



The MPO's Unified Planning Work Program  
UPWP

KOKOMO and HOWARD COUNTY  
GOVERNMENTAL COORDINATING  
COUNCIL (KHCGCC)

Sam.gov UEI#- P62ZTAAEWG42

STATE FISCAL YEAR 2027 – 2028

First year of the two-year plan

JULY 1, 2026, to JUNE 30, 2027

Des#2400019

**Policy Board Approved March 12, 2026**  
**Resolution 2026-1**

Transportation is different modes working as a system, for the safe,  
efficient movement of people and goods.

The KHCGCC is committed to advancing active transportation planning. We will actively identify and address disparities in access to mobility options in our area, ensuring all regardless of race, income, ability, or geographical location, have equitable opportunities to participate in the planning process.

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## **KOKOMO/ HOWARD COUNTY GOVERNMENTAL COORDINATING COUNCIL**

**The Policy Board** serves as the official decision and policy-making body for the prescribed multimodal transportation planning process in the MPA. The committee normally meets bimonthly at the Louks Conference room in City Hall, 100 S. Union St.

### **VOTING MEMBERS**

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

### **NON-VOTING MEMBERS**

Representative, FHWA  
Representative, INDOT

**The Technical Advisory Committee (TAC)** provides technical advice to the KHCGCC and the linkage between planning and implementation. The committee normally meets on a bi-monthly basis. The committee normally meets bimonthly at the Louks Conference room in City Hall, 100 S. Union St.

### **VOTING MEMBERS**

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

### **NON-VOTING MEMBERS**

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

**Citizen's Advisory Committee (CAC)** – meets quarterly to provide insight into the public transportation needs, especially the needs of those with disabilities and the underserved.

### **VOTING MEMBERS**

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

## ACRONYMS

**3C's** – Continuing, Cooperative, and Comprehensive

**ADA** – American Disabilities Act

**AI** – Artificial Intelligence

**AMP** – Asset Management Plan

**AV** – Automatic Vehicle

**CAC** – Citizens Advisory Committee

**CAA** – Clean Air Act

**CLT** – City Line Trolley

**CMAQ** – Congestion Mitigation & Air Quality

**CRP** – Carbon Reduction Program

**CV** – Connected Vehicle

**CY** – Calendar Year

**DBE** – Disadvantaged Business Enterprise

**DOT** – Department of Transportation

**ER** – Emergency Relief

**EV** – Electric Vehicle

**Fast Act** – Fixing Americas Surface Transportation Act

**FFY** – Federal Fiscal Year

**FY** – Fiscal Year

**FHWA** – Federal Highway Administration

**FTA** – Federal Transit Administration

**GIS** – Geographical Information System

**GPS** – Global Positioning System

**HPMS** -Highway Performance Monitoring System

**HSIP** – Highway Safety Improvement Program

**IJA** – Infrastructure Investment Jobs Act

**INDOT** – Indiana Department of Transportation

**INSTIP** – Indiana State Transportation Improvement Plan

**ISTEA** – Intermodal Surface Transportation Improvement Program

**ITS** – Intelligent Transportation Systems

**KHCGCC** – Kokomo / Howard County Governmental Coordinating Council

**LOS** – Level of Service

**LPA** – Local Public Agency

**LRS** – Local Road & Street

**MAP 21** - Moving Ahead for Progress in the 21<sup>st</sup> Century

**MPA** – Metropolitan Planning Area

**MPO** – Metropolitan Planning Organization

**MTP** – Metropolitan Transportation Plan

**MVH** – Motor Vehicle Highway Fund

**NAAQS** – National Ambient Air Quality Standards

**NEVI** – National Electric Vehicle Infrastructure

**NHPP** – National Highway Performance Program

**NHS** – National Highway System

**NTD** – National Transit Database

**PB** – Policy Board

**PICS** – Project Implementation Condition and Safety

**PL** – FHWA funds for Planning

**PMTF** – Public Mass Transit Fund

**PPP** – Public Participation Process

**PROTECT** – Promoting Resilient Operations for Transformative, Efficient, Cost-Savings Transportation

**PTASP** – Public Transportation Agency Safety Plan

**SAFETEA-LU** – Safe Accountable Flexible Efficient Transportation Act – A Legacy for Users

**SFY** – State Fiscal Year

**SLRTP** – State Long Range Transportation Plan

**SOK** – Spirit of Kokomo – (Paratransit Service)

**SOP** – Standard Operating Procedure

**SOW** – Statement of Work

**SS4A** - Safe Streets and Roads for All

**STBG** – Surface Transportation Block Grant

**STRAHNET** – Strategic Highway Network

**TA** – Transportation Alternatives

**TAC** – Technical Advisory Committee

**TAM** – Transit Asset Management

**TAZ** – Traffic Analysis Zone

**TBD** – To Be Determined

**TIP** – Transportation Improvement Program

**TTI** – Travel Time Index

**UPWP** – Unified Planning Work Program

**USDOT** – United States

Department of Transportation

**VMT** – Vehicle Miles Travel

**KOKOMO AND HOWARD COUNTY GOVERNMENTAL COORDINATING COUNCIL**  
**SFY 2027 Unified Planning Work Program (UPWP)**

## **Introduction**

A Metropolitan Planning Organization (MPO) is an agency created under federal law to ensure that local elected officials have a formal role in the planning and implementation of federally funded transportation programs in metropolitan areas with populations exceeding 50,000. The Federal-Aid Highway Act of 1962 mandated the establishment of MPOs and requires them to carry out a continuing, cooperative, and comprehensive (3-C) transportation planning process for their designated urbanized areas. Subsequent federal legislation, including the 1973 Highway Act and the Urban Mass Transit Act, further defined MPO responsibilities for regional transportation planning and the programming of federally funded highway and transit projects. The policy leadership, advisory committees, professional staff, consultants, and administrative capacity together form the foundation of MPO operations.

The Unified Planning Work Program (UPWP) fulfills specific federal and state transportation planning requirements and documents the activities necessary for the Kokomo–Howard County Governmental Coordinating Council Metropolitan Planning Organization (MPO) to maintain eligibility for federal transportation funding. The UPWP study area includes the urbanized portions of Howard County and the City of Kokomo within the Metropolitan Planning Area (MPA). This structure ensures broad community representation and supports a system-wide approach to identifying transportation issues and developing solutions through a continuing, cooperative, and comprehensive planning process. The UPWP also reflects a multimodal transportation perspective, incorporating planning activities intended to improve public transit, bicycling, and pedestrian facilities.

The Kokomo and Howard County Governmental Coordinating Council (KHCGCC) serves as the MPO for the Kokomo Urbanized Area. The Council was officially designated as the MPO on January 23, 1981, as signed by the Indiana Attorney General, succeeding the Kokomo and Howard County Administrative and Technical Committees originally established on February 14, 1964. Metropolitan Planning Areas are designated in urbanized areas with populations of 50,000 or more and are required to participate in the federally mandated 3-C planning process. Continued certification of this process is necessary for MPOs to receive funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The KHCGCC is structured to support effective transportation planning through a Policy Board and a Technical Advisory Committee (TAC). The Policy Board is composed of elected officials from the City of Kokomo and Howard County, the presidents of the City and County Plan Commissions, the Executive Director of the Plan Commission, and voting and non-voting representatives from the Indiana Department of Transportation (INDOT) and the Federal Highway Administration. The Technical Advisory Committee includes senior officials from agencies, departments, public transportation providers, and boards with responsibilities related to transportation planning. In addition, the KHCGCC maintains a Citizens Advisory Committee (CAC) focused on alternative transportation modes.

The Unified Planning Work Program (UPWP) identifies and describes the transportation planning activities to be undertaken by the Kokomo–Howard County Governmental Coordinating Council (KHCGCC) during the two-year planning period. The UPWP is developed through a cooperative and coordinated process involving the City of Kokomo, Howard County, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The UPWP represents an ongoing, collaborative transportation planning effort that integrates transportation and land use considerations and establishes a clear framework for the effective use of state and federal transportation funds within the Metropolitan Planning Area (MPA), in accordance with 23 CFR Part 420. This program supports a comprehensive, performance-based planning process that guides decision-making and prioritization of transportation investments.

Federal transportation policy and planning requirements for Metropolitan Planning Organizations (MPOs) are currently governed by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58), which was signed into law on November 15, 2021. The IIJA provides long-term funding certainty for surface transportation infrastructure planning and investment and builds upon the planning framework established under the Fixing America's Surface Transportation (FAST) Act. In accordance with IIJA requirements and applicable federal regulations, including 23 CFR Part 450 Subpart C, 23 CFR Part 420 Subpart A, and 49 CFR Subtitle A, the metropolitan transportation planning process must address the following eleven planning factors:

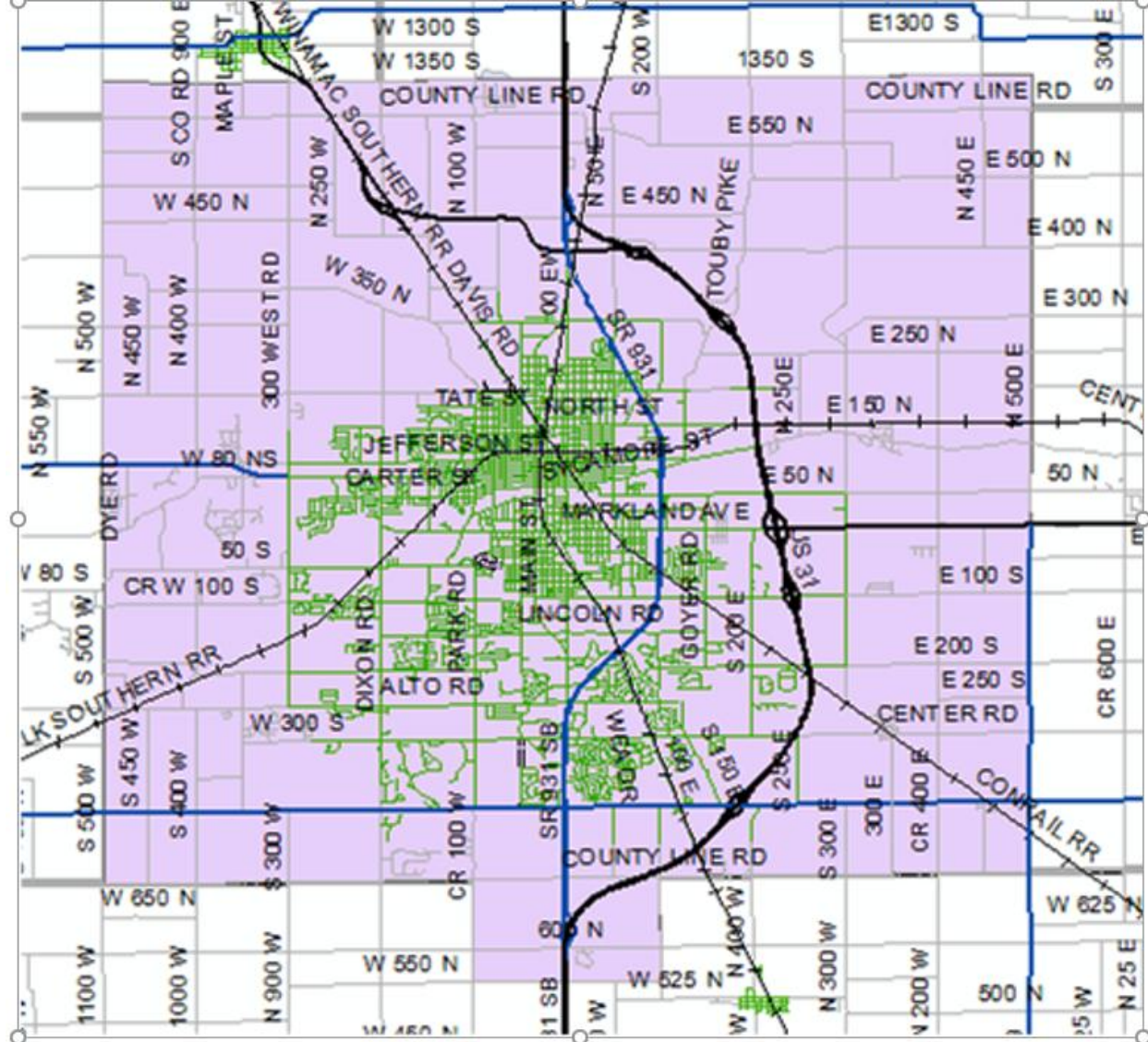
1. Support the economic vitality of the metropolitan area, particularly by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility options for people and freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
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;
10. Reduce or mitigate stormwater impacts of surface transportation; and
11. Enhance travel and tourism.

The UPWP ensures that the KHCGCC's transportation planning activities remain consistent with federal and state requirements while addressing regional needs and priorities through a transparent, cooperative, and data-driven planning process.

#### **Metropolitan Planning Area & Urbanized Area Boundaries**

INDOT, the City of Kokomo, and the MPO worked together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data. In addition, INDOT and the MPOs should continue to review existing functional classifications and make any needed revisions.

MPA Map



**The MPO will continue to support prior PEA goals:**

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and

strategies to reduce emissions and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to

and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Climate/Resilience, FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

### **Transportation Planning**

INDOT, the MPOs, and providers of public transportation support underserved communities helping to ensure meaningful public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:

- (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
- (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
- (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
- (4) offer reduced public transportation fares as appropriate;
- (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services.

### **Complete Streets**

A Complete Street is planned, designed, operated, and maintained to enable safe, comfortable, reliable access and mobility for all users. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) support Federal-aid recipients in developing transportation networks that prioritize safety, accessibility, and connectivity for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

The objective of Complete Streets is to advance an equitable and safe transportation system that serves travelers of all ages and abilities, including people from underserved and historically marginalized communities that have experienced disinvestment. Consistent with FHWA and FTA guidance, Complete Streets implementation is context-sensitive and not a one-size-fits-all approach. Each roadway should be designed to reflect its function, surrounding land use, and community needs.

The FHWA Indiana Division and FTA Region V Office will work collaboratively with INDOT, Metropolitan Planning Organizations (MPOs), and public transportation providers to review existing policies, standards, and procedures to assess their impact on safety for all roadway users. This includes ensuring that future transportation investments incorporate multimodal safety considerations, particularly for users outside of single-occupancy vehicles.

National Highway Traffic Safety Administration (NHTSA) data indicate that a significant share of fatal pedestrian crashes occur on arterial roadways. Arterials are often designed to prioritize vehicular throughput rather than multimodal mobility and may lack safe and convenient crossing opportunities. As a result, these facilities can act as barriers within the transportation network for non-motorized users.

To be considered complete, arterial roadways should include safe and accessible pedestrian facilities, appropriately designed transit stops where applicable, and frequent, well-designed crossing opportunities that support access to destinations. A safe and connected bicycle network may be achieved through on-street facilities, separated facilities adjacent to the roadway, or parallel low-stress corridors. Jurisdictions are encouraged to prioritize safety countermeasures, speed management strategies, and multimodal accommodations on arterial corridors that are critical to establishing complete and connected travel networks, particularly for individuals without access to personal vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement is essential to a transparent and inclusive transportation planning process. The FHWA Indiana Division and FTA Region V Office encourage MPOs, INDOT, and public transportation providers to expand meaningful public involvement by integrating Virtual Public Involvement (VPI) tools into their overall engagement strategies, while continuing to provide opportunities for participation by individuals without access to computers, mobile devices, or broadband services.

The use of VPI increases the reach and accessibility of transportation planning information and allows for broader, more diverse participation. Virtual tools can improve transparency and provide interactive and visual formats that enhance public understanding of transportation plans, programs, and projects. Increasing engagement earlier in the planning process can also reduce project delays and lower staff time and costs.

The KHCGCC is committed to advancing active transportation and inclusive planning practices. The Council will proactively identify and address disparities in access to transportation options and engagement opportunities to ensure that all residents—regardless of race, income, ability, age, or geographic location—have equitable opportunities to participate in the transportation planning process, consistent with Title VI, Environmental Justice, and ADA requirements.

## **Strategic Highway Network (STRAHNET) and U.S. Department of Defense (DOD) Coordination**

In accordance with the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to maintain and improve the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, to meet national defense and emergency preparedness needs. The Strategic Highway Network (STRAHNET) consists of approximately 64,200 miles of public highways that support the movement of military personnel and equipment during both peacetime and emergency conditions.

STRAHNET includes the Interstate Highway System, non-Interstate National Highway System routes, and approximately 1,800 miles of connector routes serving military installations and ports. DOD facilities are also major regional employment centers and generators of freight and commuter traffic.

MPOs, INDOT, and other stakeholders are encouraged to review STRAHNET maps and relevant Power Projection Platform (PPP) studies. The FHWA Indiana Division and FTA Region V Office encourage coordination with DOD representatives during transportation planning and project programming to address infrastructure conditions, connectivity, and operational needs on STRAHNET routes and other public roads serving military facilities.

## **Federal Land Management Agency (FLMA) Coordination**

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with Federal Land Management Agencies (FLMAs) during transportation planning and project programming efforts related to access routes, multimodal connections, and transportation services serving Federal lands.

Coordination among State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies supports the integration of transportation planning activities and the development of consistent long-range plans, transportation improvement programs, corridor studies, and Federal Lands Highway transportation plans. Agencies are encouraged to identify opportunities to leverage Federal and non-Federal funding sources to address FLMA transportation needs prior to project inclusion in the TIP or STIP.

In accordance with 23 CFR 450.208(a)(3), States must consider the concerns of FLMAs with jurisdiction within State boundaries. MPOs must involve FLMAs in the development of metropolitan transportation plans and TIPs (23 CFR 450.316(d)). Additionally, Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program TIPs must be incorporated into the STIP in accordance with 23 U.S.C. 201(c) and 23 CFR 450.218(e).

## **Planning and Environment Linkages (PEL)**

Planning and Environment Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process. PEL enables planning-level analyses and products to be used, as appropriate, during the National Environmental Policy Act (NEPA) process, improving efficiency and reducing duplication.

PEL promotes early interagency coordination among transportation, resource, and regulatory agencies, resulting in more informed decisions, improved project delivery timeframes, and transportation solutions that better balance mobility needs with protection of human and natural resources. The FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and public transportation agencies to incorporate PEL practices into transportation planning and project development activities.

## **Data in Transportation Planning**

To address emerging needs related to data sharing, integration, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and public transportation providers to incorporate data governance and data-sharing considerations into the transportation planning process. Transportation data assets support multiple program areas, including safety, freight, bicycle and pedestrian planning, curb management, performance management, travel time reliability, emerging technologies, and mobility services.

Developing and advancing data-sharing principles improves coordination, reduces redundancies, and supports data-driven decision-making at the State, regional, and local levels. These practices enhance performance-based planning and programming and contribute to more effective transportation investments.

## TIP/STIP Development and Maintenance

The FHWA Indiana Division Office and FTA Region V Office encourage continued coordination between INDOT and MPOs to improve consistency, transparency, and efficiency in the development and maintenance of Transportation Improvement Programs (TIPs) and the Statewide Transportation Improvement Program (STIP).

To reduce inconsistencies and streamline project delivery, INDOT and MPOs are strongly encouraged to jointly develop and implement a documented process for TIP and STIP development, amendments, and modifications, consistent with 23 CFR 450.218 and 23 CFR 450.326. INDOT is also encouraged to establish internal procedures for coordination, communication, and documentation of project changes requiring TIP/STIP updates prior to Federal authorization.

Project cost estimation practices, including methods for addressing inflation and cost escalation, should be reviewed in coordination with MPOs and relevant stakeholders to support accurate programming and fiscal constraint.

**Transportation Planning Process:** The KHCGCC uses a basic transportation planning methodology that is based on the Federal Highway Administration's outline to support the 3-C planning goals and foster the active involvement of planning partners, stakeholder groups, and the public.



**Performance-based Approach:** The metropolitan transportation planning process is intended to provide and utilize performance measures or standards to track progress toward the attainment of critical outcomes for the MPO region. The KHCGCC in agreement with INDOT, utilizes the measures and standards adopted by the State of Indiana for the statewide transportation planning process. The KHCGCC, as part of the adoption of this UPWP, agrees to integrate, directly or by reference, the goals, objectives, performance measures, and targets described in the Indiana asset management plan for the National Highway System (NHS). As well as other safety/security planning and review processes, plans/program, as appropriate to use information to guide decision-making and resource allocation, essentially focusing on achieving desired outcomes rather than just completing tasks.

## **100.0 Administration and Public Participation**

### **Element 100 – Program Administration and Management**

**Goal:** To administer the metropolitan transportation planning process and ensure meaningful public involvement in local and state transportation projects within the Metropolitan Planning Area (MPA).

**Description:** The KHCGCC will implement and oversee the metropolitan transportation planning process in accordance with the 3C (Continuing, Cooperative, and Comprehensive) planning requirements per 23 U.S.C. §134, 49 U.S.C. §5303, and implementing regulations (23 CFR 450, 49 CFR 613). The MPO will comply with all applicable federal and state regulations, including the FAST Act and Infrastructure Investment and Jobs Act (IIJA/BIL), while continuing to satisfy obligations under prior authorizations.

**Agreements, Bylaws, and Policies:** The MPO operates under the Metropolitan Planning Agreement with INDOT, as well as Memoranda of Understanding (MOUs) with local planning partners. Policies and bylaws establish procedures for committee operations, Metropolitan Transportation Plan (MTP) updates, public involvement, and advisory committee responsibilities.

### **Key Products and Actions**

#### **Program Administration and Coordination**

- Provide technical assistance to principal planning partners and other agencies for the development of transportation projects. **Timeline:** Ongoing
- Overall management of the KHCGCC planning program, including staff management and administration of resources necessary to fulfill MPO responsibilities. **Timeline:** Ongoing
- Update committee membership as necessary to reflect changes in bylaws, policies, laws, regulations, or other required materials. **Estimated Completion:** As needed
- Participate on a North Central Indiana Regional Planning Council committee to explore regional transit connections across five counties. While this effort includes significant public outreach, it is included under Element 100. **Estimated Completion:** Ongoing quarterly meetings will be held
- Participate in in-person and virtual meetings with INDOT, FHWA, FTA, and the MPO Executive Board. **Completion:** As scheduled
- Facilitate public engagement through meetings, social media, outreach events, and coordination with underserved populations to meet Title VI and Environmental Justice (EJ) obligations **Estimated Completion:** Ongoing
- Ensure all MPO meetings (CAC, TAC, and Policy Board) are publicly noticed and open to the public. **Estimated Completion:** Ongoing

## **FY 2027 Scheduled Meetings (Tentative)**

### **Technical Advisory Committee (TAC)**

- July 22, 2026
- September 23, 2026
- November 4, 2026
- CY 2027 meeting dates: TBD

### **Policy Board**

- July 23, 2026
- September 24, 2026
- November 5, 2026
- CY 2027 meeting dates: TBD

### **Citizens Advisory Committee (CAC)**

- July 16, 2026
- October 15, 2026
- CY 2027 meeting dates: TBD

**Public Involvement and Outreach:** The KHC GCC will assist with and facilitate public involvement activities to encourage participation and input on transportation projects at the state and local levels. The MPO will continue to expand outreach efforts to reach underserved populations and meet people where they are. Outreach methods include public meetings, newspaper advertisements, social media, and in-person engagement such as coffee chats, festivals, First Fridays, Carver Center events, local social service offices, and food banks.

- Maintain documentation of public notices, media coverage, and outreach efforts as required under 23 CFR 450.316 and IIJA §11206(b) **Estimated Completion:** Ongoing

## **Public Meetings and Advertisements (FY 2026–FY 2027)**

### **ALOP**

- Advertisements: 8/29/2025 and 9/5/2025, public comment open for 45 days.

### **2026–2030 TIP and TIP Updates**

- Advertisement: 9/24/25, 10/1/25, 11/25/25 and 12/3/25
- Public Meetings: 9/25/25 and 10/2/25
- Facebook outreach for public comment: 5/3/25
- INDOT website hosted KHC GCC survey

## **Title VI – submitted to FTA**

- Advertisements: 5/31/25 and 6/7/25
- Public Meetings: 6/11/25 and 6/18/25
- Facebook outreach: 5/1/25 and 5/28/25

## **Bus Maintenance Facility**

- Advertisements: 6/20/25 and 6/27/25
- Public Meeting: 07/2/25
- Facebook outreach: 5/1/25 and 5/28/25

## **UPWP SFY 2027 - Scheduled**

- Advertisements: 1/28/26 and 2/3/2026
- Public Meetings: 2/5/2026 and 2/12/2026

## **Element 100 – Additional Key Products and Actions Cont.**

- Initiate the annual Call for Projects for the Metropolitan Planning Area (MPA), as applicable. **Estimated Completion: October–November (done annually)**
- Prepare the SFY 2026 Annual Performance and Expenditures Completion Report for submission to INDOT. **Estimated Completion: October 2025 (done annually)**
- Prepare and submit the SFY 2027 Self-Certification Review Statement to INDOT, FHWA, and FTA. **Estimated Completion: January 2026**
- Prepare and submit at least four quarterly progress reports to INDOT documenting activities, accomplishments, and expenditures. **Estimated Completion: Ongoing (July 2026, October 2026, January 2027, April 2027)**
- Provide program and administrative support to the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), transit partners, and the Policy Board, including preparation of agendas, minutes, data, and supporting documentation. **Estimated Completion: Q1–Q4 SFY 2027**
- Attend federal and state transportation meetings, training, conferences, and seminars to remain informed of regulatory updates, best practices, and funding opportunities. **Estimated Completion: Ongoing**
- Coordinate with INDOT, FHWA, and FTA to facilitate timely and compliant transportation project development and delivery. **Estimated Completion: Q1–Q4 SFY 2027**
- Maintain a documented process for tracking projects, monitoring funding, identifying risks, and communicating with LPAs, stakeholders, the public, and INDOT. **Estimated Completion: Q1–Q4 SFY 2027**
- Consult with Local Public Agencies (LPAs) to ensure annual Project Environmental Assessments (Prior PEAs) are addressed in current and future transportation projects. **Estimated Completion: Ongoing**
- Prepare the FY 2028 MPO budget. **Estimated Completion: Q4 SFY 2027**

- Maintain meeting agendas, minutes, and supporting documentation in accordance with the established meeting schedule. **Schedule: January, March, May, July, September, November**
- Amend the Title VI Plan as required to ensure continued compliance with federal nondiscrimination requirements. **Estimated Completion: Q1–Q2 SFY 2027**
- Coordinate with INDOT and LPAs on multi-year safety analysis and asset management efforts. **Estimated Completion: Ongoing**
- Assist LPAs in maintaining current Employee in Responsible Charge (ERC) certifications to ensure continued eligibility for federal funding. **Estimated Completion: Ongoing**
- Provide administrative support for studies, public meetings, project scoring, and outreach initiatives, including identification of Title VI and Environmental Justice focus areas. **Estimated Completion: Ongoing**
- Maintain required professional subscriptions and organizational dues necessary to support MPO planning activities. **Estimated Completion: Ongoing**

**Responsible Parties:** Tammy Corn, Kim Bowdell, Leigha Hedrick, and KHCGCC/MPO Administrative Staff

Anticipated Budget Element 100:

FY 2027 Annual Budget Element 100			
Federal	Local Match	Total	Percentage of Funds
\$159,413	\$39,854	\$199,267	38.19%

#### Final Products

- FY 2026 Annual Performance and Expenditures Completion Report. [\(July 2026\)](#)
  - FY 2027 budget. [\(June 2026\)](#)
  - FY 2027 Cost Allocation Plan. [\(Feb 2026\)](#)
  - FY 2027 contracts and applications (State, Local, & Federal). [\(Feb-July 2026\)](#)
  - FY 2027 contract review and applications (State, Local, & Federal). [\(Feb-July 2026\)](#)
  - Quarterly Tracking meetings. [\(July 2026/October 2026/January 2027\)](#)
  - Minutes, agenda, and supporting documentation. [\(Jul 2026/ Sept 2026/Nov2026/Jan 2027\)](#)
  - Public notices, media coverage, news releases. [\(on-going with current dates listed above\)](#)
  - Web-based information systems: Facebook, website, etc. [\(on-going\)](#)
  - EJ/Title VI / ADA Transition Plans consideration in Project Selection/Prioritization Process lists. [\(ongoing\)](#)
  - Trainings, webinars, conferences including the Indiana MPO Conference and Road School. [\(ongoing\)](#)
- Final Products

#### 200.0 Data Collection and Traffic Analysis

**Goal:** To collect, maintain, and analyze transportation-related data to support performance-based metropolitan transportation planning.

**Description:** The KHCGCC will coordinate with INDOT, LPAs, and transit agencies to collect traffic, safety, and multimodal data, supporting the TIP, MTP, and federally required performance measures. Data supports Complete Streets, transit, and environmental sustainability initiatives.

## Products / Actions

- Conduct traffic count data collection through an annual contract with the City of Kokomo. Counts will be performed upon request, with summary reports provided at least biannually (July and December). **Estimated Completion:** Ongoing / Annual
- Conduct surveys and other data collection activities to support Title VI and Environmental Justice (EJ) requirements and to evaluate equity impacts of transportation investments. **Estimated Completion:** Ongoing
- Collect and analyze data and public input to assist LPAs with Complete Streets and transit initiatives within the community. Activities may include outreach and educational campaigns encouraging ridesharing, public transit use, bicycling, and walking to support environmental sustainability. Data will also be evaluated to assess the impacts of severe weather on transportation infrastructure and public transit services. **Estimated Completion:** Ongoing
- Assist LPAs with data collection and analysis to identify projects that may accommodate micro-mobility elements, including bicycles, scooters, and other mobility devices, such as widening shared-use paths or roadways where appropriate. **Estimated Completion:** Ongoing
- Coordinate with INDOT, public transit providers, and LPAs to collect data and establish targets for federally required core performance measures, including:
  - Highway condition
  - Transit state of good repair
  - Highway safety
  - Transit safety
  - Congestion
  - Freight movement**Estimated Completion:** Annually
- Provide planning and technical support for transportation equipment improvements and coordinate with state and federal agencies to ensure system compatibility and safety. Examples include LED signal heads with black backplates and enhanced reflective signage. **Estimated Completion:** As Needed
- Analyze data associated with adopted performance measures, evaluate progress toward established targets, and prepare required annual performance reports. **Estimated Completion:** Annually

**Responsible Parties:** LPA/City of Kokomo, and KHCGCC/MPO Administrative Staff

Anticipated Budget Element 200:

FY 2027 Annual Budget Element 200			
Federal	Local Match	Total	Percentage of Funds
\$14,402	\$3,600	\$18,002	3.45%

## Final Products

- Data files (traffic counts, turning movements). (on-going)

Date
7/9/25
7/9/25
7/17/25
7/23/25
7/29/25
7/29/25
8/7/25
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9/4/25
9/18/25
10/2/25
10/9/25
10/16/25
10/30/25
11/4/25
12/23/25
1/8/26
1/14/26

- Local Active Transportation Plans; technical assistance. (if applicable)
- Bridge Asset plans; provide technical assistance. (Oct 2024)
- Communication for annual updated pavement asset inventories to LPAs. (Dec 2024)
- Surveys (Aug 2024/Oct 2024)

## 300.0 Short-Range Planning and Management Systems

**Goal:** To research, develop, and administer technical planning support activities that maintain consistency with the UPWP, Transportation Improvement Program (TIP), and adopted plans and policies.

**Description:** The Kokomo and Howard County Governmental Coordinating Council (KHCGCC/MPO) provides oversight of the Local Public Agency (LPA) federal-aid project development process and ensures accountability for the four-year TIP, with a fifth year included as illustrative. MPO staff coordinate with LPAs, INDOT, FHWA, and FTA to ensure compliance with federal requirements, timely project delivery, and proactive risk identification. The MPO ensures compliance with federal project delivery requirements, supports LPAs through the TIP amendment process, Red Flag Investigations, and performance-based planning under 23 U.S.C. §150.

## Products / Actions

- Amend or modify the 2026–2030 TIPs as needed to reflect changes in state and local projects and submit updates to INDOT for STIP inclusion. **Estimated Completion:** Ongoing

- Administer the TIP through coordination with LPAs, management of change orders, and processing of TIP amendments and modifications. **Estimated Completion:** Ongoing
- Assist LPAs with Red Flag Investigations for proposed transportation projects using the Project Identification Criteria (PIC) document. **Estimated Completion:** Ongoing
- Develop and support the adoption of performance measures, either MPO-specific or aligned with state performance measures, in compliance with federal regulations. **Estimated Completion:** Ongoing
- Prepare the Annual Listing of Obligated Projects (ALOP). **Estimated Completion:** Q1 SFY 2026
- Actively promote projects supporting safety, pavement management, freight management, and connectivity, in coordination with Planning and Environmental Linkages (PEAs), Ladders of Opportunity initiatives, and Infrastructure Investment and Jobs Act (IIJA) programs. **Estimated Completion:** Ongoing
- Update Functional Classification as required. **Estimated Completion:** As Needed
- Identify environmental issues early in the planning process using the PIC document to minimize project delays and setbacks. **Estimated Completion:** Ongoing
- Maintain the UPWP, TIP, and related planning documents and submit required materials to the state for review and approval. **Estimated Completion:** Ongoing
- Update the Emergency Preparedness Guide as needed. The Executive Director participates in the Local Emergency Planning Committee (LEPC) to enhance regional resilience to natural and human-caused disasters. **Estimated Completion:** Ongoing; LEPC meets quarterly
- Conduct quarterly project tracking meetings to review all active projects and facilitate ongoing communication with LPAs and consultants regarding emerging risks or changes. **Estimated Completion:** Ongoing
- Assist LPAs with planning and research for federal-aid projects addressing flood-related elements outside designated floodplains, including stormwater improvements, maintenance strategies, and analysis of high-water data following heavy rain or snowmelt events. **Estimated Completion:** Ongoing
- Implement initiatives established by INDOT, FHWA, and FTA, including:
  - Early consideration of environmental issues
  - FHWA Every Day Counts initiatives
  - Red Flag Investigations
  - Climate-related planning, including support for Zero Emission Plans
- Maintain continuous communication with project partners before, during, and after project development to identify and mitigate risks. **Estimated Completion:** Ongoing
- Complete and submit the 2026 Annual Report to INDOT. **Estimated Completion:** Q1 SFY 2027

**Responsible Parties:** Tammy Corn, Kim Bowdell, Leigha Hedrick, and KHCGCC/MPO Administrative Staff

Anticipated Budget Element 300:

FY 2026 Annual Budget Element 300			
Federal	Local Match	Total	Percentage of Funds
\$18,743	\$4,686	\$23,429	4.49%

## Final Products

- Finalize the **2026–2030 TIP**, included in INDOT Statewide Transportation Improvement Program (STIP) readiness. (STIP approved 8.28.25)
- TIP amendments, modifications, and resolutions. (ongoing)
- Self-Certification Statements. (Jan/Feb 2026)
- FY 2026-2030 Transportation Improvement Program (TIP). (Ongoing)
- Recommendations on Federal Aid Projects. (Ongoing)
- Project Applications – All MPO funding programs. (Fall 2026)
- Red Flag Investigations, (Ongoing)
- Annual Listing of Obligated Projects (ALOP). (Aug 2026)
- Quarterly Project Tracking meetings and forms -Indiana and Kentucky LPAs. (Quarterly)
- Planning Roles & Responsibilities Cooperating Operating Manual Update (assist INDOT). (As needed)
- Attend Local Emergency Planning Committee meetings (Aug 2025/ Nov 2025/ Feb 2026)

## 400.0 Long-Range Planning

### Goal:

To support data-driven, performance-based long-range transportation planning that addresses projected population, employment, land use, travel patterns, and congestion in the MPA.

### Description:

KHCGCC coordinates with INDOT and other partners to update the Metropolitan Transportation Plan (MTP) and align long-range transportation goals with federal and state requirements, while promoting transparency, connectivity, and multimodal accessibility.

### Products / Actions:

- Coordinate with INDOT, FTA, LPAs, and transit operators to collect data and set targets for core performance measures: highway condition, transit state of good repair, highway safety, transit safety, congestion, freight movement, and PEA connectivity. **Estimated Completion:** Ongoing
- Identify projects requiring coordination with FLMA and assist LPAs with PEL processes. **Estimated Completion:** Ongoing
- Support projects connecting to education, employment, services, and social activities, including USDOT initiatives such as human trafficking awareness, infrastructure maintenance, and transit technical assistance. **Estimated Completion:** Ongoing
- Promote Complete Streets initiatives integrating transit, bicycle, and pedestrian networks along arterial corridors. **Estimated Completion:** Ongoing
- Maintain dialogue with LPAs on micro-mobility integration in upcoming projects. **Estimated Completion:** Ongoing
- Collaborate with LPAs to implement transportation safety projects. **Estimated Completion:** Ongoing
- Partner with INDOT to support federal performance measures under 23 U.S.C. §150, including safety, infrastructure condition, congestion reduction, system reliability, freight movement, sustainability, and reduced project delivery delays. **Estimated Completion:** Ongoing

### Responsible Parties:

LPAs; Consultant; Tammy Corn; Kim Bowdell; Leigha Hedrick; KHCGCC/MPO Administrative Staff

Anticipated Budget Element 400:

FY 2027 Annual Budget Element 400			
Federal	Local Match	Total	Percentage of Funds
\$59,564	\$14,891	\$74,455	14.27%

### **500.0 Transit and Active Transportation**

**Goal:** To enhance public transit, active transportation, and alternative modes of travel, ensuring equity, accessibility, and safety.

**Description:** KHC GCC oversees public transit planning, pedestrian/bicycle safety, and micro-mobility integration, in compliance with ADA, Title VI, DBE, and FTA regulations. At least 2.5% of PL funds will be dedicated to expanding safe, accessible travel options per BIL §11206(b).

**Products / Actions:**

- Monitor ADA, Title VI, DBE, NTD, and Triennial Review compliance. **Estimated Completion:** Ongoing
- Support transportation alternatives, including pedestrian safety and connectivity to transit stops and shelters. **Estimated Completion:** Ongoing
- Identify and plan transit routes, bike paths, walkable corridors, and arterial roadways to enhance safety, access, and community growth. **Estimated Completion:** Ongoing
- Participate in disaster-response planning exercises for transportation routes as requested by the City, County, or EMA. **Estimated Completion:** Ongoing
- Work with INDOT to maintain and improve the transit bus-stop inventory. **Estimated Completion:** Ongoing
- Coordinate with LPAs to integrate micro-mobility solutions in projects, including dock-less bikes, scooters, or divided paths. **Estimated Completion:** Ongoing
- Collaborate with transit staff and the City of Kokomo on fixed-route transit use, and bike/walk connectivity. **Estimated Completion:** Ongoing
- Plan construction of bus storage, maintenance, and wash facilities; phased implementation due to financial constraints. Phase 2 (Bus Storage/Maintenance) expected Q2 SFY 2027. **Estimated Completion:** Ongoing (4 total phases of this project to be completed)
- Assist transit staff with public outreach, including surveys, meetings, and engagement of underserved populations. **Estimated Completion:** Ongoing

**Products/Actions:**

- Assist with writing Complete Streets training material to help people access public transit safely. **Estimated Completion:** Q3 SFY 2026

**Responsible Parties:** City of Kokomo Transit staff, Consultant, Tammy Corn, Kim Bowdell, Leigha Melton, and KHC GCC/MPO Administrative Staff

**2.5% Breakout funds:** The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

**Products/Actions:**

- Evaluate and address the safety issues at the bus barn maintenance facility complex  
**Estimated Completion:** Q3 and Q4 2027
- Work with the consultant to address safety concerns on the Center Rd. pedestrian path.  
**Estimated Completion:** Q4 SFY 2027

**Responsible Parties:** City of Kokomo Transit staff, Consultant, Tammy Corn, Kim Bowdell, Leigha Hedrick, and KHCGCC/MPO Administrative Staff

**Anticipated Budget Element 500:**

FY 2026 Annual Budget Element 500			
Federal	Local Match	Total	Percentage of Funds
\$38,985	\$9,746	\$48,731	9.34%

\*\$6,807 2.5% set-aside for 2027

**Final Products**

- Annual FTA Certifications and Assurances. (Q2 2026)
- FTA 5307, 5310, 5339 Grant Applications. (Q1 2026)
- Completed safety assessment of parking lot with consultant. (Q2 2026)
- INDOT State PMTF grant applications for COK (Q4 2026)
- FTA Transit NTD Reporting . (Jan – Apr CY2026)
- Federal draw downs. (Quarterly CY2026)
- Annual FTA Milestone and Federal Financial Reports. (FFY Q1 2026)
- Agency and vehicle audits of Section 5310 Recipients. (Q1 2026)
- NTD Reporting (FFY Q2 2026 )

**600.0 Other Planning Initiatives and Special**

**Goal:** To support corridor, feasibility, and special studies that enhance transportation planning and project development in the MPA.

**Description:** KHCGCC will evaluate, participate, and implement studies, training, and planning initiatives to strengthen project viability and safety, including focus on underserved populations that will further support the viability of upcoming projects.

**Products/Actions:**

- We will work individually and collectively to have an impact on our safety, infrastructure, and the accountability of our federal aid projects. **Estimated Completion:** Ongoing.
- We will look closely to our state and Federal partners for innovative ideas that can be implemented into our MPA. **Estimated Completion:** Ongoing.

- A consultant will be identified and hired to complete a study on the underserved population in the MPA, feasibility study. **Estimated Completion:** Q3 SFY2026
- Planning for cameras on ped path Center Rd. Using a consultant

**Responsible Parties:** Consultant, Tammy Corn, Kim Bowdell, Leigha Melton, and KHCGCC/MPO Administrative Staff

Anticipated Budget Element 600:

FY 2026 Annual Budget Element 600			
Federal	Local Match	Total	Percentage of Funds
\$119,541	\$29,885	\$149,426	28.64%

#### Final Products

- Conducted a study to address stops/shelters safety or accessibility issues including, but not limited to, safe access in underserved areas to help meet Complete Street goals. [\(Q1 SFY 2026\)](#)
- Address safety concerns on ped paths/lighting and cameras. [\(Q1 SFY 2026\)](#)

#### Funding information

#### FY 2027 Indiana PL 5303 Distribution

PL Available:	\$6,922,684
5303 Available:	\$2,596,986
Consolidated Planning Grant (CPG) Funds:	\$9,519,670

MPO	2020 Census UA Population	Sustaining Amount	Percent of Indiana Urban Population	Funds by Percent of Indiana Urban Population	Consolidated Planning Grant Total Funding
Kokomo	62,576	\$ 100,000	1.54%	\$ 112,616.12	\$ 212,616.12

PO 0020110036				PO 0020132176			PO 0020154156			PO TBD						
ELEMENT	2024 FHWA PL and FTA			2025 FHWA PL and FTA			2026 FHWA PL and FTA			2027 FHWA PL and FTA			FUNDING TOTALS			% OF TOTAL FUNDS
	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	Federal \$	Local \$	Total \$	
100	\$21,785.32	\$5,446.33	\$27,231.65	\$60,000.00	\$15,000.00	\$75,000.00	\$77,628.00	\$19,407.00	\$97,035.00	\$77,628.00	\$19,407.00	\$97,035.00	\$159,413.32	\$39,853.33	\$199,266.65	38.19%
200	-\$21,276.76	-\$5,319.19	-\$26,595.95	\$17,908.86	\$4,476.97	\$22,385.83	\$17,770.00	\$4,442.00	\$22,212.00	\$42,770.00	\$10,692.00	\$53,462.00	\$14,402.10	\$3,599.78	\$18,001.88	3.45%
300	\$0.00	\$0.00	\$0.00	\$20,319.45	\$5,079.86	\$25,399.31	-\$1,576.41	-\$394.10	-\$1,970.51	\$38,000.00	\$9,500.00	\$47,500.00	\$18,743.04	\$4,685.76	\$23,428.80	4.49%
400	\$0.00	\$0.00	\$0.00	\$19,563.64	\$4,890.91	\$24,454.55	\$40,000.00	\$10,000.00	\$50,000.00	\$30,000.00	\$7,500.00	\$37,500.00	\$59,563.64	\$14,890.91	\$74,454.55	14.27%
500	\$1,037.77	\$259.44	\$1,297.21	\$17,946.77	\$4,486.69	\$22,433.46	\$20,000.00	\$5,000.00	\$25,000.00	\$10,000.00	\$2,500.00	\$12,500.00	\$38,984.54	\$9,746.13	\$48,730.67	9.34%
Y410*	\$0.00	\$0.00	\$0.00	\$1,079.01	\$0.00	\$454.00	\$5,728.00	\$0.00	\$5,728.00	\$5,728.00	\$0.00	\$5,728.00	\$6,807.01	\$0.00	\$6,807.01	1.63%
600	\$24,941.13	\$6,235.28	\$31,176.41	\$54,600.00	\$13,650.00	\$68,250.00	\$40,000.00	\$10,000.00	\$50,000.00	\$25,000.00	\$6,250.00	\$31,250.00	\$119,541.13	\$29,885.28	\$149,426.41	28.64%
TOTAL	\$26,487.46	\$6,621.86	\$33,109.32	\$191,417.73	\$47,584.43	\$238,377.15	\$199,549.59	\$48,454.90	\$248,004.49	\$229,126.00	\$55,849.00	\$284,975.00	\$417,454.78	\$102,661.19	\$520,115.97	100.00%
*2.5% PL Set-Aside for Safe and Accessible Transportation																

	PYB Balances	%
100	\$159,413.32	38.19%
200	\$14,402.10	3.45%
300	\$18,743.04	4.49%
400	\$59,563.64	14.27%
500	\$38,984.54	9.34%
600	\$119,541.13	28.64%
Y410	\$6,807.01	1.63%
TOTAL:	\$417,454.78	100.00%

#### **FUNDING REQUESTED BASED ON COST ALLOCATION PLAN (ATTACHED)**

	2024 unexpended PL	2025 unexpended PL	2026 unexpended PL	2027 funding mark PL
PL	\$26,487.46	\$191,417.73	\$199,549.59	\$229,126.00
STBG FLEX TO PL	\$0.00	\$0.00	\$0.00	\$0.00
CITY OF KOKOMO	\$3,310.93	\$23,792.21	\$24,227.69	\$27,924.50
HOWARD COUNTY	\$3,310.93	\$23,792.21	\$24,227.69	\$27,924.50
TOTAL	\$33,109.32	\$239,002.15	\$248,004.97	\$284,975.00
Total of unexpended PL funds and 2027 programmed funds:				\$805,091.44

2024 Unexpended PL/Flex	2024 Local Match	2025 PL/Flex	2025 Local Match	2026 PL/Flex	2026 Local Match	2027 PL/Flex	2027 Local Match
191,417.73	47,584.43	199,549.59	48,454.90	199,549.59	48,455.38	229,126.00	55,849.00

## FUNDING REQUESTED BASED ON COST ALLOCATION PLAN with 5303 breakout

### SFY 2027 Funding Mark

SFY 2024 Funding Mark		SFY 2025 Funding Mark		SFY 2026 Funding Mark		SFY 2027 Funding Mark	
FTA SECTION 5303:	\$48,244.00	FTA SECTION 5303:	\$48,244.00	FTA SECTION 5303:	\$55,037.00	FTA SECTION 5303:	\$55,037.00
FTA SECTION 5303 PL:	\$198,068.00	FTA SECTION 5303 PL:	\$178,176.00	FTA SECTION 5303 PL:	\$174,089.00	FTA SECTION 5303 PL:	\$174,089.00
STBG FLEX:	\$0.00	STBG FLEX:	\$0.00	STBG FLEX:	\$0.00	STBG FLEX:	\$0.00
CITY OF KOKOMO:	\$30,020.00	CITY OF KOKOMO:	\$27,595.00	CITY OF KOKOMO:	\$27,925.00	CITY OF KOKOMO:	\$27,925.00
HOWARD COUNTY:	\$30,020.00	HOWARD COUNTY:	\$27,595.00	HOWARD COUNTY:	\$27,925.00	HOWARD COUNTY:	\$27,925.00
TOTAL:	\$306,352.00	TOTAL:	\$281,610.00	TOTAL:	\$284,976.00	TOTAL:	\$284,976.00

## FUNDING REQUESTED BASED ON COST ALLOCATION PLAN no 5303 breakout

SFY 2024 Funding Mark		SFY 2025 Funding Mark		SFY 2026 Funding Mark	
FTA SECTION 5303/PL:	\$246,312.00	FTA SECTION 5303/PL:	\$226,420.00	FTA SECTION 5303/PL:	\$229,126.00
STBG FLEX:	\$0.00	STBG FLEX:	\$0.00	STBG FLEX:	\$0.00
CITY OF KOKOMO:	\$30,170.00	CITY OF KOKOMO:	\$27,746.00	CITY OF KOKOMO:	\$27,925.00
HOWARD COUNTY:	\$30,170.00	HOWARD COUNTY:	\$27,746.00	HOWARD COUNTY:	\$27,925.00
TOTAL:	\$306,652.00	TOTAL:	\$281,912.00	TOTAL:	\$284,976.00

### Active Purchase Order Balances

INDOT Purchase Orders	Expiration Date	Current P.O. Balance (January 2026)
0020110036*	6/30/2027	\$26,487.00
0020132176	6/30/2028	\$191,418.00
0020154156	6/30/2029	\$199,550.00
* PO 0020110036 will be fully expended before this UPWP's effective date. Zero balance will occur with the 3rd Quarter SFY 2026 draw.		

PL AWARD: 2026 & 2027			
2026 PL & 5303 ALLOCATION:	\$223,398.00		
2026 IJJA 2.5% SET ASIDE:	\$5,728.00		
STP FLEX (STBG):	\$0.00		
2027 PL & 5303 PROJECTED ALLOCATION:	\$223,398.00		
2027 IJJA 2.5% SET ASIDE:	\$5,728.13		
STP FLEX (STBG):	\$0.00		
BUDGET	\$458,252.13		
PL & 5303 AWARD: 2026 does not include unexpended funds			
PL			
ELEMENT	DESCRIPTION	BUDGET	%
100	ADMIN/PUBLIC PARTICIPATION	77,627.61	33.88%
200	DATA COLLECTION/ANALYSIS	17,769.50	7.76%
300	SHORT RANGE PLANNING/MGMT	28,000.00	12.22%
400	LONG RANGE PLANNING	40,000.00	17.46%
500	TRANSIT/ACTIVE TRANSPORTATION	20,000.00	8.73%
Y410	IJA Safe and Accessible Set Aside(2.5% of PL award	5,728.00	2.50%
600	OTHER PLANNING INITIATIVES/SPECIAL STUDIES	40,000.00	17.46%
		229,125.11	100.00%
Projected PL & 5303 AWARD: 2027 does not include unexpended funds			
PL			
ELEMENT	DESCRIPTION	BUDGET	%
100	ADMIN/PUBLIC PARTICIPATION	77,628.00	33.88%
200	DATA COLLECTION/ANALYSIS	42,770.00	18.67%
300	SHORT RANGE PLANNING/MGMT	38,000.00	16.58%
400	LONG RANGE PLANNING	30,000.00	13.09%
500	TRANSIT/ACTIVE TRANSPORTATION	10,000.00	4.36%
Y410	IJA Safe and Accessible Set Aside(2.5% of PL award	5,728.00	2.50%
600	OTHER PLANNING INITIATIVES/SPECIAL STUDIES	25,000.00	10.91%
		229,126.00	100.00%

### **Summary of Anticipated Products**

The following products are anticipated to be produced during the program year 2026

1. UPWP 100.0 Administration & 300.0 Short Range Planning
2. 2025 INDOT Annual Report 100.0 Administration & 500.0 Transit/Active and Transportation
3. Quarterly Reports and tracking 300.0 Short Range Planning,
4. Traffic Counting tabulation and (2) printed reports 200.0 Data Collection/Analysis
5. Crash information and safety analysis. 200.0 Data Collection/Analysis
6. Participation in the Local Emergency Planning Committee. 500.0 Transit/Active Transportation
7. Cost allocation plan as part of the 2027 – 2028 UPWP. 100.0 Administration & 300.0 Short Range Planning
8. Prioritize projects to include safety 100.0 Administration, 300.0 Short-Range Planning, 400.0 Short Range Planning & 500.0 Transit/Active transportation.
9. Updates to MOUs and Policies, when needed. 100.0 Administration & 300.0 Short Range Planning
10. Studies and Surveys. 200.0 Data Collection, 500.00 Transit/Active Trans 600.0 Other Planning Initiatives/Specials
11. Work with local LPAs to ensure the comprehensive Pavement Management System is kept up to date. 300.0 Short Range Planning, & 400.0 Long Range Planning
12. Conferences, training, and other administrative duties. 100.0 Administration
13. Work on Transit and Transportation updates including expansion of fixed route transit. 500.0 Transit/Active Transportation, 300.0 Short Range Planning, and 400.0 Long Range PL
14. Write and monitor grant(s) for capital and operations. 500.0 Transit/Active Transportation
15. Update, and monitor, current Change Order policy as needed. 100.0 Admin, 300.0 Short Range Planning
16. Coordinate efforts to measure core performance for transit. 200.0 Data Collection/Analysis & 400.0 Long Range Planning
17. Micro mobility, connectivity, and safe passage within upcoming projects with LPA's 500.0 Transit/Active Transportation, 400.0 Long Range Planning & 200.0 Data Collection
18. Road and Intersection Safety Studies. 400.0 Long Range Planning, 600 Other Planning Initiatives/Specials
19. Evaluate studies and data to implement steps to help alleviate short- and long-term environmental impacts. 200.0 Data Collection, 300.0 Short Range Planning, 400.0 Long Range Planning, 500.0 Transit and Active Transportation.
20. Serve on committee meeting monthly for the ongoing planning and construction of transits maintenance facility, wash bay, and trolley storage facility 200.00 Data Collection, 500.00 Transit and Active Transportation
21. Pedestrian lighting project on Center Rd. 200.0 Data Collection, 300.0 Short Range Planning

## Summary of Local Contracts, Orders and Memorandums

### Local Contracts Summary

The Kokomo and Howard County Governmental Coordinating Council with Kokomo and Howard County enter into the following annual contracts for services.

#### With Kokomo:

1. City of Kokomo provides traffic counting services.
2. Lease agreement for office space is with the City of Kokomo.

#### With Howard County:

1. Continuing contract with Howard County for payroll services.

### Memorandum of Agreement, Orders and Certifications and Assurances

#### **ON FILE ARE:**

Memorandum of Agreement between the Coordinating Council and the Indiana Department of Transportation. Executed February 6, 2023

Title VI Program submitted October 2025, Due October 2034

<input type="checkbox"/>	Title VI Program	Submitted	9/11/2025	N/A	10/1/2034	11/30/2034
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Drug, Alcohol and Substance Abuse Policy 2022

Environmental Justice for FHWA Order 6640.23A Dated June 2012

DOT Environmental Justice Order 5610.2(a) Dated May 02, 2012

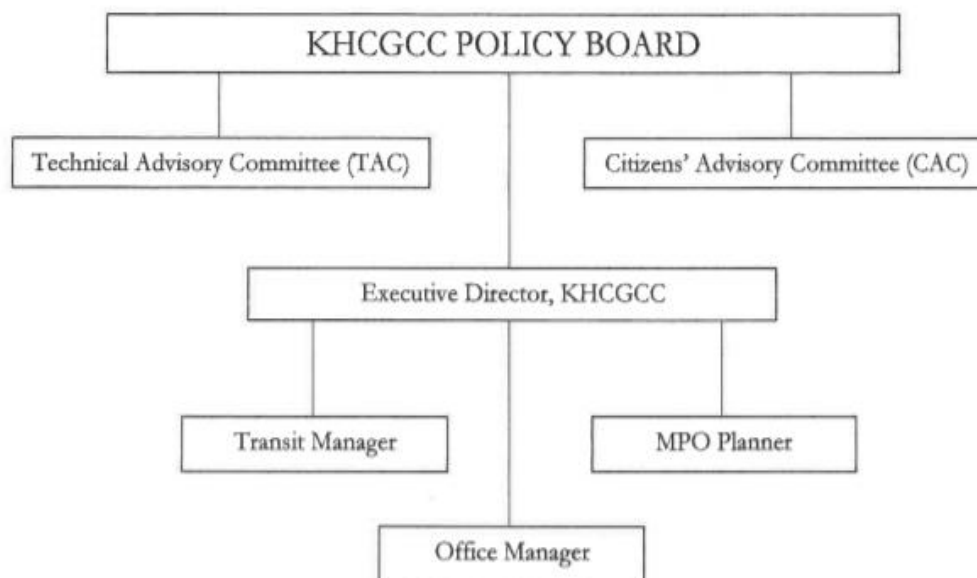
Personnel Policy updated July 2023

KHCGCC Bylaws 2024 - Third Amendment to an Agreement for Cooperative Action between The City of Kokomo, Indiana, Howard County, Indiana and the KHCGCC

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KOKOMO AND HOWARD COUNTY  
GOVERNMENTAL COORDINATING COUNCIL  
(KHCGCC)

ORGANIZATIONAL CHART



Approved by the KHCGCC Policy Board

March 18<sup>th</sup> 2021

Presiding Chairman

# ATTACHMENTS