



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#2600042

Policy Board Approved March 12, 2026
Resolution 2026-06

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

Connecting people, expanding opportunities, and helping move our
community forward—together.

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Technical Advisory Committee (TAC)

Citizens Advisory Committee on Alternative Transportation (CAC)

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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 21st 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.

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 safe transportation system that serves travelers of all ages and abilities. 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 shortfalls in access to transportation options and engagement opportunities to ensure that all residents have opportunities to participate in the transportation planning process, consistent with Title VI, 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, 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.

SFY 2027 UPWP Des#260042

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), 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 regulations. **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 IJIA §11206(b) **Estimated Completion:** Ongoing
- Hold public participation meetings, surveys, and open houses as required. **Estimated Completion:** Ongoing

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 Assessments 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 focus areas. **Estimated Completion: Ongoing**
- Maintain required professional subscriptions and organizational dues necessary to support MPO planning activities. **Estimated Completion: Ongoing**
- Plan and host the 2026 MPO Conference with Anderson and Muncie MPOs. **Estimated Completion: Q2 SFY 2027**

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
\$61,531	\$15,383	\$76,914	36.17%

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 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. **Estimated Completion:** Ongoing / Annual
- 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 health and vitality. 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
\$42,770	\$10,692	\$53,462	25.14%

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
- 2028-2032 TIP Update to be completed and included in the INDOT STIP **Estimated Completion:** by June 30, 2027
- 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 by September 30, 2026
- Actively promote projects supporting safety, pavement management, freight management, and connectivity, in coordination with Planning Ladders of Opportunity initiatives, and Infrastructure Investment and Jobs Act (IIJA) programs. **Estimated Completion:** Ongoing
- Update Functional Classification as required. **Estimated Completion:** As Needed
- Use of 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:
 - FHWA Every Day Counts initiatives
 - Red Flag Investigations
- 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 2027 Annual Budget Element 300			
Federal	Local Match	Total	Percentage of Funds
\$38,000	\$9,500	\$47,500	22.34%

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 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, 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
\$30,000	\$7,500	\$37,500	17.63%

500.0 Transit and Active Transportation

Goal: To enhance public transit, active transportation, and alternative modes of travel, 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 IJJA.

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. Including planning lighting and cameras on Center Rd. trail using 2026 carbon reduction funds flexed from INDOT to FTA. **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).
 - Phase 1 - Paratransit vehicle storage) was **completed** Q2 of SFY23,
 - Phase 2 - Construction of the Bus Maintenance Facility – construction to begin Q3 SFY27 (March 2026) **Estimated Completion:** Q2 SFY27.
 - Phase 3 – Bus Wash facility, NEPA began/A&E to begin following completion of NEPA approval. **Estimated Completion:** Q4 SFY27
- 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 IJJA 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 2027 Annual Budget Element 500			
Federal	Local Match	Total	Percentage of Funds
\$10,000	\$2,500	\$12,500	5.87%

*\$5,315 2.5% set-aside for 2027 with no local match required.

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.
- Planning for lighting on ped path Center Rd. MPO staff will work with C3Consultanting to place lighting on over a mile of bike/ped path on Center road. The design began Q3 SFY26.
Estimated Completion: Q1 SFY27

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

Anticipated Budget Element 600:

FY 2027 Annual Budget Element 600			
Federal	Local Match	Total	Percentage of Funds
\$25,000	\$6,250	\$31,250	14.69%

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

KHCGCC UPWP Summary Budget Table by Funding Source							
Work Element		SFY 27 Federal Consolidated Planning Grant (CPG) Funds	2.5% Set-Aside for Safe and Accessible Transportation	SFY 27 Local Matching Funds	Total New SFY 27 UPWP Funding	Estimated Carryover Funding from Previous UPWP	Total SFY 27 UPWP Funds
100	Administration & Public Participation						
	SFY 2027	61531	0	15383	76914	172035	248949
	SFY 2028	63377		15844	79221	99634	178855
200	Data Collection & Analysis						
	SFY 2027	42770	0	10692	53462	42406	95868
	SFY 2028	49802		12451	62253	0	62253
300	Short Range & Management Systems						
	SFY 2027	38000	0	9500	47500	16698	64198
	SFY 2028	45140		11285	56425	0	56425
400	Long Range Planning						
	SFY 2027	30000	0	7500	37500	56036	93536
	SFY 2028	30900		7725	38625	37228	75853
500	Transit and Active Transportation Planning						
	SFY 2027	10000	5315	2500	18228	48557	66785
	SFY 2028	10300	5475	2575	12875	27769	40644
600	Other Planning Initiatives & Special Projects						
	SFY 2027	25000	0	6250	31250	118250	149500
	SFY 2028	14000		3500	17500	74714	92214
	TOTAL						
	SFY 2027	\$ 207,301	\$ 5,315	\$ 51,825.00	\$ 264,441.00	\$ 364,412.00	\$ 718,836.00
	SFY 2028	213519	5475	53380	266899	239345	506244
	TOTAL	\$ 420,820	\$ 10,790	\$ 105,205.00	\$ 531,340.00	\$ 603,757.00	\$ 1,225,080.00
*						*UPWP Carryover source (Fiscal year and Purchase Order Number)	
						FY 2025	PO 0020132176
						FY 2026	PO 0020154156

	*PYB Balances	%
100	\$137,628.00	37.77%
200	\$33,925.00	9.31%
300	\$13,358.00	3.67%
400	\$44,829.00	12.30%
500	\$33,551.00	9.21%
600	\$94,600.00	25.96%
Y410	\$6,521.00	1.79%
TOTAL:	\$364,412.00	100.00%

* Does not include local match.

FUNDING REQUESTED BASED ON COST ALLOCATION PLAN (ATTACHED)

	*2025 unexpended PL	*2026 unexpended PL	2027 funding mark PL
PL	\$165,260.00	\$199,150.00	\$212,616.00
STBG FLEX TO PL	\$0.00	\$0.00	\$0.00
CITY OF KOKOMO	\$20,558.00	\$24,434.00	\$25,913.00
HOWARD COUNTY	\$20,558.00	\$24,434.00	\$25,913.00
TOTAL	\$206,376.00	\$248,018.00	\$264,442.00
Total of unexpended PL funds and 2027 programmed funds:			\$718,836.00
* All unexpended funds are estimates based on values as of 4/2026.			

*2025 PL/Flex	*2025 Local Match	*2026 PL/Flex	*2026 Local Match	2027 PL/Flex	2027 Local Match
165,260.00	41,116.00	199,150.00	48,868.00	212,616.00	51,826.00
* All unexpended funds are estimates based on values as of 4/2026.					

*Active Purchase Order Balances		
INDOT Purchase Orders	Expiration Date	Current P.O. Balance (April 2026)
0020132176	6/30/2028	\$165,260.00
0020154156	6/30/2029	\$199,150.00
* All unexpended funds are estimates based on values as of 4/2026.		

PL AWARD: 2027			
2027 PL & 5303 PROJECTED ALLOCATION:	\$207,301.00		
2027 IJA 2.5% SET ASIDE:	\$5,315.00		
STP FLEX (STBG):	\$0.00		
BUDGET	\$212,616.00		
Projected PL & 5303 AWARD: 2027 does not include unexpended funds			
PL			
ELEMENT	DESCRIPTION	BUDGET	%
100	ADMIN/PUBLIC PARTICIPATION	61,531.00	28.94%
200	DATA COLLECTION/ANALYSIS	42,770.00	20.12%
300	SHORT RANGE PLANNING/MGMT	38,000.00	17.87%
400	LONG RANGE PLANNING	30,000.00	14.11%
500	TRANSIT/ACTIVE TRANSPORTATION	10,000.00	4.70%
Y410	IJA Safe and Accessible Set Aside(2.5% of PL award)	5,315.00	2.50%
600	OTHER PLANNING INITIATIVES/SPECIAL STUDIES	25,000.00	11.76%
		212,616.00	100.00%

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Summary of Anticipated Products

The following products are anticipated to be produced during the program year 2027

1. UPWP [100.0 Administration & 300.0 Short Range Planning](#)
2. Planning MPO Conference with Anderson and Muncie [100.00 Administration](#)
3. 2028-2032 TIP Cycle will begin Sept./Oct. to be in the INDOT STIP by June 30, 2027. [300.0 Short](#)
4. [Range Planning](#)
5. 2025 INDOT Annual Report [100.0 Administration & 500.0 Transit/Active and Transportation](#)
6. Quarterly Reports and tracking [300.0 Short Range Planning](#),
7. Traffic Counting tabulation and (2) printed reports [200.0 Data Collection/Analysis](#)
8. Crash information and safety analysis. [200.0 Data Collection/Analysis](#)
9. Participation in the Local Emergency Planning Committee. [500.0 Transit/Active Transportation](#)
10. Cost allocation plan as part of the 2027 – 2028 UPWP. [100.0 Administration & 300.0 Short Range Planning](#)
11. Prioritize projects to include safety [100.0 Administration](#), [300.0 Short-Range Planning](#), [400.0 Short Range Planning & 500.0 Transit/Active transportation](#).
12. Updates to MOUs and Policies, when needed. [100.0 Administration & 300.0 Short Range Planning](#)
13. Studies and Surveys. [200.0 Data Collection](#), [500.00 Transit/Active Trans](#) [600.0 Other Planning Initiatives/Specials](#)
14. 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](#)
15. Conferences, training, and other administrative duties. [100.0 Administration](#)
16. 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](#)
17. Write and monitor grant(s) for capital and operations. [500.0 Transit/Active Transportation](#)
18. Update, and monitor, current Change Order policy as needed. [100.0 Admin](#), [300.0 Short Range Planning](#)
19. Coordinate efforts to measure core performance for transit. [200.0 Data Collection/Analysis & 400.0 Long Range Planning](#)
20. 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](#)
21. Road and Intersection Safety Studies. [400.0 Long Range Planning](#), [600 Other Planning Initiatives/Specials](#)
22. Evaluate studies and data to implement steps to help alleviate short- and long-term project impacts. [200.0 Data Collection](#), [300.0 Short Range Planning](#), [400.0 Long Range Planning](#), [500.0 Transit and Active Transportation](#).
23. 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](#)
24. 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

☐	Title VI Program	Submitted	9/11/2025	N/A	10/11/2034	11/30/2034
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- Drug, Alcohol and Substance Abuse Policy 2022
- 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

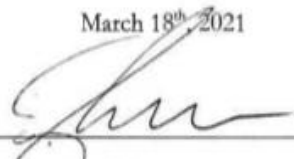
KOKOMO AND HOWARD COUNTY
GOVERNMENTAL COORDINATING COUNCIL
(KHCGCC)

ORGANIZATIONAL CHART



Approved by the KHCGCC Policy Board

March 18th, 2021



Presiding Chairman

Cost Allocation Plan (CAP) Approval Letter



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Mike Braun, Governor
Lyndsay Quist, Commissioner

January 27, 2026

Tammy Corn, Executive Director
Kokomo Howard County Governmental Coordinating Council
209 South Union Street
Kokomo, IN 46901

Dear Ms. Corn,

INDOT reviewed the FY 2027 Cost Allocation Plan presented by Kokomo Howard County Governmental Coordinating Council (KHCGCC) MPO for the period of July 1, 2026 through June 30, 2027.

In accordance with 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2027 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	77.90%
Indirect	35.30%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Emmanuel Nsonwu', is written over a horizontal line.

Emmanuel Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
P. Story
R. Nunnally
J. Mitchell
File

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ATTACHMENTS