96% of the network. The remaining portion is owned by Amtrak in northwest Indiana, the Northern Indiana Commuter Transportation District (NICTD) in northern Indiana, and smaller tourist/excursion railroads throughout the state. The U.S. Surface Transportation Board classifies freight railroads based on operating revenue. Following is a breakdown of Indiana’s freight railroads:

- Class 1 railroads have annual operating revenue over \$900 million. About 65% of Indiana’s freight railroads fall into this class.
- Class 2 railroads are regional railroads with annual operating revenue between \$900 million and \$40.4 million. About 5% of Indiana’s freight railroads fall into this class.
- Class 3 railroads are short line railroads with operating revenue less than \$40.4 million. About 31% of Indiana’s freight railroads fall into this class

The Kokomo division, in Kokomo, Indiana operates a Class 3 line for the Kokomo Grain Company and Winamac Southern Railway, transporting grain and serving the communities of Amboy, Marion, Converse, Sweetser, Galveston, Walton, Logansport, Clymers, Camden, Flora, and Bringhurst. It interchanges with Norfolk Southern in Marion and Clymer’s, Indiana, Toledo, Peoria, and Western in Logansport, and Central +Railroad of Indianapolis in Kokomo, Indiana. US Rail went bankrupt after the death of Gabe Hall. The Genessee and Wyoming RR line Toledo Peoria and Western absorbed USR operations and now runs 2 crews 6 days a week out of Kokomo Indiana.

U.S. Rail Corporation - (reporting mark, USRC): This company operates a handful of short lines in the eastern United States. It operates on one terminal road near Kokomo, Indiana primarily handling grain traffic. <https://www.american-rails.com/indashrtlns.html>

Indiana Railroad Abbreviations: CERA- Central Railroad Co. of Indianapolis, WSR- Winamac, and KR- Kokomo Rail.



ProPEL US 30 & 31

The two-year studies will follow the Planning and Environmental Linkages (PEL) process used by transportation agencies, such as INDOT, to assess innovative ways to address corridor challenges and needs. PEL studies allow INDOT to interact with communities as they share ideas and feedback related to long-term solutions on U.S. 30 and U.S. 31.

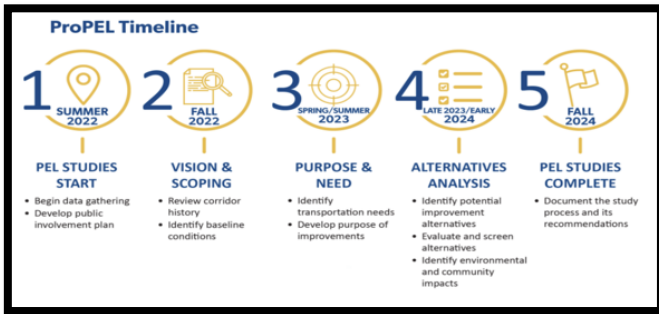
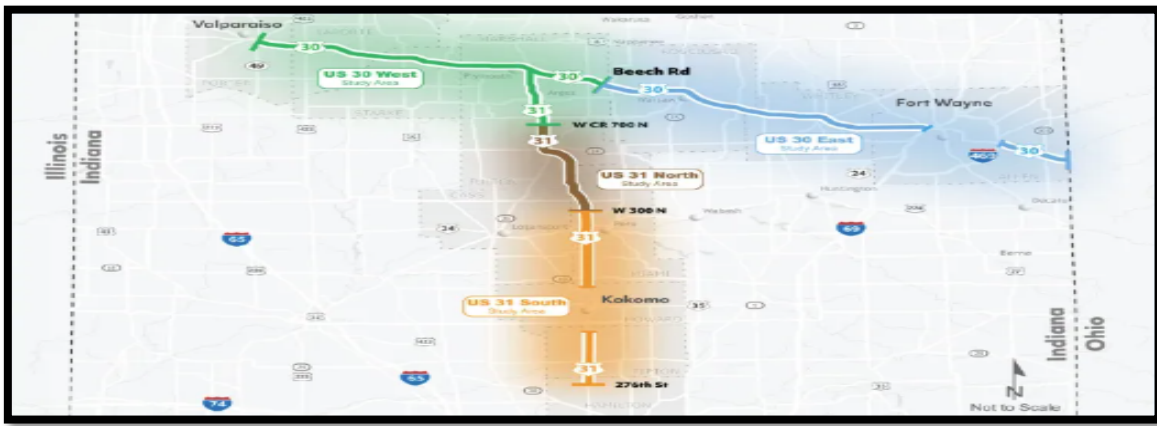
ProPEL is described as “an INDOT initiative for transportation planning that uses collaborative PEL studies to consider environmental, community and economic goals early in the planning process.” The PEL study will assess innovative ways to renovate the roadway and corridor, while prioritizing community needs and equitable infrastructure.

The PEL studies will be collaborative, data-driven and influenced by the public to define the future of each corridor. INDOT is inviting ideas and input from communities within the study areas to identify what needs or concerns should be addressed by future improvements. With help from residents, motorists, businesses, and other road users, INDOT can build infrastructure that will better serve Hoosiers. The public can share its vision for the corridors through a variety of means, including project websites and public information meetings. The first round of public information meetings is expected this fall. More details will be announced prior to the meetings on the project websites and social media.

INDOT will evaluate the public’s suggestions to provide recommendations using engineering, environmental, economic and community factors. Once the studies are complete and funding is identified for projects, INDOT will move into the next phases of development using the information gathered and alternatives evaluated during the PEL process.

ProPEL US 31 is asking for the Hoosiers’ input as it continues planning studies along the US 31 corridor in northern Indiana. The study seeks to propel our communities forward by using a collaborative approach to address the transportation issues and desired outcomes that have been identified for each study area.

https://propelus31.com/?utm_medium=email&utm_source=govdelivery



Active Transportation

There are many different benefits for promoting active transportation. By creating an active transportation network, the City of Kokomo is planning to make transportation easier while improving the finances of residents, the public economy, local environmental conditions, city marketability, and the local quality of life.

Accessibility For People Who Do Not Drive

Bike lanes, trails, buses, and sidewalks make it possible for people who cannot or do not drive to move around the city safely and efficiently. This includes many people with ambulatory disabilities who may have no other way of navigating the city. Other groups reliant on active transportation include the young, the elderly, college students, and many people with low incomes. Providing affordable active transportation methods ensures that everyone can safely navigate Kokomo.

Reducing Congestion

As more people use active transportation including biking, walking, and using transit, there are less cars using the roads. Active transportation reduces congestion of Kokomo’s streets and makes all forms of transportation easier.

Safer Streets

Active transportation infrastructure including bike lanes, sidewalks, multi-use trails, and transit options make all means of transportation safer as they separate users who move are moving at different speeds with different transportation options. Providing more active transportation infrastructure can connect different transportation options so that multiple options can be used to safely reach a destination. Active transportation also provides more “eyes on the street” users actively engaging the streetscape and other people on the street.

Improves Equity and Economics

Savings on transportation costs, cars are expensive to purchase, operate, and maintain which greatly impacts personal budgets. According to the Federal Highway Administration the average American Family spends nearly 20% of their income on transportation. In car dependent suburbs that number increases to 25% while efficient areas may see that number decrease to 9%. People with low incomes may not be able to afford a vehicle at all because of the high cost of purchasing a car as well as gas, insurance, and maintenance. Providing active transportation options allows users to bike or walk, the former of which has relatively few costs and the latter of which is completely free. Providing these options reduces the need to own a vehicle while still providing a safe method to access jobs, recreation, education, and shopping opportunities. Cities are quickly facing similar problems as they discover the increased cost of road maintenance. By implementing road diets, introducing bike lanes, and narrowing lane widths, cities can see cost savings by the decreased amount of street repaving and snow plowing.

Increased Property Values

The location of parks, open space, and bicycle and pedestrian infrastructure factors into the decisions of potential home buyers. Homes and neighborhoods near bicycle and pedestrian facilities typically have increased property values. In a report titled Active Transportation and Real Estate by the Urban Land Institute, a non-for-profit research and education organization, found many relationships between active transportation infrastructure and real estate. Key findings include that active transportation infrastructure can act as a catalyst for development, may increase property values, and save residents money by providing them with healthy recreation and transportation options. Many home buyers actively seek out properties with bicycle and pedestrian access. The ULI study referenced Indianapolis and found that properties within a block of the cultural trail saw their property values increase 150% when the trail was built.

The MPO area has numerous trails for people to enjoy. Source www.cityofkokomo.org

CLOVERLEAF TRAIL

The Cloverleaf Trail was added to the Kokomo trail system in the summer of 2018. The southern trailhead begins at Mehlig Park as a branching off of the Wildcat Creek Walk of Excellence and is a total of 1.65 miles long. The trail travels northeast and crosses both Sycamore St. and Jefferson St.

The Cloverleaf Trail is an ideal alternative travel route for those who would like to use the trail as a way of alternative transportation. By passing through Sycamore and Jefferson streets, the trail helps lead travelers to easy access of different community fixtures that include St. Vincent's Hospital, J. Edwards Chocolate, Big Ben Coffee, Scoops Ice Cream, and many more. The northern trailhead of the Cloverleaf is located right at Pettit Park Elementary School, making the trail the perfect way to travel to and from school or for a fun after school bike ride.



HIGHLAND PARK INDIAN TRAILS

Little is known about the Indian Trails in Highland Park except that they have been around since the early days of Highland Park. People remember that the trails used to be more covered in brush. The trails have since eroded making the trail steeper towards the top on the west side near the fence that surrounds the Kokomo Country Club. The best way to maneuver the trails nowadays is to follow the creek. The trail begins where Country Club Hills Lane meets Old Ben Drive and ends at the dam in Highland Park. This trail is still an historic icon of Highland Park and worth the walk.



INDUSTRIAL HERITAGE TRAIL

The Industrial Heritage Trail is a local rail-with-trail that links together historic industrial sites in Kokomo's history and is currently 5.88 miles in length. Along the trail, leaders of industry are and were once located. The trail runs south just past Lincoln Road and north through Downtown Kokomo and connects to the Nickel Plate Trail. It intersects the Wildcat Creek Walk of Excellence just south of Superior Street. The Kokomo Rubber Company, located near the intersection of Main and Markland produced the first pneumatic rubber tire in the United States. Traveling south, the Haynes Automobile Company introduced America to the automobile. Currently, Chrysler and Kokomo Opalescent Glass are located near the trail. The trail has historic information markers near areas of significance. In addition to learning more about the City of Firsts, there are also resting spaces along the trail. One is near a piece of public art close to Kokomo Opalescent Glass.



JACKSON MORROW WALK PATHS

A beautiful walking trail winds through Jackson Morrow Park located at 4200 S. Park Rd., in Kokomo, Indiana. This trail is paved and runs part of the way through the wooded areas in the park. The trail is approximately 1.3 miles long. Along the Little Wildcat Creek, the path also splits off onto a bark-chipped path that runs deeper into the wooded area. This is a good area in the spring for wildflower viewing. A wildflower guide has also been compiled for this part of the park. The wooded part of the trail is also host to the Parks and Recreation Department's annual Haunted Trail Walk event each October. This park has become a destination for many walkers, runners, dog-walkers, roller bladers and bicyclists. There are also a number of 5K walks sponsored by local charities that take place in this park utilizing the walk path.



WILDCAT CREEK RESERVOIR TRAIL

This 2.8-mile out-and-back trail near Kokomo, Indiana. Generally considered an easy route, it takes an average of 49 minutes to complete. This trail is great for birding, fishing, and hiking, and it's unlikely you'll encounter many other people while exploring. The trail is open year-round and is beautiful to visit anytime.



WILDCAT CREEK WALK of EXCELLENCE

The Wildcat Creek Walk of Excellence is ideal for walking, hiking, running, bicycling or even roller blading. It consists of 3.94 miles of trails running east/west that were constructed in four separate phases. From west to east there is a trailhead at Mehlig Park that continues to Markland Ave. and Park Roads to Miller-Highland Park (UCT), Foster Park, through Downtown Kokomo past the Kokomo Municipal Stadium into Future Park, through Crown Point Cemetery and ending with the east trailhead in Waterworks Park. Overall, it is comfortably wide, very smooth and maintains an almost unnoticeable grade. Paved in most areas except for the wooden boardwalk in sections of Foster Park and through downtown, there is a good mixture of open areas and tree canopied areas. The trail runs along Wildcat Creek. The trail in Foster Park hugs the scenic Wildcat Creek where you can see a variety of plant and animal life. Great blue herons, green herons, wood ducks, mallards, barred and great horned owls, redheaded woodpeckers, Baltimore orioles, red-tailed hawks, kestrels, and turkey vultures can be seen in the area.



NICKEL PLATE TRAIL

The Nickel Plate Trail traverses rural Indiana from Rochester south to the outskirts of Kokomo, with a short gap in the middle in Peru. The rail-trail runs along the former corridor of the Peru & Indianapolis Railroad chartered in 1846. The line offered passenger and freight service under various names, including the nickname Nickel Plate Road. The last trains ran on the tracks in 1992, and the corridor was railbanked in 1999. Remnants of the railroad can still be seen at the trailhead gazebo in Rochester, where the paved pathway takes off to the south and the unused tracks remain visible to the north.



CENTER ROAD TRAIL

Center road trail is the newest trail project in Kokomo and was completed in November 2023. The 1.6-mile-long asphalt trail runs on the north side of Center Road until the intersection of Park and Center roads, where users will have to cross Center Road to continue on from Park Road to Dixon Road. The trail runs on the south side of Center Road and offers a safe passage alternative for pedestrians and bikes along busy Center Road to connect to public transit stops, Jackson Morrow park, shopping, and dining.

The trail will also connect to the southernmost part of the walking path at Jackson Morrow Park, tying the two paths together.

The project's construction cost was \$3.125 million, 80% of which was paid with federal funds and the remaining 20% with local funds.



Improves Environmental Conditions

Reducing Pollution; cars are a major source of air pollution and use many non-renewable resources. In the United States, 31% of total carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxide emissions are a result of increasing vehicular traffic and the frequency of short trips. Providing active transportation infrastructure allows for safer methods of transportation for people who walk, bike, and use transit. Enabling residents to use these means of transportation allows for a reduction in the number of vehicles on the street which then reduces the amount of CO² gases released into the air while reducing the need for resurfacing and lowering roadway maintenance costs.

Improves Quality of Life and City Marketability

A Smart Growth America study - Attracting and Retaining Businesses links complete streets (such as streets with active transportation infrastructure) to increased retail sales. The study also found that complete streets reduce time wasted in traffic and reduce healthcare costs. Residents who save money riding a bike or walking can spend that money at local stores. Active transportation also helps to attract and retain business professionals who wish to locate in communities with a high quality of life.

Increasing Tourism

Active transportation provides tourism opportunities which support the City's retail services and its businesses. A downtown beautified by trails and trees creates a historic charm that offers sightseeing opportunities for tourists. Additionally, many tourists may come to Kokomo to enjoy its bike trails and these tourists are likely to spend money at local businesses when they visit.

According to Inside INdiana, Business officials from the Greater Kokomo Visitors Bureau say tourism spending in the city and Howard County has increased in recent years and they expect Championship Park on the city's east side to push revenues higher in the future. Tourism officials just released the results of

a study on the spending habits of tourists in the community. The analysis, based on 2019 data, shows spending has increased 3.4% in direct expenditures by visitors since 2016. Whether it is destination visitors or people passing through, the community is benefitting.

A study conducted by Kentucky-based Certec Inc, found that visitors to Kokomo and Howard County contributed approximately \$150 million to Howard County's economy in 2019, compared to \$135 million in 2016. The report shows Kokomo and Howard County had 1.3 million destination and pass-through travelers in 2019. Of that, Kokomo had nearly 894,000 destination visitors and about 446,000 travelers headed elsewhere.



Championship Park



Summer Concert Series in Foster Park

Providing a Higher Quality of Life

Quality of life makes a community a more desirable place to live for the young, old, rich, poor, families, and individuals. Quality of life is the most influential factor in attracting and retaining new residents, businesses, industry, and tourists. Engaging bike and pedestrian networks have a positive effect on a community's quality of life. These bike and pedestrian facilities invite people to experience their surroundings in a different way, which in turn leads to increased spatial interaction, healthier residents, and a heightened sensitivity to community aesthetics; especially pedestrian-scale design features. Active engagement with space and recreational opportunities with active transportation can provide social connections and experiences creating a stronger community. Bicycle and pedestrian infrastructure also promote environmental protection which results in a more attractive and more livable community. Active transportation infrastructure provides opportunities for exercise. This may improve the general health of residents and reduce their healthcare costs.

Whether looking to start a family or retire, you will find Kokomo to be a wonderful place to live. Kokomo offers the small-city lifestyle, with some big city amenities. There are hospitals that are networked and nationally ranked, abundant parks and walking trails, luxury apartments, plenty of chain restaurants and locally owned restaurants, great independent and assisted living choices, a growing arts and entertainment scene, excellent schools, and more.



Trail through downtown Kokomo



306 Riverfront Apartments

Parks, Kokomo, and Howard County host a network of enjoyable parks. 39 Parks/Trails with over 500 acres offering skate-parks, pump track, playgrounds, community pool, bike share program, fishing, splash pads, dog parks, disc golf, museums, softball fields, an educational nature center, and much more. Along with the amenities the parks have to offer, the park department offers several events throughout the year.



Kokomo Beach Aquatic Center



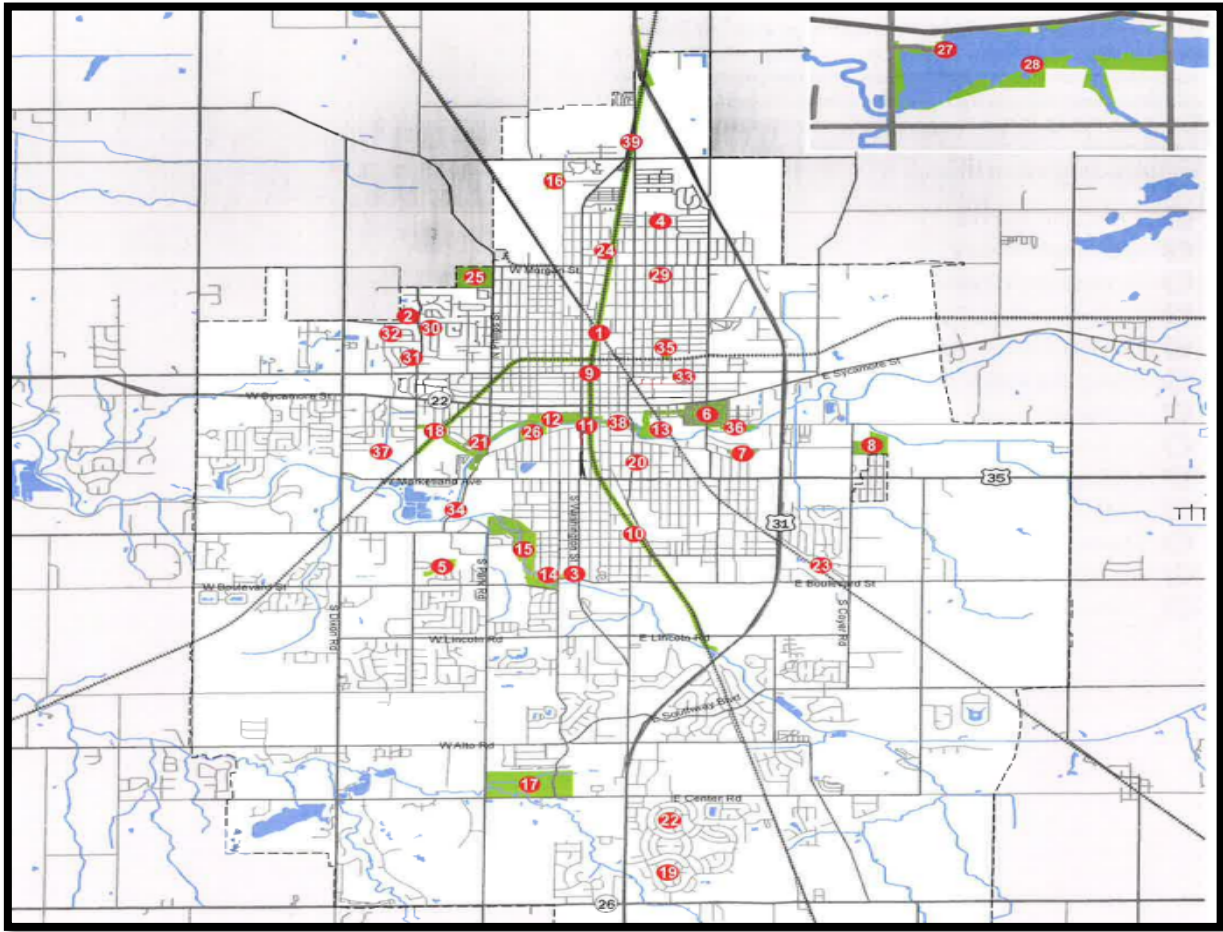


Kokomo Pump Track



Kokomo Municipal Stadium – Home of the Jackrabbits and the Frozen Sandlot

Park Map



Kokomo Park System

The Kokomo Park System is comprised of 36 parks and the Crown Point Cemetery under the parks department jurisdiction (see Figure 4.1).

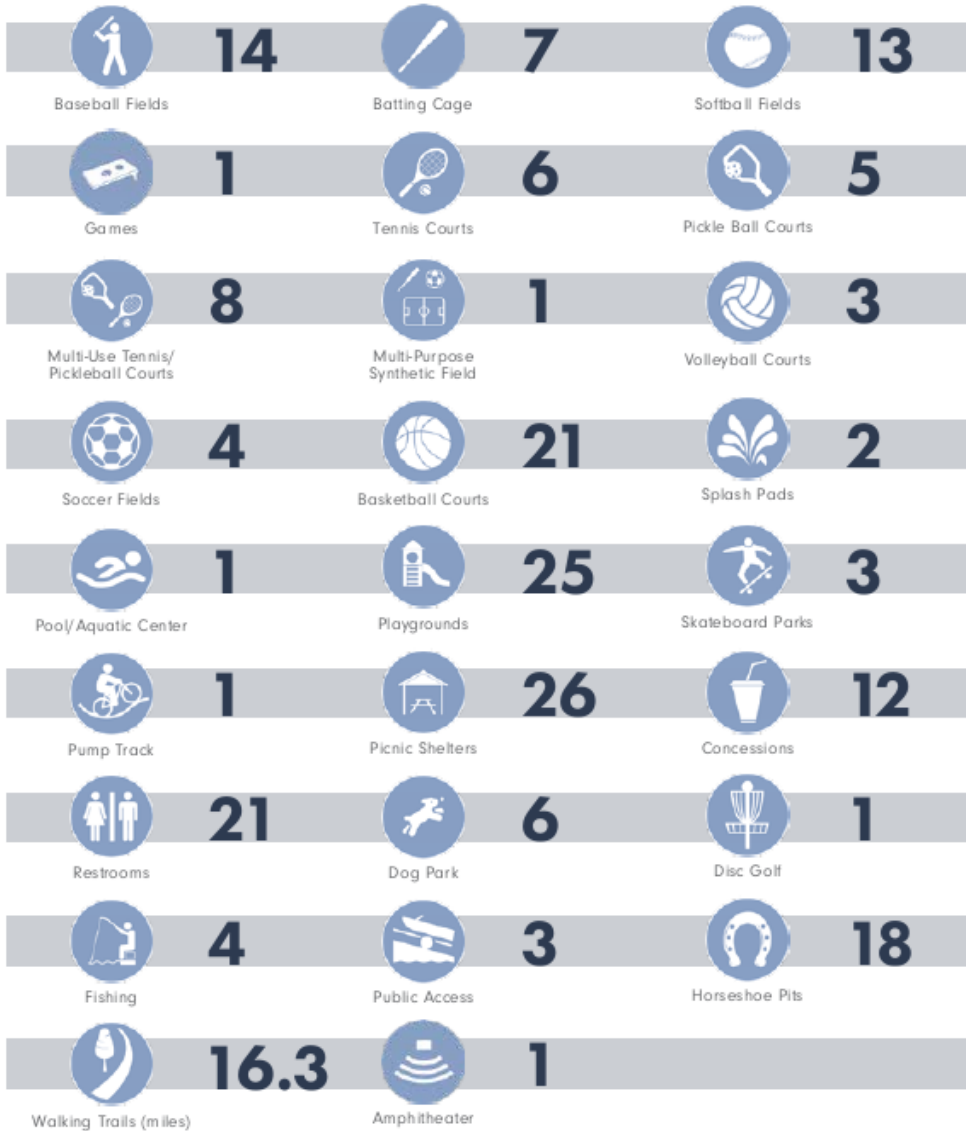
- | | |
|-----------------------------|-----------------------------------|
| 1 Al Berryman Memorial Park | 22 Mohawk Park |
| 2 Berkley Square Park | 23 Mohr Park |
| 3 Bicentennial Park | 24 Northside Park |
| 4 Bon Air Park | 25 Northwest Park |
| 5 Country Club Hills Park | 26 Pool - Kokomo Beach |
| 6 Crown Point Cemetery | 27 Reservoir Park 400 + Boat Ramp |
| 7 Cutler Park | 28 Reservoir Park 500 East |
| 8 Darrough Chapel Park | 29 Riley Park |
| 9 Depot Park | 30 Robbins "A" Park |
| 10 Depot Trailhead | 31 Robbins "B" Park |
| 11 Downtown Dog Park | 32 Robbins "C" Park |
| 12 Foster Park | 33 Somers Park |
| 13 Future Park | 34 Steel Mill Public Access Site |
| 14 Haynes Museum | 35 Studebaker Park |
| 15 Highland Park | 36 Waterworks Park |
| 16 Huston Park | 37 Westdale Park |
| 17 Jackson Morrow Park | 38 Walk of Excellence |
| 18 Mehlig Park | 39 Industrial Heritage Trail |
| 19 Mendota Park | |
| 20 Meridian Park | |
| 21 Miller Highland Park | |

Kokomo Parks Budget, Needs, and Priorities. Source: Kokomo Parks Department

KPRD current operating budgets are outlined below:

- Parks - \$4,762,291
- Recreation - \$867,891
- Pool - \$823,488
- Municipal Stadium - \$320,700
- Cemetery - \$739,582

CURRENT PARK SYSTEM AMENITY SNAPSHOT



Sidewalks and Accessibility

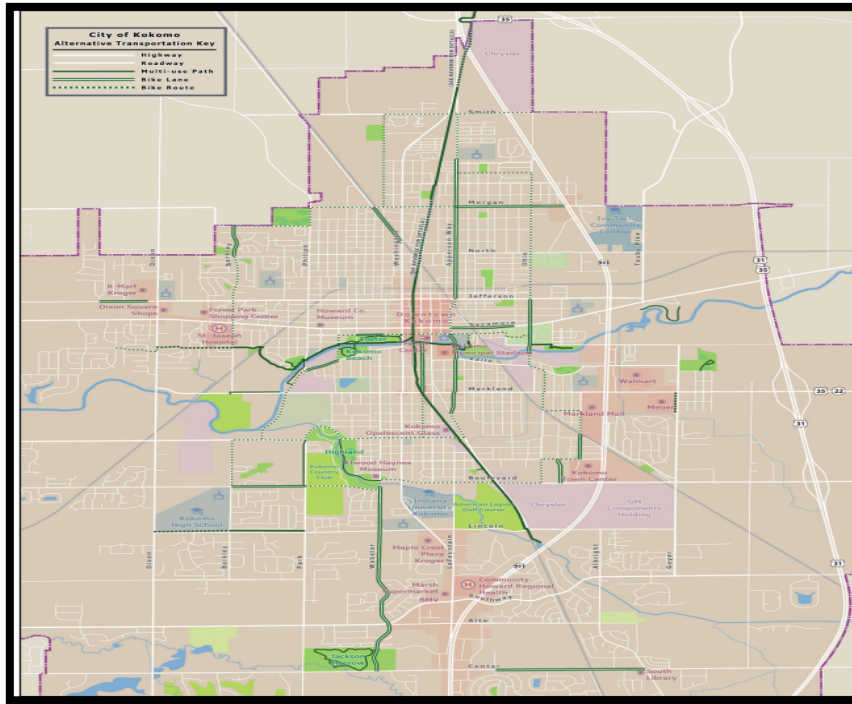
Sidewalks are a vital component of the transportation network because no matter the destination, every trip starts and ends with pedestrian travel. Sidewalks should be connected and accessible. KHCGCC has worked with the Local Public Agencies (LPAs) in the region to adopt Americans with Disabilities Act (ADA) Transition Plans for the Public Right-of-Way, which addresses sidewalk accessibility. The purpose of these plans is to ensure communities are creating reasonable, accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. These plans provide a schedule for KHCGCC area on how to address and improve sidewalk accessibility.

It is recommended / expected that whenever there is an intersection improvement project or new construction project, any affected curb ramps, sidewalks, and crosswalks will be rebuilt to the ADA design guidelines, where feasible and reasonable. The LPA's have an ADA inventory database that is used as a guide for sidewalk improvements and a resource for creating a better pedestrian network.

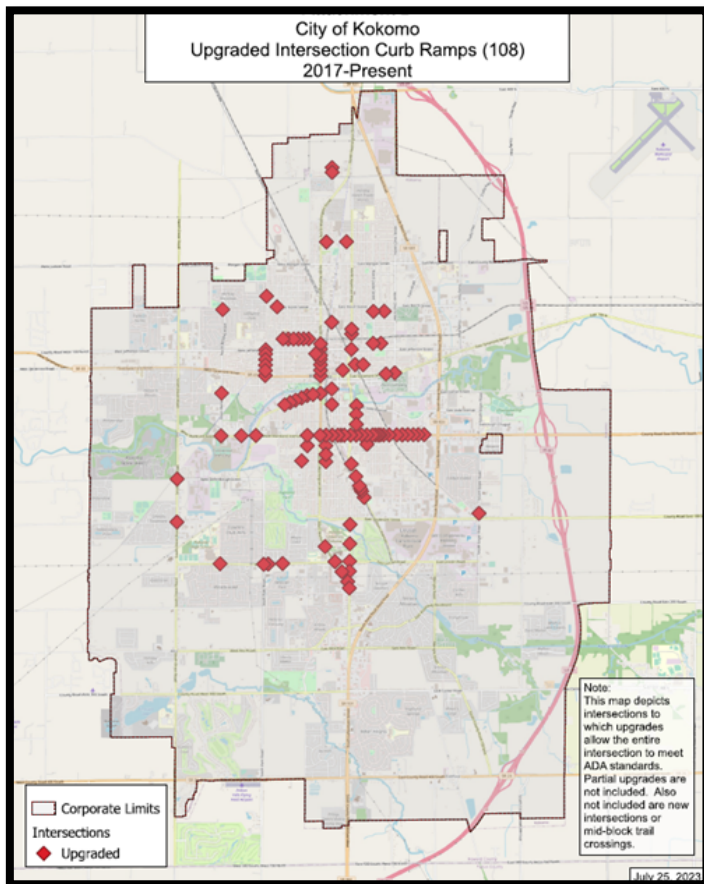
Bicycle and pedestrian projects are an important and integral component of transportation planning. A transportation system that supports bicycling and walking expands residents' mobility options and can complement multiple forms of transportation. A strong bicycle and pedestrian network can enhance a community's quality of life by providing great economic, environmental, social and health benefits. By reducing single occupant vehicle travel, air quality improves, and users can lead healthier lifestyles.



Alternative Transportation Map



The map below shows the City of Kokomo's upgraded intersection curb ramps from 2017 – July 2023



CHAPTER 05

PUBLIC PARTICIPATION

Stakeholder and public engagement are essential elements of the decision-making process that goes into identifying transportation needs for the area. KHCGCC began the Beyond Boundaries: A 2050 Plan planning process with the goal of increasing public engagement by raising awareness of the planning process and opportunities for the public to provide feedback and input. Staff utilized a variety of outreach efforts to ensure information collected was representative of across the region.

Popup events (Summer with Santa, First Fridays, drop-ins at various locations, etc.),
Social Media,
Newsprint media announcements,
Canvas surveying,
Scheduled speaking engagements (Kawanis, Senior Center, etc.), and
Social Media blasts, etc.

The KHCGCC MPO staff began gathering public input in the Spring/Summer of 2023 with surveys and public meetings. The focus was to gather input on future development in our area and identify transportation concerns. The KHCGCC staff held a series of popup events throughout the area to engage public input. producing survey responses from over 65 individuals.

The federal government requires a reasonable amount of time be given for intergovernmental and public comment. The KHCGCC is using a 45-day timeline on public involvement for the MTP document. This timeline is: December 4, 2023, to January 17, 2024.

Open houses on:

December 4, 2023
December 28, 2023
January 10, 2024.

Speaking engagements and canvassing:

June 30, 2023, during Summer Santa
November 16, 2023, Kawanis 11:30am
December 13, 2023, 11:00am The Kokomo Senior Center,
Canvassing during public meetings by at least one staff member.

NOTE: Comments received beginning on P.99 and surveys beginning on P.104

In addition to the face-to-face engagements mentioned above, the public has numerous opportunities to participate and provide comments on the plan and the final draft. The KHCGCC used social media, newsprint media, mailings, calls and canvassing to encourage comments on the plan.

STAKEHOLDER ENGAGEMENT and STEERING COMMITTEE

Identified stakeholders included representatives from county and municipal governments, economic development partners, state/federal partners, LPAs, and other interested parties are contacted during the plan process.

Steering Committee:

October 26, 2023,
October 30, 2023,
December 13, 2023, and

January 24, 2024.

Three different growth development ideas for our region within the plan years of 2024-2028, 2029-2040, and 2041-2050 were presented to the committee. The committee was asked to think about each scenario and give feedback.

The first was “business as usual” where development occurred as expected, with no forward-thinking technology, trends, or goals.

The second was a “compact” scenario where stakeholders considered high density development (areas where development or clustered growth is expected).

The third was “visionary” scenario where the question was posed- “If you could have everything you wanted, what would development look like?”

Stakeholders were also asked to identify methods to set and track goals of the local projects. While KHCGCC’s Policy Board has chosen to support INDOT’s measures on safety and performance (bridge and interstate conditions, fatalities, highway reliability). The stakeholders were able to provide several ideas for setting goals and tracking performance measures on projects specific to the region.

Comments and discussions from the Steering Committee Meetings.

Meetings 1, 2, and 3

“Increase the safety of the transportation system for both motorized and non-motorized users.”

Concern: Several stakeholders expressed concern for the condition of the sidewalks and safe connectivity/accessibility in numerous areas for pedestrians as well as bikes/scooters.

Suggestion: It was suggested that a list of needed improvements be identified, scored and then a goal as to what and when will be done is assigned. We also discussed lighting, security, shelters, crosswalks, etc.

“Increase accessibility and mobility of people and freight.”

Concern: The stakeholders talked in depth about the new development on the northeast side of Kokomo and how there is a challenge for people on the west side to access it as it is across US 931 as well as the lack of public transit to that and other areas.

Suggestion: Have the MPO and transit agency work toward doing a safety and accessibility review coupled with the current look at expanding the system.

“Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development partners.”

Concern: Stakeholders inquired about other cities that have small electric cars for hourly rent. What would that cost look like and how can the cost burden be shared between the local governments, private and public stakeholders. Also, what charging infrastructure looks like in our area.

Suggestion: Start a discussion with the City’s Economic Development Dept. to see what may already be in play, or for ideas for a partnership between the city, the county, and private entities.

Concern regarding cost of construction:

Concern: The cost of getting a project designed, bid, constructed, and completed has become more difficult over the last 3 years as many projects have doubled or tripled in price. The struggle for an MPO to put together a budget that has the allowable 80/20 federal/local split and only uses one year of federal aid

funds has become impossible. Not having the flexibility to “flow” funds throughout the 4-yr TIP cycle places an enormous burden on the local governments to overmatch.

Comment: Although it is allowable to share funds among other MPOs, and the State’s Group III program, or flex to the FTA; balancing a schedule that works for both MPOs/Group III to trade the funds back and forth finds itself even more challenging. If the MPO can’t trade the funds with another MPO or Group III program and flexes them to the FTA, they are no longer eligible to use on STBG (Surface Transportation Block Grant funds)/MPO project via INDOT and the locals must overmatch the funds that were transferred from the STBG.

Suggestion: Initiate discussion with government officials to explore what (if any) compromise can be reached to help alleviate the burden on the locals so good projects can be delivered in a timely manner.

Miscellaneous comments, concerns, and suggestions from steering committee and public meetings:

- Not enough parking to access trails. - **Concern**
- Stop closest to the domestic violence shelter needs a shelter with lighting. - **Concern**
- Veterans housing residents commented that it is extremely hard to access many stops due to handicap accessibility issues (bad sidewalks, no curb ramps, stops are on grassy area, culverts present, etc.). **Concern**
- Several stakeholders commented on how difficult it is to access the bus stops for people with physical challenges. Sidewalks are poor throughout the community including the North end of town. **Concern**
- How will employees access new employment opportunities with the battery plants? Currently there is no public transit to that specific area, and although there are stops “close” they are on the west side of 931 and it is not safe to cross. **Concern**
- There is a possibility a grocery store may open in the downtown area in 2024. **Comment**
- Rescue Mission expansion to begin in 2024 when the funds are secured. Anticipated to be completed in 2025. This will allow an increase of nearly 50% more men housed. The current capacity is 65, it will be up to 90. **Comment**
- Several stakeholders said they have witnessed (and one had an accident) several close calls on Washington due to the decorative tree line. **Concern**
- Kokomo Housing Authority is using the Ready 2.0 Grant for 10-units, which will be scattered sites. 80% AMI (below reasonable rent threshold), they are not subsidized housing units. The 5 -year plan is 60-units at “low-market rate”. **Comment**
- Several county intersections are dangerous, and people are driving at a high rate of speed making collisions more serious. **Comment**
- Lighting and sidewalks on Webster by the Haynes Museum for public transit.

Meetings 3 and 4

Kokomo Howard County Metropolitan Transportation Plan 2050

- **Section 1: Road Construction Projects**
- **Section 2: Quality of Life Projects**
- **Section 3: Transportation Projects**
- **Section 4: Maintenance Projects**

Section 1: Road Construction Projects

Suggestion: Road widening and sidewalk addition to Berkley Road: Between Sycamore & Markland. Another steering committee member stressed the importance of this project.

Response: This is a current project in our TIP. It was originally slated to begin in FY25 but has been moved out to FY27 due to funding challenges.

Suggested:

North Street revamping and repaving: Three sections (Phases)

Phase 1: North Street Between SR 931 & Ohio Street.

Phase 2: North Street Between Ohio Street & Apperson Way.

Phase 3: North Street Between Apperson Way & Washington Ave.

East Blvd (County Rd E 100S) Between U.S. 31 & County Rd S 300 E (repaving).

Hoffer St. from SR 931 to Home Ave. (repaving).

Morgan St. from Phillips to Davis Rd. (repaving).

Morgan St. from Davis Rd. to N. Washington St. (repaving).

Signage at multiple overpasses connecting U.S. 31 to city roads. (SR26, BLVD, Markland). Add lighting to Morgan St & Touby Pike (North of Morgan St.).

Response: The city is either considering, or in the planning process of the projects listed above.

Suggested for Public Transit: Relocation of select trolley line stops in effort to reduce the impact on traffic by adding bus stop lanes and/or bump outs at select stops to reduce traffic impact on the following roads.

Dixon Road from Alto to SR 26.

Goyer Rd from Blvd to Markland.

Smith Rd. From 50 E to Touby Pike.

Suggested: Bus stops added/altered/upgraded:

Briarwick and Bradford Run Apartments.

4021 S. LaFountain Street (or re-location of stop RS23).

Cedar Crest Subdivision (Recommend Mohr Park).

E. Sycamore St. Between Apperson Way & SR 931.

Ivy Tech Community college.

Battery Plant Stops & Hub.

W. Sycamore (new housing development).

E. Morgan / E 200 N. (new housing development).

Relocation of stop BS7 or added stop to 1401 N. Washington St.

Bus shelters at select trolley line stops.

Bus shelter heating and lighting.

Cigarette and trash receptacles.

Close Market Street at E. Sycamore Intersection: Only allow North/South traffic to and from E. Superior Street: Use Market Street to accommodate more bus riders.

Response: The city has hired a consultant to look at the public transit system and is considering expansion as well as extended hours. Additional shelters are slated to be purchased with 2023 grants funds.

Section 2: Quality of Life Projects

Suggested: Indian Heights Street Lighting.

Response: The Director of Development informed the committee that this project is currently in the works; phase 1 is completed and phase 2 is at end design and will begin soon.

Section 3: Additional Transit

Suggested: Transition to Hybrid and/or EV trolleys and paratransit buses.

Response: The Central Equipment Director stated he can provide more in-depth details for both hybrid and electric vehicles. The KHCGCC MPO Executive Director stated they are in the process of writing a low-no emissions plan in the hopes of working toward a mixed fleet.

Suggested: Re-align bus life cycle expectations to 10 yr. / 180,000 miles and Re-align trolley life cycle expectations to 10 yr. / 200,000 miles.

Response: Exec. Director of KHCGCC explained the federal government sets the useful life benchmarks for FTA funded vehicles.

Suggested: Explore options for Ford E-Transit to Replace select Ford E450 Buses.

Response: Transit will definitely look into the cost savings potential.

Section 4: Maintenance Projects

Suggested: Trolley Maintenance Barn Construction.

Response: In process now, construction to begin CY2024.

Suggested: New Bus Trolley Storage & Wash Bay Construction.

Response: This was planned to be done with the construction of the bus barn storage facilities; however, due to the cost increase it is now being considered in the future.

Suggested: Purchase of mobile column lifts and various shop equipment.

Response: Funds are currently being obligated for lifts and miscellaneous shop equipment.

Suggested: Increase on hand repair parts to accommodate new Freightliner trolleys.

Response: Anticipated to happen after the construction of bus maintenance facility in CY2024.

Miscellaneous comments, concerns, and suggestions:

- A stakeholder brought up it would be beneficial for the city to have control of 931 for safety reasons. The development director, the plan commission director, and the KHCGCC director all made comments regarding it being talked about for several years; however, the city and INDOT have never been able to reach an agreement. The stakeholder suggested talks need to resume as there are many safety concerns. She stated, over 30-years ago there were concerns with business access onto 31 (now 931), now every business does, and it creates multiple safety issues. She suggested, in the best interest of safety the city and INDOT may want to look at frontage roads on 931. The county road superintendent has concerns if 931 is relinquished as they are charged with maintaining the bridges and the cost is an enormous burden. – **Concern**
- Stop closest to the domestic violence shelter needs a shelter with lighting. – **Concern**
- Solar lighting at bus stops. **Suggestion**
- Pedestrian crossovers for 931. **Suggestion**
- More activities and equipment in the parks (especially smaller pocket parks) for younger children.
- The road that Waterworks Park is on (Carter) could use some streetlights. Walking on that road at night is dangerous. Side note... the wooden bridge behind the fire station needs to be salted more often. (FB comment). **Suggestions**

PUBLIC ENGAGEMENT

A variety of approaches are used to engage the area public. The KHCGCC (www.kokomompo.com) website was updated and expanded, which houses information about the plan, links to our survey, and

up-to-date information about our engagement activities. The survey was created to better understand how people move around the area, what transportation issues impact their daily lives, and what factors they believe should be considered when thinking about the future of transportation.

Staff utilized several survey methods throughout the engagement process. This included common methods such as survey questions on paper, a random “short survey” asking one to three questions as people got on and off transit or walking by, calls, and canvassing.

People were also provided with the opportunity to identify specific projects for future planning. In addition to vehicular transportation, active transportation projects were identified. These included both known project needs and desirable projects for all modes of transportation. The KHCGCC staff also attempted to build interest and engagement through social media. Regular text and graphic posts were posted which included links to the online survey.

In addition to online promotion, KHCGCC used strategically timed public event days to promote the survey. This included a “Summer Santa” event at the centrally located Transit Center where surveys were completed, and gifts were given for participation. This event also included time for the public to interact directly with staff to engage in conversations about their concerns and desires regarding transportation in the area. This event coincided with the monthly event put on by the City of Kokomo called “First Friday.” These events promote local businesses to set up in the downtown area and encourage local attendance through special attractions, such as live music and specials at local businesses.

Survey participation was also promoted and simplified by placing posters containing the QR code.





SURVEY SUMMARY

The following pages provide a summary of the public surveys conducted for the Beyond Boundaries, A 2050 Plan. Surveys were conducted during each public outreach event as well as being posted and available beginning in July 2023.

Survey comments were compiled and placed in the following spreadsheets. Any survey that had a concern or a question was addressed by the executive director via a phone call whenever possible.

Bicycle Facilities can be added to the transportation network in a variety of ways. Which facilities would make yo most comfortable when riding you bike? Please selct up to three choices.			Do you feel there is insufficient lighting at certain intersections and roads?			AREAS WITH INSUFFICIENT LIGHTING		
BIKE LANES	33	51%	YES	19	29%	All stops, Everywhere, Center Rd towards Center, Jefferson and Locke, Anywhere, All over Reed Rd., At all bus stops, Western and Sycamore, US931,		
CYCLE TRACKS	22	34%	NO	35	54%			
GREENWAYS	22	34%	N/A	11	17%			
ROAD DIETS	12	18%	TOTAL SURVEYS	65				
BIKE SHARE	20	31%						
SCOOTERS	29	45%						
N/A	8	12%						
TOTAL SURVEYS	65							

Are there roads or intersections you avoid when riding your bike?			ROADS AVOIDED		
YES	27	42%	Vail and Carter, round-abouts, heavy traffic areas, Apperson Street, Washington Street, all roads,north end streets are holey, most of the streets don't have sidewalk makes it hard to walk with a stroller, Plate Street, Washington and Markland, 931 very busy highway, everywhere, all, Markland and 931 (3), Center and 931, anywhere along 931, Jefferson St, Monroe St., Highways, where the sidewalks are messed up, in general, no one looks for pedestrians, restricted.		
NO	33	51%			
N/A	5	8%			
TOTAL SURVEYS	65				

Everyone is a pedestrian at some point throughout any trip they make. Which of these following pedestrian facilities would help you most during your daily activities? Please select up to three.			What facilities are lacking? Ex: Bus stops, bike lanes, sidewalks, ADA ramps.	
NEW SIDEWALKS	43	66%	ANSWERS GIVEN	14
REPAIR EXISTING SIDEWALKS	38	58%	SIDEWALKS	8
CURB RAMPS	21	32%	SHELTERS	4
CROSSWALK/SIGNAL IMPROVEMENTS	26	40%	RAMPS	2
GREENWAYS	17	26%		
PEDESTRIAN OVERPASS	23	35%		
N/A	3	5%		
TOTAL SURVEYS	65			

Are there roads or intersections you avoid when walking?			INTERSECTIONS AVOIDED					
YES	26	40%	Too many to say, heavy traffic areas, busy roads, all, 931, Center Rd., 26, Markland, Sycamore, Morgan, in general, when needed, newlands					
NO	27	42%						
N/A	11	17%						
TOTAL SURVEYS	65							
Transit improvements can help increase availability, decrease wait times, and make the overall system easier to use for all riders. Which of the following improvement would make it easier for you to use transit? Please select up to three choices.			Are there roads you avoid when it rains due to drainage issues?			ROADS AVOIDED DUE TO DRAINAGE		
ADD ROUTES	26	40%	YES	10	15%	Main St. going towards Markland, Markland, Indian Heights, West Walnut St., Roads with potholes, north of North St, Sycamore.		
EXTEND SERVICE TIMES	43	66%	NO	44	68%			
INTRODUCE MICRO TRANSIT	13	20%	N/A	11	17%			
CONNECT COUNTIES	19	29%	TOTAL SURVEYS	65				
IMPROVE SHELTERS	37	57%						
IMPROVE SERVICE FREQUENCY	18	28%						
N/A	5	8%						
TOTAL SURVEYS	65							

Do you currently use transit?			USE OF TRANSIT		
YES	57	88%	Work: 11; Shopping: 21; Medical: 8; Recreation: 3; School: 4; YMVA: 1; Visiting Authorities: 1; Errands: 1; Library: 1; Other: 3; Important business:		
NO	6	9%			
N/A	2	3%			
TOTAL SURVEYS	65				

How often do you use transit?		
MULTI-DAILY	14	22%
DAILY	18	28%
2-3 TIME A WEEK	19	29%
1 TIME EVERY ONCE IN AWHILE	7	11%
HAVE NEVER RIDDEN	0	0%
N/A	4	6%
TOTAL SURVEYS	65	

Are there any intersections you feel are unsafe?			UNSAFE INTERSECTIONS FOR TROLLEY		
YES	17	26%	Vaile and 931, Walnut and Apperson, Markland and 931 (2), All, Center Rd. and Centerline, Cone Palace, Jefferson and Washington, Dixon and Jefferson,		
NO	36	55%			
N/A	10	15%			
TOTAL SURVEYS	65				

Goals:

Continue to improve the bus stops using the inventory list submitted to INDOT. Add additional shelters and explore the possibility of adding benches in areas that do not support shelters. As new stops are considered make sure each stop is safe, accessible, and ADA compliant.

Review the consultant’s transit expansion recommendations and continue needs assessment for route updating based on housing, education, and employment opportunities, etc.

Continue to support the transit department and staff with planning, public input meetings, compliance regulations, trainings. etc.

Supply the city and county with a list of roads and intersections that people have identified as unsafe or inaccessible. Work with the city to address unsafe sidewalks and ped/bike paths by exploring the addition of lighting and security cameras (where possible) to paths that connect people to the fixed route stops using FTA funds.

CHAPTER 06

Goals and Performance Measures

The primary goal of the transportation planning process is to develop a safe cost-effective transportation system that ensures mobility to all persons, enhance the quality of the life in the region, support planned growth, promote economic development, and preserves the integrity and enhances the vitality of the human and natural environment. To achieve this FHWA, FTA and their partners have developed the Performance Based Planning and Programming (PBPP) process. This process uses data to help assess the effectiveness of plans and programs in meeting state and regional performance of goals.

Performance Reporting, Monitoring, and Evaluation is a reporting requirement that includes descriptions of the performance of each national goal area. The anticipated outcomes of utilizing a performance-based planning process, including the prescribed performance measures and INDOT/KHCGCC MPO target setting, is to achieve a higher level of system performance.

The Infrastructure Investment and Jobs Act (IIJA) continues the Moving Ahead for Progress in the 21st Century Act's (MAP-21) focus on performance-based transportation planning, and outlines goals for which State DOTs, MPOs, and local road agencies should be held accountable for during the development and maintenance of the federally funded transportation system. Performance Based Planning and Programming (PBPP) attempts to ensure that both long-term and short-term transportation investment decisions are made based on their ability to meet established goals for improving the overall transportation system. Furthermore, it involves measuring progress toward meeting goals and using information on past and anticipated future performance trends to inform investment and policy decisions.

State Performance Targets

As noted under safety, the MPO works with INDOT in support of statewide performance targets on safety. Attending training and meetings as well as working with the local LPAs, police departments, and administrations to address local areas of concern. The city and the county inspect road conditions using the PASER system and bridges in conjunction with the State of Indiana's Bridge Asset Management (BAM). The MPO also gathers data, public comment, and initiates studies for the local area sharing the information collected. The MPO participates in scoring federally funded local projects to ensure projects have a safety component as well as supports discussions and studies on the public transit system to enhance safety.

USDOT has implemented the federal Performance-Based Planning and Programming (PBPP) requirements through a number of rulemakings released in several phases. At the conclusion of the rulemaking process, states had twelve months to establish statewide performance targets for the federal performance measures, after which MPOs had up to 180 days to establish regional performance targets or adopt the states targets. The complete set of performance management final rules can be found at [fhwa.dot.gov](https://www.fhwa.dot.gov). Calculations of targets, including use of particular data sources, are specified in each final rule.

In addition to the timelines for the establishment of the performance targets by the State DOTs and MPOs, the final rules also include the associated reporting requirements. All baseline targets have been established and are presented in the following sections. Baseline performance reports required by the regulations were submitted by INDOT and are required to submit midpoint and conclusion of each performance period to FHWA. They are also required to update their goals. This information can be found on FHWA's State Performance Dashboard and Reports.

The KHCGCC continues to elect supporting INDOT's established targets reflecting the national goals and planning factors, the US Department of Transportation (USDOT) has established measures in performance areas listed below to track progress.

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) collaborated on the Safety Performance Measures and Safety Performance Targets, which were set in 2018 and have been updated annually. KHCGCC’s Policy Board most recently adopted the established 2023 Safety targets in September 2022. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads and directly supports the Indiana Strategic Highway Safety Plan.

Safety Targets and Performance

	5-Year Average Target		5-Year Average Actual			
	2015-2019	2017-2021	2014-2018	2015-2019	2016-2020	2017-2021
Number of Fatalities	889.6	817.3	833.4	846.4	862.4	883
Rate of Fatalities (per 100M VMT)	1.087	1.006	1.03	1.038	1.064	1.102
Number of Serious Injuries	3501.9	3311.4	3375.3	3319.8	3293.4	3295.4
Rate of Serious Injuries (per 100M VMT)	4.234	4.088	4.173	4.07	4.06	4.112
Number of Non-Motorized Fatalities and Serious Injuries	393.6	393.6	383.8	385.6	389.2	404

	Future 5-year Average Targets		
	2018-2022	2019-2023	Proposed 2020-2024
Number of Fatalities	876	894.2	876.3
Rate of Fatalities (per 100M VMT)	1.076	1.088	1.072
Number of Serious Injuries	2998.2	3348.1	3281.1
Rate of Serious Injuries (per 100M VMT)	3.675	4.068	3.987
Number of Non-Motorized Fatalities and Serious Injuries	344.5	399.5	39

The KHCGCC will contribute to the success of these goals by:

- Conducting a safety analysis.
- Promoting driver education.
- Supporting communities in the updating of their ADA Transition Plans.
- Working with road and transit agencies to identify safety issues.

The Kokomo/Howard County Governmental Coordinating Council agrees to support the 2024 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration at the January 25, 2024, KHCGCC Policy Board meeting. The 2024 safety targets based on a five-year rolling average are:

INDOT’s PM Safety Performance Targets for the Year 2024:

- Number of fatalities – **894.2**
- Rate of fatalities per 100 million miles traveled – **1.072**
- Number of serious injuries – **3348.1**
- Rate of serious injuries per 100 million miles traveled – **4.068**
- Number of non-motorist fatalities and serious injuries – **399.6**

System Performance: Level of Travel Time Reliability

The Federal Highway Administration (FHWA) defines LOTTR as the percentage of person-miles on the

interstate and NHS that are reliable. LOTTR is calculated as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using NPMRDS or equivalent data. Data is collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percentage of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles reflect all users of the NHS. DOTs must establish 2- and 4-year targets with the option to adjust 4-year targets in their mid-performance period progress report.

Reliability Targets and Performance

	Targets		Actual				
	2yr (2019)	4yr (2021)	2017	2018	2019	2020	2021
Interstate Highway Reliable Person-Miles Traveled on Interstate	90.50	92.80	93.80	95.70	93.70	99.40	94.30
Reliable Person-Miles Traveled on Non-Interstate Highways	N/A	89.80			97.00	97.90	96.70
Truck Travel Time Reliability on Interstates	1.27	1.30	1.23	1.21	1.25	1.18	1.26

Future Targets		
	2-yr (2024)	4-yr (2026)
Interstate Highway Reliable Person-Miles Traveled on Interstate Highways	93	93.5
Reliable Person-Miles Traveled on Non-Interstate Highways	93	93.5
Truck Travel Time Reliability on Interstates	1.32	1.3

The KHCGCC will help support these achievements by:

- Assisting in studies
- Sharing resources available from INDOT, first responders, and the Federal Governments.
- Assist in developing plans and/or policies.

	2-Year Target	4-Year Target
State Highway Reliability		
Interstate Highway Reliable Person-Miles Traveled	93.00%	93.50%
Non-Interstate NHS Reliable Person-Miles Traveled	93.00%	93.50%
Interstate Highway Truck Travel Time Reliability Index	1.32%	1.30%

Congestion Mitigation and Air Quality

The main goal of the CMAQ program is to fund transportation projects that reduce regulated emissions associated with carbon monoxide, ozone and particulate matter pollution in nonattainment and maintenance areas, often through congestion mitigation techniques. Numerical air quality models simulate the emissions, chemistry, and physics of the atmosphere. The Community Multiscale Air Quality (CMAQ) model relies on scientific first principles to predict the concentration of airborne gases and particles, and the deposition of these pollutants back to Earth's surface.

How does it work? Numerical air quality models simulate the emissions, chemistry, and physics of the atmosphere. The Community Multiscale Air Quality (CMAQ) model relies on scientific first principles to predict the concentration of airborne gases and particles, and the deposition of these pollutants back to Earth's surface.

The KHCGCC falls into the attainment status- Attainment: Areas are designated as attainment if data shows pollutant concentrations at or below the National Ambient Air Quality Standards (NAAQS) and they are not determined to be contributing significantly to nearby areas that fail to meet the standards.

Freight Reliability

This is the measurement of truck travel time reliability on the Interstate System. The intent of the measure is to consider factors that are unique to the roadway freight industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. State DOTs must establish 2- and 4-year targets with the option to adjust 4-year targets in the mid-performance period progress report. Freight reliability will be assessed by the TTTR Index (Truck Travel Time Reliability Index). Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.); and overnight for all days (8 p.m.-6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate. Needed data is available in the FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent dataset.

Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Policy Board commits that we will support the targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Pavement and Bridge Condition Targets and Performance

The pavement and bridge condition performance measures are applicable to the Interstate and non- Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system and directly support the Indiana Transportation Asset Management Plan (TAMP). There are four measures to assess pavement condition and two measures for assessing bridge condition. Condition of pavement is based on their International Roughness Index (IRI) value and other distress metrics, and bridge condition is based on the National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. INDOT, the MPOs, and FHWA collectively developed 2 and 4-year targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

	2018-2022 Targets		Actual					
	2-yr (2019)	4-yr (2021)	2016	2017	2018	2019	2020	2021
% of Interstate in Good Condition	N/A	50	69.62	73.6	67.3	56.5	70.1	73.2
% of Interstate in Poor Condition	N/A	0.8	0.26	0.4	0.2	0.5	0.3	0.4
% of Pavement on Non-Interstate NHS in Good Condition	78.7	40	40.81	44.3	43.9	44.8	54.2	61
% of Pavement on Non-Interstate NHS in Poor Condition	3.1	3.1	4.22	2.30%	1.9	0.9	0.7	0.4
% of NHS Bridges in Good Condition	48.3	47.2		50	49.7	48	49.9	50.5
% of NHS Bridges in Poor Condition	2.6	3.1		2.3	2	2.6	1.9	2.3

Future Targets		
	2-yr (2024)	4-yr (2026)
% of Interstate in Good Condition	60%	62%
% of Interstate in Poor Condition	1%	1%
% of Pavement on Non-Interstate NHS in Good Condition	50%	48%
% of Pavement on Non-Interstate NHS in Poor Condition	1.50%	1.50%
% of NHS Bridges in Good Condition	49%	47.50%
% of NHS Bridges in Poor Condition	3%	3%

The KHCGCC will help support these achievements by:

- Sharing resources available from INDOT and the Federal Governments.
- Assist in developing plans and/or policies.
- Soliciting public input on road

Transit Asset Management (TAM) and Public Transportation Safety Program

Under the TAM Final Rule, FTA established four performance measures to approximate the State of Good Repair (SGR) for categories of capital assets including rolling stock, equipment, and facilities.

These targets are included in Transit Asset Management Plans which provide an overview of the strategic and systematic practices that transit providers put forth to ensure proper management of public transportation capital assets. TAM plans must be updated in its entirety at least once every four years, however transportation providers must report annually on asset inventory data, conditions assessments and performance results.

In 2016 a final rule was published for the Public Transportation Safety Program, establishing substantive and procedural rules for enforcement of FTA’s safety programs. The Public Transportation Agency Safety Plan (PTASP) Final Rule requires public transportation agencies to develop safety plans based on Safety Management Systems (SMS) principles. SMS is an organizational approach to managing safety and includes four components including a safety management policy, safety risk management, safety assurance, and safety promotion.

The City of Kokomo completed their initial PTASP in March 2019, with the most recent update completed in May 2023. Latest targets were made based upon review of the last five (5) years of safety performance data including vehicle revenue miles (VRM) and major mechanical system failures.

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE TARGETS				
Rolling Stock - Percentage of revenue vehicles that have met or exceeded their useful life benchmark.				
Performance Measure	2022 Target (%)	2022 Performance (%)	2022 Difference	2023 Target (%)
BU - Bus	0.00%	0.00%	0.00%	0.00%
CU - Cutaway	10.00%	3.70%	6.30%	18.00%

Facility - Percentage of facilities rated below 3 on the condition scale.				
Performance Measure	2022 Target (%)	2022 Performance (%)	2022 Difference	2023 Target (%)
Passenger/Parking Facilities	0.00%	0.00%	0.00%	0.00%
Administrative / Maintenance Facilities	0.00%	0.00%	0.00%	0.00%

SAFETY PERFORMANCE TARGETS (based on 2022 data)							
Mode of Transit	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability
Fixed Route Bus (MB/DO)	0	0	0	0	0	0	35,000
Demand Response (DR/DO)	0	0	0	0	0	0	38,000

SAFETY PERFORMANCE MEASURE: FATALITIES (total number of reportable fatalities and rate per total vehicle revenue miles by Customers, employees and the	
	DR/DO: 0 fatalities MB/DO: 0 fatalities
	DR/DO: 365,381 VRM MB/DO: 166,600 VRM
	Rate: DR/DO 0 fatalities per 100k VRM MB/DO 0 fatalities per 100k VRM
SAFETY PERFORMANCE MEASURE: INJURIES (total number of reportable injuries and rate per total vehicle revenue miles by mode.)	
	DR/DO: 0 injury MB/DO: 0 injury
	DR/DO: 365,381 VRM MB/DO: 166,600 VRM
	Rate: DR/DO 0 injuries per 100k VRM MB/DO 0 injuries per 100k VRM
SAFETY PERFORMANCE MEASURE: SAFETY EVENTS (total number of reportable events and rate per total vehicle revenue miles by Customers, employees and the	
	DR/DO: 0 safety event MB/DO: 0 safety event
	DR/DO: 365,381 VRM MB/DO: 166,600 VRM
	Rate: DR/DO 0 safety event per 100k VRM MB/DO 0 safety event per 100k VRM
SAFETY PERFORMANCE MEASURE: SYSTEM RELIABILITY (mean distance between major mechanical failures by mode.)	
	Annual System Reliability
	DR/DO: 33,216.4 VRM Annual Major Mechanical Failures: 11
	MB/DO: 33,320 VRM Annual Major Mechanical Failures: 4

The KHCGCC recognizes that there are additional goals that are not fully addressed by Federal performance measures, including but not limited to those related to economic vitality, active transportation, equity, and quality of life. As part of the Beyond Boundaries plan, the KHCGCC has developed goals.

- Enhance and support a thriving community through a connected and safe transportation system that offers transportation choices and enhances quality of life, health, and mobility for people of all abilities and backgrounds. (Sustainability, Equity, Public Transit, Active Transportation).
 - Objectives:
 - Support and help fund multi-modal options, like bike/ped paths as well as safety enhancements.
 - Pursue solutions that promote social equity and reduce the burden of transportation and housing on limited income households and other disadvantaged groups.
 - Improve connectivity for the workforce and employers by offering mobility options.
- Safe, efficient, sustainable, and equitable *movement of goods and people*.
 - Objectives:
 - Support projects, policies, and plans that contribute to the reduction of serious accidents and fatalities.
 - Aid in identifying projects that contribute to the preservation of pavement and bridges.
 - Assist transit with state of good repair for fleets and facilities.

The KHCGCC is committed to prioritizing safety to minimize the risk of death and/or serious injury that may result in from incidents on the transportation systems in our area. The KHCGCC is preparing to solicit proposals for a safety planning study in the calendar year 2024, that coupled with the projects in our

current TIP that address safety concerns will move us toward the goal of zero.

The KHCGCC uses a Project Implementation, Condition, and Safety (PICS) Metrics tool:

Project Matrix		Transportation Network Project Prioritization										Qualitative				
Severity (SEV): 1-5		Project, Implementation, Condition & Safety (PICS) Metrics										Risk Priority Number (RPN)				
Occurrence (OCC): 1-5												1 - Appeal		Qualitative Risk Priority Number (QRPN)		
Detection (DET): 1-5												3 - Safety		Implementation Action		
System:	Federal Aid Transportation Network	Prepared by: MPO staff					Page <u>1</u> of <u>1</u>									
Responsible:	Kokomo MPO admin & LPA/ERC	Origination Date: <u>1-3-2023</u>					(Rev) <u>3-1-2023</u>									
2	3	4	5	6	7	8	9	10	11	12	SEV	OCC	DET	RPN		
Road Segment/Network Input	Potential Failure Mode	Potential Failure Effect	SEV	Pavement Condition	OCC	Safety Effect	DET	RPN	QRPN	Project Recommendation	Project Built	SEV	OCC	DET	RPN	
What is the road segment/Key Input under investigation?	In what way does the road segment/Key Input negatively impact the Network?	What is the impact of the sub-performance/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 maintained through project area? If so, OCC=5	What is the distress rating of the pavement?	What cause or will cause the Key Input to sub-perform or become unacceptable from a safety perspective? -OR- If Network geometry/rundrill in fatalistic and/or severe injury, DET=5	How often is Safety Effecting?	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? Action prioritized on the basis of: (1) Safety (2) High QRPN (3) Funding & Fit consideration	What is the recalculated RPN based on the project or built?	How Severe is the effect to the Network?	What is the distress rating of pavement?	How often is Safety Effecting?	Risk Priority Number
Alta Rd, from Courtwright to Albright	Capacity and continuity of lanes	Congestion	3	Narrow width	2	Neighborhood, shopping, church	2	12	2	14	Sidewalk and Urbanization					
Center Rd, from Kimberly to Albright	Excessive capacity	High speed traffic; no modal consideration	2	Acceptable	1	Nominal concern; unlikely pedestrian injury	2	4	2	6	Road reconfiguration with separate protected bike lane					
OR100E, from Coakley to CR250S	Pile fatigue; Non-Critical metal cracking	Compromise of structural integrity	3	Increasingly Severe	3	Sub-standard integrity	3	27	3	30	Bridge reconstruction with elevated pedestrian crossing					
Bridge #112 over Walten Rd over Kokomo Creek	Deck overlay brittle fracture	Pathology; pathalo debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	Deck reconstruction					
Bridge #129 Webster St over Kokomo Creek	Deck overlay brittle fracture	Pathology; pathalo debris	2	Increasingly Severe	3	Structural limitations of deck overlay	4	24	2	26	Deck reconstruction					
Bridge #30 CR250S over Little Wildcat Creek	pedestrian inaccessibility	pedestrian safety	1	NA	1	nominal pedestrian concern	1	1	1	2	Construct trail with lighting					

CHAPTER 07

Recommendations/Projects

Putting together a plan for the future is a federally required element for the Metropolitan Planning Organization. The federal requirements for the MPO is outline in [23 CFR § 450.324](#). Long range planning plays a significant role in outlining the existing status and future needs of the MPO planning area’s transportation system. It helps set the direction of planning efforts and programming investments. The plan evaluates demographic, economic, passenger, and freight forecasts to understand how anticipated growth or decline will interact with expected land use to impact the demands on the transportation system. The plan serves two major functions. First, it records the community’s collective vision and goals for the regional transportation system. Second, it is the plan that guides the project prioritization and expenditure of federal transportation funding. Throughout the MTP, recommendations and goals are outlined. In the pages of Chapter 07 you will find a recap of the projects and estimated costs.

Land Use

Communities make decisions about the ways in which they interact with, develop, and care for land. This requires local land use decision-makers to consider and balance the ecological, social, and economic systems that shape how land is used.

Common land use considerations include, but are not limited to, water protection, transportation, housing, land conservation, and the economy.

Municipalities use both **planning** and **zoning** as tools to steward the use of their land.

- Planning creates an opportunity for communities to establish future land use policies that set medium- and long-range goals for how land is used.
- Zoning is a key tool that can be used to transform plans and policies from goals into implemented realities.

A community’s land use decisions ultimately shape the quality of life of its residents. Decisions made by a community can affect how we interact with our environment and the quality of our ecosystems.

Planning for smart land uses and quality of place for growth and development have significant implications for the region’s future quality of place and life. Smart planning remains essential towards focusing new growth and development in communities where infrastructure and urban services are available, including protection of natural areas and open space. Planning and policy tools can advance a plan for smart land use. Local governments play a critical role as they set policies and plans for future development, such as growth strategies, comprehensive plans, and zoning, subdivision, and development controls. Local governments also have the ability to update plans and policies to exemplify the principles of a smart land use framework.

The KHGCC MPO worked closely with the Kokomo/Howard County Plan Commission during the development of the Comprehensive Plan which outlines and addresses the land use goals for the area.

Source: www.Cityofkokomo.org > Plan Commission

Objectives

- Prevent single-family residential and industrial land uses locating next to, or in close proximity to one another.
- Remove barriers to infill development on vacant residential lots.
- Remove barriers to the redevelopment of vacant or under-utilized commercial and industrial buildings.
- Minimize, remove, or prevent the introduction of factors that are known to destabilize existing

residential neighborhoods.

- Allow for a mix of commercial, office, and industrial land uses to provide a diversified tax base.
- Strictly enforce development standards for non-conforming properties located within the SR931 and US31 overlay districts to control future development or redevelopment along these key corridors.
- Preserve the integrity and character of the unique historic and environmental areas of the city.
- Ensure that land uses within the vicinity of rivers, creeks, floodplains, wooded areas, wetlands, and other natural features are developed in such a manner to minimize their impact on the environment.
- Allow for a variety of low, mid, and high intensity land uses to better ensure that there are diverse opportunities to live, work and play.
- Expand upon existing subdivisions and neighborhoods where possible to provide additional housing options before expanding and creating new subdivision developments.
- Adopt a master planned development approach to the redevelopment or reuse of vacant or underutilized retail centers.

All future growth should be intentional and well planned. Failing to properly plan for future growth and redevelopment can encourage sprawl, which in turn can mean inadequate services and diminished capacity in local infrastructure.

The following growth and redevelopment policy objectives help to: ensure that resources and services are used appropriately; produce positive economic impacts; and facilitate the effective transition of one land use to another. More specifically they establish objectives related to:

- Annexation and planned growth,
- Capital improvement projects,
- Operation and maintenance of public infrastructure,
- Neighborhood revitalization,
- Low-impact greenfield development; and
- An increase in land use diversity and intensity, where appropriate.

Use the following goals and objectives to guide decisions on annexation and development opportunities and ensure appropriate resource allocation for capital projects and redevelopment efforts.

Objectives:

- Ensure that all development or redevelopment considers both the character and context of adjacent developments,
- Extend city infrastructure and services only to areas within the current city limits or properties where a voluntary annexation petition exists or has been committed,
- Ensure that all new development is environmentally sensitive to its existing and surrounding environmental features by requiring adequate stormwater management methods and environmentally sensitive land uses,
- Promote and support new business and industry growth on vacant and under-utilized properties within the city's district,
- Encourage growth and development that promotes an increase in residential and employment densities, a mix of uses, improved connectivity, and improvements that are at a pedestrian scale to create an attractive "urban living" environment; and
- Actively pursue funding for the cleanup and reuse of brownfield properties.

The MPA area has several new developments moving forward. The list below is not all inclusive as there are numerous housing developments and businesses currently in the exploration stage. The MPO is working closely with the city and county to ensure the MPO projects or future projects help enhance the economic development taking place.

Hotels:

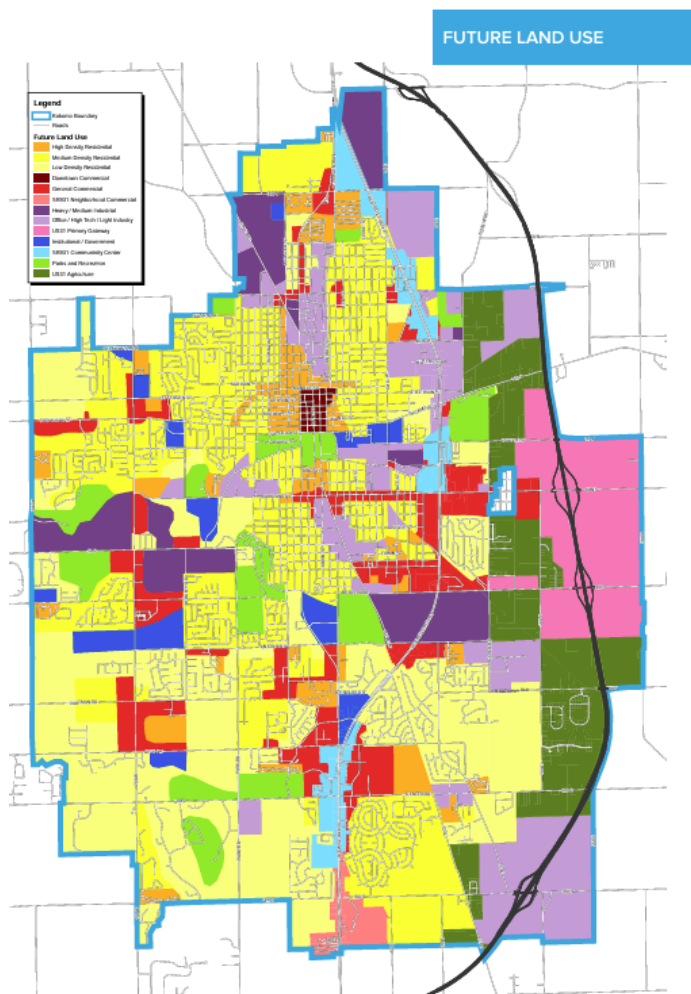
- Home2Suites (Clinton Ave.)
- Fairfield (Cartwright Drive)
- H3 (Cartwright Drive)
- Long term stay (Faith Road)
- TBD flag (Pipeline Way)
- HGI with conference center downtown

Smaller multi-family:

- Tribune Apartments
- 100 W Walnut
- Zion apartments on W Jefferson
- 515 W Sycamore

Commercial

- Several Korean restaurants (6 in total)
- 931/Markland has several restaurants going up/being considered
- Several more commercial



Environment:

Promote an ecologically sound community by ensuring protection of the natural environment to keep and maintain natural features and resources. Also, implement a Low-No Emissions Transit Plan.

Natural environments, like parks, creeks, rivers, and lakes, wetlands, and forests add ecological, aesthetic, health, and quality of life benefits to a community. As new development occurs and the population grows, city leaders are finding it increasingly challenging to protect and preserve these natural assets. It is important to continue to search for innovative ways to preserve and protect natural assets in order to;

- Provide high quality water and air,
- Provide open space and lush vegetation,
- Provide beautiful viewsheds and unique landscapes,
- Provide affordable energy; and
- Provide safety from natural disasters for developments.

Use the following objectives to protect, preserve, and improve these environmentally sensitive areas that contribute to the Kokomo landscape. These objectives and strategies focus on areas such as water, land, air, vegetation, and energy.

Objectives

- Protect and seek to improve the quality of Kokomo’s surface and groundwater resources,
- Minimize impacts to natural environments when greenfield development or redevelopment of existing properties occurs,
- Protect and improve air quality by introducing land use and transportation policies and practices that reduce the number of vehicle miles traveled,
- Maintain an adequate level of open space, particularly around Wildcat Creek,
- Protect and increase the city’s tree canopy by installing and maintaining street trees and encouraging landscaping and tree preservation as part of development.,
- Conserve natural areas such as floodplains, forests, and wetlands within and surrounding the corporate limits. vii. Identify and implement standards that protect scenic view sheds that are special to the community,
- Remove barriers to the use of alternative energy sources, specifically wind and solar energy. ix. Improve water quality, ecology, and biodiversity through public outreach and education about the positive benefits of buffering rivers and streams,
- Explore and promote alternative energy methods for both the public and private users,
- Strategically implement physical measures and improvements required by FEMA to obtain a Letter of Map Revision needed to modify the flood plain boundaries and reduce the number of structures currently within the Wildcat Creek Special Flood Hazard Areas.

Roadways

The 2050 Metropolitan Transportation Plan recommends a program of projects and strategies intended to support increased mode choice, safe connectivity, and addresses deficiencies within the network. All costs assume a local overmatch from general funds where 80% federal funds are unavailable. The MPO is attempting to exchange yearly funds with other MPOs to alleviate some of the financial burden on the LPAs.

Roadway Projects 2025-2030

- Current list of projects as outlined in the 2024 – 2028 TIP. **See Pages 124 – 128 or www.kokomompo.com** .
- Berkley Road, Markland to Sycamore – Road Construction SFY2029 Estimated Cost:

\$7,424,050.00. Federal \$2,027,365.00 Local \$4,724,885.00

- Center Road, Kimberely Drive to Albright – Right-a-way and construction in 2029 – 2031. Estimated Cost: \$4,997,500.00 Federal and Local costs to be determined.
- Zartman Road, Berkley to Park Road – Road Reconstruction 2030 – 2031 Estimated Cost: \$4,065,250.00 Federal and Local costs to be determined.
- Webster Street Bridge – Bridge Rehab PE in SFY 2027 (see TIP). Construction year TBD. Estimated Cost \$1,550,000.00 Federal and Local costs to be determined.
- Bus Transit shelters – locations to be determined.
- Center Road trail lighting – TBD
- County Road 250 South over Kokomo Creek #129- Bridge Rehab. PE SFY 2027 (see TIP). Construction year TBD. Estimated Cost \$1,550,000.00 Federal and Local costs to be determined.
- Goyer Road from Boulevard to Markland – Road Reconstruction, estimated total cost \$7,502,300 Cn in SFY 2026 -Federal and Local cost TBD.

Total Cost SFY 25-30 \$33,582,371.00

Illustrative 2031 to 2050 Years to be determined based on funding availability.

- West Markland, Washington to west of Leeds. Road rehab with lane improvement and possible dedicated turn lanes. \$5,000,000.00
- Boulevard and Park – Intersection Improvement. \$2,500,000.00
- Boulevard and Lafountain - Intersection Improvement. \$2,500,000.00
- Touby Pike, Sycamore to Morgan- Road Reconstruction. \$4,000,000.00
- Home Avenue, Lincoln to Hoffer- Road Reconstruction with possible pedestrian path. \$8,000,000.00
- Rail Corridor pedestrian path sections Phase 1 – 4 Deffenbaugh to West Middleton Estimated Cost \$12,000.00. Federal and Local costs to be determined.
- North Street 3 Phases- Apperson to Washington \$2,500,000.00 Ohio to Apperson \$2,500,000.00 and SR931 to Ohio \$2,000,000.00 = total cost all 3 phases \$7,000,000.00.
- Dixon Road, SR 26 to Alto. \$7,000,000.00
- Morgan Street 2 phases, Phillips to Davis Road \$2,500,000.00 and Davis Road to Washington Street \$2,500,000.00 = total cost 2 phases \$5,000,000.00.
- East Boulevard US 31 to County Road 300 East. \$1,500,000.00
- Lighting on Center Road trail Estimated Cost: \$500,000 to \$1,000,000 per mile
- Morgan and Touby Pike and North of Morgan Street lighting \$500,000 to \$1,000,000 per mile
- Placement of EV charging stations within the area – locations to be determined.
- Signage at multiple overpasses. \$3,000 to 6,000 each
- Bridge #45 Dixon Road – Bridge Replacement. \$3,000,000.00
- Bridge #506 Apperson Way - Bridge Replacement. \$1,500,000.00
- Bridge #51 CR 500E - Bridge Replacement. \$1,500,000.00
- Bridge #36 CR 200W – Bridge Rehab. \$1,000,000.00
- Bridge #60 CR 300S – Bridge Rehab. \$750,000.00
- Bridge #31 CR 500S – Bridge Rehab. \$1,084,000.00
- Bridge #40 CR 300W – Bridge Rehab. \$750,000.00
- Bridge #19 CR 600S – County Funded Project. \$750,000.00
- Bridge #25 CR 775W – County Funded Project. \$1,000,000.00
- Bridge #50 CR600E – County Funded Project. \$1,500,000.00
- Bridge #51 CR500E – County Funded Project within MPA – cost up in MPA funded (\$1,500,000.00)

- Bridge #102 CR1020E – County Funded Project. \$2,000,000.00
- Bridge #513 Deffenbaugh – County Funded Project within MPA. \$1,500,000.00
- Reflective coating on stop signs in County for safety – \$250,000.00 - \$500,000.00.
- Re – paint crosswalks etc. for safety - \$1,500,000.00
- Additional lighting through city for safety - \$2,000,000.00

Total Cost SFY 31-50 \$70,549,625

MPO Revenue / Expenses

Years	Expenses - Estimated	Federal Funds - Estimated	Payback Amount	LPA Match / Overmatch	Balance
2025-2030	\$36,375,867	\$15,773,466	\$3,387,463	\$17,214,938	\$0
2031-2039	\$30,299,625	\$23,737,293	\$0	\$6,562,332	\$0
2040-2050	\$40,250,000	\$29,012,247	\$0	\$11,237,753	\$0
Total	\$106,925,492	\$68,523,006	\$3,387,463	\$35,015,023	\$0

Recently Completed MPO Road Improvement and Community Crossings Projects–

- Washington St. and Markland Ave. intersection, realignment of intersection – DES 1401820 final cost \$4,480,347.00
- West Morgan St. extension, and new road construction – DES 0710025 final cost \$1,181,113.62
- Lincoln Rd., Webster St to Park Rd; road reconstruction with curb and gutter – DES 1401818 final cost \$3,532,987.00
- McCann St. Bridge, bridge reconstruction with pedestrian walk – DES 1401817 final cost \$2,417,449.96
- Carter St. Bridge, bridge reconstruction with pedestrian walk – DES 1401816 final cost \$1,305,955.42
- Lincoln Rd. / Berkley Rd. Intersection Improvement – DES 1900780 final cost \$753,327.04
- Bike/Pedestrian Trail, Center Rd. Dixon to 931 – DES 1901304 – still in CN total spent so far \$3,764,005.
- Judson Rd., road reconstruction from Dixon Road to Phillips – DES 0710021 final cost \$2,069,061.33
- Park Ave. Bridge Replacement #508 with pedestrian sidewalk – DES 1400994 final cost \$ 1,801,559.58
- Lincoln Rd. Bridge #512 - \$1,500,000.
- Co CCMG 2021-2023 was awarded \$2,301,453.14.
 - CR 1250W and SR 22 intersection reconstruct.
 - CR 1250W repaving from SR 22 to CR 200N and
 - CR 160N from CR 1250W to end.
 - Awarded funds to resurface 100 various roads in the county.
- City CCMG 2021-2023 was awarded 1,000,000.00 –
 - Hoffer from 931 to Locke – reconstruction \$2,500,000.00

CHAPTER 08

FINANCIALS

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 the tables below. 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).

Revenue LPA 2025 Base Year Average			
Fund	Kokomo	Howard County	Total
LRS	\$1,043,370	\$821,204	\$1,864,574
MVH	\$4,583,236	\$2,945,051	\$7,528,287
Wheel Tax	\$1,221,492	\$2,088,131	\$3,309,623
CDBG	\$250,000	\$0	\$250,000
CCMG	\$1,500,000	\$1,500,000	\$3,000,000
Cumulative Bridge	\$0	\$1,036,126	\$1,036,126
INDOT Rd	\$250,000	\$0	\$250,000
Total	\$8,848,098	\$8,390,512	\$17,238,610

FY 2025 -1 Year base average Revenues		Federal
STBG		\$1,725,932
TA / Carbon		\$405,917
HSIP / 164 / Protect		\$454,232
		\$2,586,061

Federal Funds Only				
Funding Source	2025-2030	2031-2039	2040-2050	MTP 2050 Total
STBG	\$10,523,257	\$15,835,185	\$19,354,115	\$45,712,557
HSIP	\$2,774,117	\$4,175,793	\$5,103,747	\$12,053,657
TA	\$2,467,092	\$3,726,315	\$4,554,385	\$10,756,792

Subtotals \$15,773,466 \$23,737,293 \$29,012,247 **\$68,523,006**

Note - (STBG/HSIP/TA using no increase after FY 26 (FY 2026 -2050))

YR of Payback	Amount	Yearly Allocation(est)	Total Federal Available
2025	\$285,693	\$2,554,820	\$2,840,513
2026	\$1,000,000	\$2,605,595	\$3,605,595
2027	\$300,000	\$2,605,595	\$2,905,595
2028	\$300,000	\$2,605,595	\$2,905,595
Potential 2029	\$1,501,770	\$2,605,595	\$4,107,365

Federal and Local Funds			
YEARS	FEDERAL FUNDS	LOCAL FUNDS	TOTAL
2025-2030	\$15,773,466	\$3,943,367	\$19,716,833
2031-2039	\$23,737,293	\$5,934,323	\$29,671,616
2039-2050	\$29,012,247	\$7,253,062	\$36,265,309
Subtotals	\$68,523,006	\$17,130,752	\$85,653,758

2% increase 2025–2026 - 3% 2027–2040 4% 2041-2050

LPA Revenue Fund Source	2025-2030	2031-2039	2040-2050	25-year total
City of Kokomo				
CCMG	\$9,000,000	\$13,500,000	\$16,500,000	\$39,000,000
Wheel tax	\$7,428,744	\$11,714,190	\$14,794,535	\$33,937,469
LRS	\$6,350,340	\$10,013,660	\$12,893,340	\$29,257,340
MVH	\$28,967,610	\$55,480,536	\$75,519,088	\$159,967,234
CBDG	\$1,500,000	\$2,250,000	\$2,750,000	\$6,500,000
INDOT Rd	\$1,500,000	\$2,250,000	\$2,750,000	\$6,500,000
City Totals	\$54,746,694	\$95,208,386	\$125,206,963	\$275,162,043
Howard County				
CCMG	\$9,000,000	\$13,500,000	\$16,500,000	\$39,000,000
LRS	\$5,265,156	\$9,628,367	\$15,916,209	\$30,809,732
MVH	\$18,882,218	\$34,529,828	\$57,079,662	\$110,491,707
Wheel Tax	\$13,388,069	\$24,482,701	\$40,471,221	\$78,341,991
Cumulative Bridge	\$6,643,130	\$12,148,262	\$20,885,000	\$39,676,393
County Totals	\$53,178,573	\$94,289,159	\$150,852,092	\$298,319,823

Expenses LPA /Fund Source	2025-2030	2031-2039	2040-2050	25-year total
City of Kokomo				
CCMG	\$9,000,000	\$13,500,000	\$16,500,000	\$39,000,000
Wheel tax	\$6,600,000	\$9,900,000	\$12,100,000	\$28,600,000
LRS	\$5,700,000	\$9,800,000	\$13,200,000	\$28,700,000
MVH	\$22,905,205	\$41,877,145	\$70,058,212	\$134,840,562
CDBG	\$1,500,000	\$2,250,000	\$2,750,000	\$6,500,000
INDOT Rd	\$1,500,000	\$2,250,000	\$2,750,000	\$6,500,000
City Totals	\$47,205,205	\$79,577,145	\$117,358,212	\$244,140,562
Howard County				
CCMG	\$9,000,000	\$13,500,000	\$16,500,000	\$39,000,000
LRS	\$4,161,347	\$8,068,986	\$12,726,971	\$24,957,304
MVH	\$29,193,824	\$55,314,811	\$98,760,154	\$183,268,790
Cumulative Bridge	\$5,348,116	\$10,133,309	\$18,092,210	\$33,573,636
County Totals	\$47,703,288	\$87,017,107	\$146,079,335	\$280,799,730

2024 – 2028 TIP Project Pages: The TIP can be viewed at www.kokomompo.com

Howard County Bridge Inspection														
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source				Project Phase: Year of Funding Total				INFO ONLY 2028
						Federal	State	Local		2024	2025	2026	2027	
								K	HC					
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$14,497		\$11,597		\$2,899		\$14,497			
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$111,522		\$89,218		\$22,304		\$111,522			
2101185	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$13,496		\$10,797		\$2,699		\$13,496			
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$173,146		\$138,516		\$34,629				\$173,146	
2300121	HC	Bridge Inspection Program	Bi-Annual inspection of County bridges at least 20 ft in length.	PE	State \$15,947		\$12,757		\$3,189					\$15,947

MPO Projects for Kokomo and Howard County										MPO Annual Allocation 2024							INFO ONLY
										Carbon Red	Sec 164	Protect	STBG	HSIP	TA	FY24	
										\$194,341	\$76,280	\$71,931	\$1,784,895	\$320,091	\$222,736	\$2,670,274	
										Funding Source			Project Phase: Year of Funding Total				INFO ONLY
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Federal	State	Local		2024	2025	2026	2027	2028			
								K	HC								
1900778	K	Berkley Rd; Markland Ave to Sycamore St	Road reconstruction with added curb and gutter	Total	\$7,453,550												
				PE		\$23,600		\$5,900		\$29,500							
				RW	STBG	\$100,000		\$25,000				\$125,000					
2002563	K	Smith Rd (300N); CR50E to Touby Pike	Road Reconstruction	Total	\$6,813,580												
				CN		\$0		\$5,426,158			\$5,426,158						
				CN	Relinquishment	\$0		\$60,263			\$60,263						
				CE				\$600,000			\$600,000						
2201070	K	Goyer Rd; Markland to Boulevard	Road Reconstruction	Total	\$7,520,200												
				PE		\$14,320		\$3,580		\$17,900							
				RW	STBG / HSIP / protect	\$40,000		\$10,000		\$50,000							
				CN		\$3,605,595		\$2,264,805			\$5,870,400						
				CE		\$0		\$733,800			\$733,800						
2300583	K	Alto Road - from Cartwright to Albright	Road Reconstruction / sidewalks	Total	\$4,997,550												
				PE	STBG / HSIP	\$420,000		\$105,000		\$525,000							
				RW		\$360,000		\$90,000			\$450,000						
				CN		\$2,905,595		\$1,116,955			\$4,022,550			\$4,022,550			
				CE		\$0		\$446,950			\$446,950			\$446,950			
2300584	K	Center Road - from Kimberly Dr to Albright	Road Reconstruction / sidewalks	Total	\$4,997,550												
				PE	STBG / HSIP	\$280,000		\$70,000		\$350,000							
2300588	K	Zartman - from S. Berkley Rd to S. Park Rd	Road Reconstruction	Total	\$4,065,625												
				PE	STBG / TA	\$240,000		\$60,000		\$300,000							

										Funding Source			Project Phase: Year of Funding Total				INFO ONLY
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Federal	State	Local		2024	2025	2026	2027	2028			
								K	HC								
1902780	HC	CR 300 East; 0.7 miles N of CR 50 N over Wildcat Creek - 56	Bridge Reconstruction	RW	State STBG, \$2,446,300		\$92,000		\$23,000	\$115,000							
				CN	State STBG		\$1,593,600		\$398,400		\$1,992,000						
				CE	State STBG		\$336,000		\$84,000		\$420,000						
2300006	HC	CR550N Over S Fork Deer Creek near Cassville - 46	Bridge Replacement	PE	State STBG \$2,562,150		\$390,120		\$97,530	\$487,650							
				RW			\$45,600		\$11,400		\$57,000						
				UT			\$20,800		\$5,200		\$26,000			\$26,000			
				CN			\$1,352,000		\$338,000		\$1,690,000			\$1,690,000			
				CE			\$203,200		\$50,800		\$254,000			\$254,000			
				in lieu			\$0		\$47,500		\$47,500			\$47,500			
2300585	HC	Izaak Walton Road over Kokomo Creek - 71	Bridge Replacement	Total	\$2,459,375												
				PE	STBG	\$280,000			\$70,000		\$350,000						
2300587	HC	Webster St over Kokomo Creek - 129	Bridge Rehabilitation	Total	\$1,550,000												
				PE	STBG	\$160,000			\$40,000		\$200,000						
2300586	HC	CR250S over little Wilcat Creek - 30	Bridge Rehabilitation	Total	\$1,550,000												
				PE	STBG	\$160,000			\$40,000		\$200,000						

Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Year of Funding Total				INFO ONLY
						Federal	State	Local		2024	2025	2026	2027	
								K	HC					2028
KOKO-24-100	K/HC	2024 Transfer		NA	STBG	\$0		\$0	\$0	\$0				
KOKO-25-100	K/HC	2025 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500		\$15,000			
KOKO-26-100	K/HC	2026 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500			\$15,000		
KOKO-27-100	K/HC	2027 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500				\$15,000	
KOKO-28-100	K/HC	2028 Transfer		NA	STBG	\$12,000		\$1,500	\$1,500					\$15,000
Entity funding by year:						Federal	FY	Local Match		Potential Additional	Loan Amt	Loan Amt	Flex FTA	
								K	HC	Local Match	Back	Given		
						\$2,755,229	2024	\$0	\$0	\$0		\$1,600,000	\$1,155,229	
In the Fiscal years when not all of the allocation is being spent, KHGCC will be trying to trade funds to help offset rising cost of projects. This will help with the huge local matches above the required 20%.						\$1,017,920	2025	\$254,480	\$0	\$0	\$285,693	\$1,501,770	\$0	
						\$3,605,595	2026	\$901,399	\$0	\$8,183,627	\$1,000,000	\$0	\$0	
						\$1,060,000	2027	\$115,000	\$150,000	\$0	\$300,000	??	\$0	
						\$2,905,595	2028	\$726,399	\$0	\$837,506	\$300,000	\$0	\$0	

Local Transit Projects, Operations														Illustrative
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Transit Allocation Est.				INFO
						Federal	State	City of Kokomo	Total Cost	Project Phase: Year of Funding Total				
										2024	2025	2026	2027	
										2028				
KOKO-24-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2024	N/A	5307 (50/50) IN-2021-044 \$711,985.00 & 2023 Sec 5307 funds \$475,150.00	\$1,187,135		\$1,187,135	\$2,374,270	\$2,374,270				
KOKO-25-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2025	N/A	5307 (50/50) 2023 & 2024 Sec 5307 funds	\$1,103,135		\$1,103,135	\$2,206,270	\$2,206,270				
KOKO-26-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2026	N/A	5307 (50/50) 2024 & beyond Sec 5307 funds	\$1,150,000		\$1,150,000	\$2,300,000		\$2,300,000			
KOKO-27-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2027	N/A	5308 (50/50) 2025 & beyond Sec 5307 funds	\$1,167,135		\$1,167,135	\$2,334,270			\$2,334,270		
KOKO-28-001	K	Spirit of Kokomo/City-Line Trolley; ITS supported public transit	Operating Expenses (limited to Urban Area; CR 500E, 500W, 500S & 600N) - FFY 2028	N/A	5309 (50/50) 2026 & beyond Sec 5307 funds	\$1,150,000		\$1,150,000	\$2,300,000					\$2,300,000

Local Transit Projects, Capital Purchase														Illustrative
Des #	LPA	Project Name (limits/ITS)	Project Description	Phase	Funding Category	Funding Source				Project Phase: Year of Funding Total				ONLY
						Federal	State	City of Kokomo	Total Cost	Project Phase: Year of Funding Total				
										2024	2025	2026	2027	
										2028				
KOKO-20-004.1	K	Transit Bus Storage and Maintenance Facility	Phase 2 maintenance area: A&E, Construction and Equipment - FFY 2024	N/A	5307 (80/20) STBG Flex to FTA IN-2020-036-00 & 2023 Sec 5307 funds \$297,266.00	\$1,612,384		\$403,090	\$2,015,474	\$2,015,474				
KOKO-20-004.5	K	Transit Bus Storage and Maintenance Facility	Phase 2 maintenance area: A&E, Construction and Equipment - FFY 2024	N/A	5307 (80/20) IN-2021-044	\$353,453		\$88,364	\$441,817	\$441,817				
TBD- KOKO-20-004.6	K	Transit Bus Storage and Maintenance Facility	Phases 3 & 4 (trolley storage and wash bay) - A&E, Construction, and Equipment - FFY 2025	N/A	5307 (80/20) Flex 24 funds from STBG to FTA IN-2020-036	\$837,996		\$209,499	\$1,047,495					
KOKO-22-005	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase of Shop Equip. lifts/stands for maintenance of transit vehicles w/amend - FFY 2024	N/A	5308 (80/20) IN-2019-010-00 and Amend IN-2021-044	\$58,400		\$14,600	\$73,000	\$73,000				
KOKO-23-004	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled transit service	Capital purchase of 4- rolling stock below 30' with FFY2022 5307 funds. Supply chain delay, ETA CY2024	N/A	FTA 5307 IN-2021-044	\$431,818		\$107,954	\$539,772	\$539,772				
KOKO-24-002	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase of Bus Support Equipment: computers/monitors, public access live AVL equipment - FFY 2024	N/A	5307 (80/20) To be written with 2023 Sec 5307 funds	\$12,000		\$3,000	\$15,000	\$15,000				
KOKO-24-003	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase for Resurfacing Transit Parking Lot FFY 2024	N/A	5307 (80/20) To be written with 2023 Sec 5307 funds	\$32,000		\$8,000	\$40,000	\$40,000				

KOKO-25-003	K	Spirit of Kokomo/City Line Trolley; ITS supported public transit	Capital purchase- Bus Stop Shelters /Benches for fixed route bus service. - FFY 2025	N/A	5309 (80/20) To be written with 2024 Sec 5307 funds	\$106,400	\$26,600	\$133,000	\$133,000				
KOKO-25-002	K	Spirit of Kokomo (SOK) ITS supported elderly and disabled	Capital purchase of 2-Rolling Stock below 30' - FFY 2025	N/A	5310 (80/20) To be written with 2023 Sec 5307 funds	\$128,000	\$32,000	\$160,000	\$160,000				
KOKO-25-004	K	Transit Bus Storage and Maintenance Facility	Begin Phase 3 A&E for bus storage facility and maint. area - FFY 2025	N/A	5307 (80/20) STBG Flex to FTA IN-2020-036-00 & TBD	\$81,135	\$20,283	\$101,418	\$101,418				
KOKO-26-002	K	Transit Bus Storage and Maintenance Facility	Phase 3 of bus storage facility and maint area - Construction FFY 2026	N/A	5308 (80/20) STBG Flex to FTA IN-2020-036-00 & TBD	\$1,600,000	\$400,000	\$2,000,000	\$2,000,000				
KOKO-26-003	K	Spirit of Kokomo (SOK); ITS supported elderly and disabled	Capital purchase of 2-rolling stock below 30' - FFY 2026	N/A	5307 (80/20) To be written with 2025 Sec 5307 funds	\$128,000	\$32,000	\$160,000	\$160,000				
TBD - KOKO-26-004	K	Transit - Fixed Route Bus Stop Connectivity	Safety/Security-Cameras/lighting and benches/shelters along transit connectivity bus routes	N/A	5307 (80/20) Flex 24 funds from STBG to FTA IN-2020-036	\$317,223	\$79,306		\$396,529				
KOKO-27-002	K	Spirit of Kokomo (SOK) ITS supported elderly and disabled	Capital purchase of 2-Rolling Stock below 30' - FFY 2027	N/A	5307 (80/20) To be written with 2027 Sec 5307 funds	\$128,000	\$32,000	\$160,000	\$160,000				
KOKO-28-002	K	Spirit of Kokomo (SOK) ITS supported elderly and disabled	Capital purchase of 2-Rolling Stock below 30' - FFY 2028	N/A	5308 (80/20) To be written with 2026 Sec 5307 funds	\$128,000	\$32,000	\$160,000	\$160,000				\$160,000

MPA State Projects														
Des #	Sponsor	Project Name (limits/ITS)	Project Description	Phase	Funding Type & Total Cost	Funding Source				Project Phase: Year of Funding Total				INFO ONLY
						Federal	State	Local		2024	2025	2026	2027	
								K	HC					
1700270	INDOT	931 from US 31N to US 31S termini	Median Construct	CN	NHPP \$3,219,126		\$3,063,126				\$3,063,126			
				PE		\$39,200	\$9,800			\$49,000				
1902737	INDOT	Small Structure Pipes US 31, SR 32, SR 13, SR 9	Small Structures & Drains Construction	CN	STBG \$1,588,990	\$806,400	\$201,600			\$1,008,000				
2002338	INDOT	Small Pipes - SR1, SR26, SR67, US27, US35, US36	Small Structures & Drains Construction	CN	STBG \$2,201,309	\$1,056,000	\$264,000			\$1,320,000				
2101108	INDOT	Traffic Signal Modernization in Greenfield District.	Traffic Signals Modernization	CN	STBG \$3,897,100	\$2,307,200	\$576,800			\$2,884,000				
2101289	INDOT	Traffic Signal Modernizations in the Greenfield District.	Traffic Signals Modernization	CN	STBG \$2,633,937	\$1,772,000	\$443,000			\$115,000	\$2,100,000			
2200145	INDOT	Noise Barrier Repair at various locations in the Greenfield District	Noise Abatement	CN	STBG \$750,000	\$600,000	\$150,000			\$750,000				
2200933	INDOT	IDIQ - Locations throughout the Greenfield District	Pavement Patching	CN	STBG \$4,000,000	\$800,000	\$200,000			\$1,000,000				
				CN	STBG \$4,000,000	\$800,000	\$200,000			\$1,000,000				

2200995	INDOT	District Wide Pedestrian Crossings	Bike Pedestrian Facilities	CN	STBG \$883,125	\$706,400	\$176,600						\$883,000	
2201135	INDOT	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 25	ITS Devices Maintenance Contracts	CN	STBG \$418,616	\$335,200	\$83,800				\$419,000			
2201210	INDOT	Signs, Lighting, Signals And Markings - within Greenfield District	Signs, Lighting, Signals And Markings	CN	STBG \$1,423,000	\$1,138,400	\$284,600						\$1,423,000	
1800910	INDOT	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 24	ITS Devices Maintenance Contracts	CN	STBG \$423,168	\$338,400	\$84,600			\$423,000				
1801113	INDOT	Software License for Statewide ATMS for FY 24	Software License for Statewide ATMS - FY 24	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000				
1801115	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations Contract for FY 24	PE	NHPP \$1,800,000	\$1,620,000	\$180,000			\$1,800,000				
1801117	INDOT	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 24	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000			\$500,000				
1801118	INDOT	Statewide INRIX Traffic Data for FY 24	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000			\$500,000				
1801227	INDOT	Statewide Cell Service for Communications for Signals and ITS Devices for FY 24	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000			\$1,250,000				
1801233	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 24	ITS Program Equipment	CN	STBG \$350,000	\$280,000	\$70,000			\$350,000				
2002554	INDOT	Software License for Statewide ATMS for FY 25	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000				
2001931 - bridge	INDOT	Small Structure Replacement	US 31, 1.5 Mi. South of SR 218	CN	NHPP \$168,734	\$151,861	\$16,873				\$168,734			
2001930	INDOT	SR 931 S junct to SR 931 N junct	Concrete Pavement Restoration (CPR)	CN	NHPP \$10,426,427	\$9,383,784	\$1,042,643				\$10,426,427			
2001928	INDOT	US 31 S junct Ramps to Markland Avenue (Old SR 22)	HMA Overlay, Preventive Maintenance	CN	NHPP \$6,847,535	\$5,178,108	\$1,294,527				\$6,472,635			
2002554	INDOT	Software License Statewide ATMS - FY 25	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000			\$800,000				
2002555	INDOT	Statewide TMC Dispatcher Operations Contract FY 25	ITS Program Contracted Services	PE	NHPP \$1,500,000	\$1,350,000	\$150,000			\$1,500,000				
2002556	INDOT	Statewide O&M fee -CARS (Condition Acquisition & Reporting System) for FY 25	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000			\$500,000				

State Projects Cont.

2002557	INDOT	Statewide INRIX Traffic Data for FY 25	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000					\$500,000		
2002952	INDOT	Software License for Statewide ATMS for FY 26	ITS Program Contracted Services	PE	NHPP \$800,000	\$720,000	\$80,000					\$800,000		
2002953	INDOT	Statewide TMC Dispatcher Operations Contract - FY 26	ITS Program Contracted Services	PE	NHPP \$1,500,000	\$1,350,000	\$150,000					\$1,500,000		
2002955	INDOT	Statewide O&M fee CARS (Condition Acquisition & Reporting System) for FY 26	ITS Program Contracted Services	PE	STBG \$500,000	\$400,000	\$100,000					\$500,000		
2002956	INDOT	Statewide INRIX Traffic Data for FY 26	ITS Program Contracted Services	PE	NHPP \$500,000	\$450,000	\$50,000					\$500,000		
2101120	INDOT	Statewide Cell Service - Communications for Signals / ITS Devices FY 25	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000				\$1,250,000			
2101121	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 25	ITS Program Equipment	CN	STBG \$350,000	\$280,000	\$70,000				\$350,000			
2201179	INDOT	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	ITS Operations And Maintenance Contracts	PE	STBG \$1,250,000	\$1,000,000	\$250,000					\$1,250,000		
2201180	INDOT	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	ITS Program Equipment	CN	STBG \$350,000	\$280,000	\$70,000					\$350,000		
2201205	INDOT	small purchase contract for NEPA support (manuals, training, and document review)	Other Type Project (Miscellaneous)	PE	STBG \$250,000	\$100,000	\$25,000			\$125,000				
2100209 / 2100210	INDOT	SR 26 - 9.6 mi W SR 931 (Clinton / Howard Co Line to 7.79 mi W of SR 931 (Russiaville	HMA Overlay, Preventive Maintenance	CN	NHPP \$1,099,558	\$2,342,219	\$585,555					\$1,463,774	\$1,464,000	
				RW		\$32,000	\$8,000			\$40,000				
2001866 / 2200489	INDOT	US 35 - SR 13 to SR 213	HMA Overlay, Minor Structural	CN	NHPP \$6,713,188	\$4,768,000	\$1,192,000						\$5,960,000	
				CN		\$56,800	\$14,200						\$71,000	
2200583 / 2200560 / 2200582 / 2200585	INDOT	SR 26 - over M Fork Wildcat Creek	Bridge Replacement	CN	STBG \$3,394,500	\$4,489,395	\$1,122,349						\$5,611,744	
2003085	INDOT	SR 26 @ SR931	Intersection Improvement	CN	NHPP \$1,269,740	\$759,200	\$189,800					\$949,000		
2100113	INDOT	US 31 Tipton / Hamilton Co line to US 30 - excluding 931 junctions in Kokomo	PEL Study on the US 30 & US 31 Corridors	PE	STBG \$17,609,929	\$5,410,473	\$1,352,618				\$6,763,091			
2300274	INDOT	Various locations - Greenfield District	National Electric Vehicle Infrastructure (NEVI) Program	CN	STBG \$63,647,090	\$50,917,671	\$12,729,417			\$21,215,670	\$21,215,688	\$21,215,732		
2301312	INDOT	Various locations - Greenfield District	Raised Pavement Markings, Refurbished	PE	HSIP \$738,228	\$117,000	\$13,000			\$130,000				
				CN		\$547,405	\$60,823				\$608,228			
1801331	INDOT	US35 from SR19 to US31 S Junct	HMA Overlay PM	CN	NHPP \$1,846,150	\$1,661,535	\$184,615				\$1,846,150			
2300743	INDOT	SR 26 bridge over W Fork Ltl Wildcat Cr, 1.49 mi W of SR 931	Scour Protection	PE	STBG	\$120,000	\$30,000			\$150,000				

Transit

Based on the FY2022 annual allocation for these programs and assuming the allocation slightly increases, The City of Kokomo is anticipated to receive \$70.8 million in Federal Transit Administration funds for 2024 through 2050. These funds will be used towards capital projects and operating expenses.

*Below transit information is repeat information from pages 39 - 41

Public Transit - Capital Projects

CAP PROJECTS									
SFY	REVENUE			EXPENDITURE			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	4,746,132	1,186,527	5,932,659	4,746,132	1,186,527	5,932,659	0	0	0
2029-2040 CAP	3,175,656	793,914	3,969,570	3,175,656	793,914	3,969,570	0	0	0
2041-2050 CAP	1,359,840	339,960	1,699,800	1,359,840	339,960	1,699,800	0	0	0

OPERATING									
SFY	REVENUE			EXPENDITURE			BALANCE		
	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL	FEDERAL	CITY OF KOKOMO	TOTAL
2024-2028 CAP	5,757,405	5,757,405	11,514,810	5,757,405	5,757,405	11,514,810	0	0	0
2029-2040 CAP	18,836,083	18,836,083	37,672,167	16,810,459	16,810,459	33,620,918	2,025,624	2,025,624	4,051,249
2041-2050 CAP	36,929,983	36,929,983	73,859,966	20,472,934	20,472,934	40,945,868	16,457,049	16,457,049	32,914,097

2024-2028 AVG. ALLOCATION	\$1,151,481								
2029-2040 ALLOCATION:	\$22,011,739	2029-2040 CAP NEEDS:	\$3,175,656	REMAINING FOR OPERATING:	\$18,836,083	LOCAL FOR CAP:	\$793,914	LOCAL FOR OPERATING:	\$18,836,083
2041-2050 ALLOCATION:	\$38,289,823	2041-2050 CAP NEEDS:	\$1,359,840	REMAINING FOR OPERATING:	\$36,929,983	LOCAL FOR CAP:	\$339,960	LOCAL FOR OPERATING:	\$36,929,983
TOTAL MTP ALLOCATION:	\$60,301,562								

ANNUAL OPERATING					
YEAR	AMOUNT	INCREASE	FEDERAL	LOCAL	
2024	\$2,374,220	FROM TIP	\$1,187,135	\$1,187,135	2024-2028 FEDERAL TOTAL: \$5,757,405
2025	\$2,206,270	FROM TIP	\$1,103,135	\$1,103,135	
2026	\$2,300,000	FROM TIP	\$1,150,000	\$1,150,000	
2027	\$2,334,270	FROM TIP	\$1,167,135	\$1,167,135	
2028	\$2,300,000	FROM TIP	\$1,150,000	\$1,150,000	
2029	\$2,369,000	3%	\$1,184,500	\$1,184,500	2029-2040 FEDERAL TOTAL: \$16,810,459
2030	\$2,440,070	3%	\$1,220,035	\$1,220,035	
2031	\$2,513,272	3%	\$1,256,636	\$1,256,636	
2032	\$2,588,670	3%	\$1,294,335	\$1,294,335	
2033	\$2,666,330	3%	\$1,333,165	\$1,333,165	
2034	\$2,746,320	3%	\$1,373,160	\$1,373,160	
2035	\$2,828,710	3%	\$1,414,355	\$1,414,355	
2036	\$2,913,571	3%	\$1,456,786	\$1,456,786	
2037	\$3,000,978	3%	\$1,500,489	\$1,500,489	
2038	\$3,091,008	3%	\$1,545,504	\$1,545,504	
2039	\$3,183,738	3%	\$1,591,869	\$1,591,869	
2040	\$3,279,250	3%	\$1,639,625	\$1,639,625	
2041	\$3,410,420	4%	\$1,705,210	\$1,705,210	2041-2050 FEDERAL TOTAL: \$20,472,934
2042	\$3,546,837	4%	\$1,773,418	\$1,773,418	
2043	\$3,688,710	4%	\$1,844,355	\$1,844,355	
2044	\$3,836,259	4%	\$1,918,129	\$1,918,129	
2045	\$3,989,709	4%	\$1,994,855	\$1,994,855	
2046	\$4,149,297	4%	\$2,074,649	\$2,074,649	
2047	\$4,315,269	4%	\$2,157,635	\$2,157,635	
2048	\$4,487,880	4%	\$2,243,940	\$2,243,940	
2049	\$4,667,395	4%	\$2,333,698	\$2,333,698	
2050	\$4,854,091	4%	\$2,427,046	\$2,427,046	

FEDERAL FUNDING PREDICTION		
2024	\$1,187,135	2024-2028 FED FUNDING TOTAL:
2025	\$1,103,135	
2026	\$1,150,000	\$5,757,405
2027	\$1,167,135	AVERAGE:
2028	\$1,150,000	\$1,151,481
2029	\$1,230,500	2029-2040 FED FUNDING TOTAL:
2030	\$1,316,635	
2031	\$1,408,799	\$22,011,739
2032	\$1,507,415	
2033	\$1,612,934	
2034	\$1,725,840	
2035	\$1,846,649	
2036	\$1,975,914	
2037	\$2,114,228	
2038	\$2,262,224	
2039	\$2,420,580	
2040	\$2,590,020	
2041	\$2,771,322	2041-2050 FED FUNDING TOTAL:
2042	\$2,965,314	
2043	\$3,172,886	\$38,289,823
2044	\$3,394,988	
2045	\$3,632,637	
2046	\$3,886,922	
2047	\$4,159,007	
2048	\$4,450,137	
2049	\$4,761,647	
2050	\$5,094,962	

ROLLING STOCK 2029-2040			COMPUTERS 2029-2040		
	FEDERAL	LOCAL		FEDERAL	LOCAL
	\$3,694,000.00	\$923,500.00		\$28,800.00	\$7,200.00
TOTAL:	\$4,617,500.00		TOTAL:	\$36,000.00	
ROLLING STOCK 2041-2050			COMPUTERS 2041-2050		
	FEDERAL	LOCAL		FEDERAL	LOCAL
	\$1,696,800.00	\$424,200.00		\$55,200.00	\$13,800.00
TOTAL:	\$2,121,000.00		TOTAL:	\$69,000.00	

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2050 PLAN

ADVERTISEMENTS & AMENDMENTS

BEYOND BOUNDARIES A 2050 PLAN

Modification/Amendment Table

Date	Resolution Number	Project/Document Name	Amendment Number	Notes
3/14/2024	2024-12	MTP 2025-2050 Adoption	2024-12	



RESOLUTION 2024-12

RESOLUTION FOR ADOPTION OF THE 2025-2050 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 2025-2050 MTP be adopted as indicted below.

With this Resolution, the KHCGCC controlled document titled Metropolitan Transportation Plan 2025-2050 will be forwarded to INDOT & FHWA for approval as a "living document" where Amendments are both necessary and expected to maintain compliance.

Adopted this 14th day of March, 2024



Presiding Chairman, KHCGCC Policy Board



Attest: KHCGCC Policy Board Member

Media Advertisements

Public Input Request Notice

For:

2025 - 2050 MTP

A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local governments and governmental transportation authorities. Congress created MPOs to ensure that existing and future expenditures of federal funds for transportation projects and programs are based on a Continuing, Cooperative, and Comprehensive ("3 C") planning process.

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) Metropolitan Planning Organization (MPO) is in the process of developing the 2025 - 2050 Metropolitan Transportation Plan (MTP) and is requesting public input.

Meetings will be held:

Monday December 4, 2023,

9am - 4pm

Thursday December 28,

2023, 12pm - 6pm

Wednesday January 10,

2024, 9am - 4pm.

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

If you cannot attend a meeting in person, comments will be accepted until January 17, 2024, by calling the KHCGCC office at 765-456-2338; or by email: tcorn@kokomompo.com.

Tammy Corn, Executive Director

KHCGCC, MPO

765-456-2338

K-945 11/30 12/2,23 1/4,6 hspaxlp

SOCIAL MEDIA POSTS:

June 27, 2023

July 01, 2023

December 7, 2023

January 10, 2024

Start: 11/30/2023 Stop: 01/06/2024 219 E SYCAMORE Times Ord: 5 Times Run: Class: 105 PUBLIC NOTICES Rate: LGOVT Cost: 60.57 Contact: Ad Descript: PUBLIC INPUT REQUEST

Public Input Request Notice:

2020 to 2045 MTP Amendment and New 2024 to 2028 TIP

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

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

Public input is requested and meetings will be held:

Tuesday April 4, 2023, 2- 4pm,

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

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

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

If you cannot attend, comments will be accepted until May 9, 2023 by calling the KHCGCC office at 765-456-2338; or by email: tcorn@kokomompo.com.

Tammy Corn, Executive Director

KHCGCC, MPO

765-456-2338

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR#: ER-26223

Request Received: January 18, 2024

Requestor:

Tammy Corn
Kokomo-Howard County Governmental Coordinating Council
120 East Mulberry Street, #116
Kokomo, IN 46901

Project:

Kokomo and Howard County Governmental Coordinating Council (KHCGCC) 2050 Metropolitan Transportation Plan

County/Site Info: Howard County

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment:

This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. To determine if a permit will be required, the Indiana Floodplain Information Portal (INFIP) is a mapping application developed by the DNR, Division of Water to generate a Floodplain Analysis and Regulatory Assessment (FARA) that provides floodplain information. The portal is on the Division of Water's webpage at infip.dnr.in.gov.

Natural Heritage Database:

The Natural Heritage Program's data have been checked. The State endangered Clubshell (*Pleurobema clava*) and Rayed Bean (*Villosa fabalis*), and the State special concern Wavyrayed Lampmussel (*Lampsilis fasciola*), Purple Lilliput (*Toxolasma lividus*), Kidneyshell (*Ptychobranhus fasciolaris*), and Peregrine Falcon (*Falco peregrinus*) have been documented within .5 mile of the project area.

Fish and Wildlife Comments:

Due to the large scale and scope of the proposed 2050 Metropolitan Transportation Plan (MTP) for Kokomo and Howard County, the following recommendations should be considered generalized at this stage. The recommendations below cover a wide variety of environmental concerns as they relate to large transportation projects and potential impacts to fish, wildlife, and botanical resources. Specific concerns can be addressed as site specific projects are further developed in the years to come. The recommendations should be considered general guiding principles or concepts to consider in the development of transportation projects within the proposed planning area.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Heritage Species

The Division of Fish and Wildlife does not anticipate any significant effects to the above-listed species due to this project.

B) Expanding Existing Transportation Corridors/Adding Additional Transportation Corridors

The proposed MTP should be further reviewed to ensure that any impacts to fish, wildlife, and botanical resources are reduced to the greatest possible. Adding capacity to existing transportation corridors or adding new transportation corridors can negatively impact existing habitat for fish, wildlife, and botanical resources.

When expanding an existing corridor or designing a new corridor, place transportation infrastructure in or adjacent to existing rights-of-way where possible to minimize significant impacts to natural resource habitat. Utilize previously disturbed or degraded areas over undisturbed areas. Align roadways or trails along or near existing man-made edges rather than routing a transportation corridor through previously undisturbed areas. When designing or constructing a transportation corridor, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the corridor's width, reduce the size of the corridor to help avoid those impacts (reduce median widths or bridge widths for example). Do not focus only on the direct impact of the corridor itself; also consider the corridors impact to the surrounding habitat. Transportation corridors can fragment larger habitat areas and reduce the overall usefulness of important habitat for fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Transportation corridors can cause significant fragmentation impacts to upland forested areas, forested riparian corridors along waterways, and wetland areas.

Transportation corridors should avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing a stream altogether. Where stream crossings are unavoidable, please review the stream crossing design guidelines below. Roadways and trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. The distance proposed between a waterway and a transportation corridor should consider the mapping available from Indiana's Fluvial Erosion Hazard Program (<https://feh.iupui.edu/>) to avoid placing infrastructure in areas prone to erosion.

Avoid elements identified in the Natural Heritage Database; transportation corridors may negatively impact sensitive species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered because of roadway and trail construction. Rare and high-quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by routing the transportation corridor around the habitat and screening it from the trail or roadway with a buffer of native vegetation, an earthen embankment, and/or fencing. Buffers can help reduce the impact of noise, line of site disturbances, and contamination from road salt and vehicle fluids associated with trails and roadways. Fencing and noise walls can create wildlife movement barriers and potential impacts must be considered. Wetlands, nature preserves, fish and wildlife areas, and karst features are examples of more sensitive areas to avoid.

Transportation corridor lighting should only be used when necessary. Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many organisms including amphibians, birds, mammals, insects, and plants (<https://www.darksky.org/light-pollution/wildlife/>). A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed."

The International Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.
- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

Wildlife movement across the landscape should be a consideration for all transportation corridor projects (see the section below on stream crossing design). Maintaining or improving fish and wildlife passage at existing and proposed stream crossing structures is a priority for the Division of Fish and Wildlife (DFW) to reduce wildlife mortality and improve vehicle safety along roadways. Even small roadside drainage structures can provide wildlife passage opportunities under a roadway if designed and constructed to do so. Additionally, any proposed landscaping along a transportation corridor should consider the use of native trees, shrubs, grasses, and wildflowers to offset impacts to these resources as a result of the proposed project and to help funnel wildlife to stream crossing structures.

It is also important to note that there are many studies which indicate that building new roadways or widening existing roadways creates or induces more traffic and congestion. It is understood that adding some level of increased capacity may be required as part of the proposed MTP. The Division of Fish and Wildlife recommends at a minimum considering the potential negative impacts of increasing capacity into the planning process. It appears that pedestrian and public transportation facilities are being considered for inclusion. Including these types of transportation alternatives is recommended for inclusion in a project of this type to potentially offset some of the negative impacts of induced demand / traffic. The following is a link to a Federal Highway Administration Office of Planning webpage that discusses the basics of induced travel - <https://www.fhwa.dot.gov/planning/itfaq.cfm>.

C) Stream Crossing Design

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the OHWM. Bank lines must be maintained or restored within structures to allow for wildlife passage above the ordinary high-water mark (OHWM). All wildlife passage designs must include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure if maintaining or restoring banklines is not possible. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process.

The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

- <https://www.fs.usda.gov/wildlifecrossings/library/index.php>
- https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/
- <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>
- <https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>

D) Streambank Stabilization

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources:

- Geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles)
- Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <https://directives.sc.egov.usda.gov/17553.wba>

E) Riparian Habitat

The Division of Fish and Wildlife recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <https://www.in.gov/nrc/files/IB-17.pdf>.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If impacts to forested wetland are below 0.10 acre they should be combined with non-wetland forested impacts. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

F) Street Trees

The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater.

Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

G) Wetlands

Due to the presence or potential presence of wetlands on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program.

H) Drainage and Stormwater Management

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

I) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

J) Alternative Energy Infrastructure

Both wind and solar energy infrastructure were mentioned as part of the proposed MTP. The Division of Fish and Wildlife supports wind and solar energy projects as a source of alternative energy, but only when all the impacts, both positive and negative, are fully evaluated and the project is sited such that negative impacts to fish, wildlife, and botanical resources are reduced to the greatest extent possible and unavoidable impacts are properly mitigated. Wind and solar generated electrical energy is renewable, produces no emissions, and is considered to be generally environmentally friendly technology. However, wind and solar energy facilities can adversely impact wildlife, especially birds and bats, and their habitats. As more facilities with larger turbines or larger solar arrays are built, the cumulative effects of this rapidly growing industry may initiate or contribute to the decline of some wildlife populations. The potential harm to these populations from an additional source of mortality makes careful evaluation of proposed facilities essential. Due to local differences in wildlife concentration and movement patterns, habitats, area topography, facility design, and weather, each proposed development site is unique and requires detailed, individual evaluation. Providing comments specific to wind and solar infrastructure would likely be outside the scope of the current Early Coordination request. However, guidelines for wind and solar developments can be provided upon request.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
13. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

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