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Citizens Advisory Committee

Agenda

BMCMPO Citizens Advisory Committee

Regular Meeting
Wednesday February 26, 2025
5:30 –7:00 pm

LOCATION: Bloomington City Hall - McCloskey Room & Virtual Location via Zoom
Zoom Link: https://bloomington.zoom.us/j/3521634803
Meeting ID: 352 163 4803 | Passcode: BMCMPO

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

III. Approval of Minutes*
   a. January 29, 2025

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

VI. Reports from the MPO Staff
   a. BMCMPO FY 2024-2028 TIP Modifications (listed as "pending" in FY2024-2028 TIP)
      (1) DES# 21000884 (Monroe County)
      (2) contract #42231 - DES #1900098 (INDOT)
      (3) contract #42231 - DES #2000311 (INDOT)
      (4) contract #45232 - DES#2301124 (INDOT)
      (5) contract #45232 - DES #2301227 (INDOT)
      (6) DES #2200014 (City of Bloomington)
      (7) DES #2400041 (City of Bloomington)
   b. BMCMPO FY 2024-2028 TIP Amendment (requested for expedited approval by Policy Committee on February 14th 2025)
      (1) INDOT, DES #2000804, installation of railroad crossing safety equipment (new project) see google map

VII. Old Business

VIII. New Business
   a. BMCMPO FY 2026-2030 Transportation Improvement Program (TIP) – Adoption*

**Action Requested / Public comment prior to vote (limited to five minutes per speaker).*

Citizens Advisory Committee

Agenda

BMCMPO Citizens Advisory Committee
Regular Meeting
Wednesday February 26, 2025
5:30 –7:00 pm

IX. Public Comment on Matters Not Included on the Agenda *(non-voting items)*
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak

X. Communications from Committee Members on Matters Not Included on the Agenda *(non-voting items)*
   a. Communications
   b. Topic Suggestions for Future Agendas

XI. Upcoming Meetings
   a. Policy Committee: March 14, 2025 at 1:30 p.m. (Hybrid)
   b. Technical Advisory Committee: March 26, 2025 at 10:00 a.m. (Hybrid)
   c. Citizens Advisory Committee: March 26, 2025 at 5:30 p.m. (Hybrid)

XII. Adjournment

Link to Meeting Packets
Link to Meeting Recordings

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact Melissa Hirtzel at hirtzelm@bloomington.in.gov and provide your name, contact information, and a link to or description of the document or web page you are having problems with. ***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.***

**Action Requested / Public comment prior to vote (limited to five minutes per speaker*).

Citizens Advisory Committe

Minutes

BMCMPO Citizens Advisory Committee
Regular Meeting
Wednesday January 29, 2025
5:30 –7:00 pm

LOCATION: Bloomington City Hall - McCloskey Room & Virtual Location via Zoom
Zoom Link: https://bloomington.zoom.us/j/3521634803
Meeting ID: 352 163 4803 | Passcode: BMCMPO

Members Present: Paul Ash, Elizabeth Cox-Ash, Mary Jane Hall, John Kennedy, Sarah Ryterband, Sam Tobin-Hoschstadt

Staff Present: Pat Martin, Katie Gandhi

Guests: Eric Ost (V)

I. Call to Order and Introductions

Meeting convened at 5:30pm with Sarah Ryterband, Chair presiding.

II. Approval of Meeting Agenda*

****Elizabeth Cox-Ash moved for approval of the meeting agenda. Mary Jane Hall seconded. MOTION CARRIED by a voice vote (6-0).***

III. Election of Calendar Year (CY) 2025 Citizen Advisory Committee Officers**
   a. Chair
   b. Vice Chair

****Sarah Ryterband nominated John Kennedy for Chair and Sam Tobin-Hoschstadt for Vice Chair. Elizabeth Cox-Ash seconded. SO DECLARED by a voice vote (6-0).***

IV. Approval of Minutes*
   a. October 23, 2024

****Sarah Ryterband moved for approval of the October 23, 2024 meeting minutes. Elizabeth Cox-Ash seconded. Motion carried by a voice vote (6-0).* MOTION CARRIED.**

V. Communications from the Chair and Vice Chair
   a. None.

**Action Requested / Public comment prior to vote (limited to five minutes per speaker*).

VI. Reports from Officers and/or Committees

a. None.

VII. Reports from the MPO Staff

a. BMCMPO CY 2025 Meeting Calendar
b. BMCMPO Metropolitan Planning Organization 101 – Introductory Overview
c. BMCMPO FY 2026-2030 Transportation Improvement Program (TIP) – Status Report
d. BMCMPO FY 2025-2026 Unified Planning Work Program (UPWP) – Status Report

Pat and Katie (MPO Staff) provided updates. No significant concerns or questions.

VIII. Old Business

a. None

IX. New Business

a. CAC Membership Application (location on website) - **Staff presented a new, fillable version of the CAC membership application and requested feedback from committee members before it is posted to the website. CAC members provided suggestions for updates to the application.**
b. BMCMPO FY 2024-2028 TIP Amendments*****
   (1) Monroe County, DES #240151, High Friction Surface Treatment (new project)
   (2) INDOT, DES #2400591, Soil nail repair on MSE failures – South Districts (new project)
   (3) City of Bloomington, DES #2401660 (old #2200021), Downtown Curb Ramps Phase 4 (amendment of existing project)

****Elizabeth Cox-Ash moved to recommend adoption of the FY 2024-2028 TIP Amendments. Mary Jane Hall seconded. MOTION CARRIED by a voice vote (6-0).***

c. BMCMPO 2050 Metropolitan Transportation Plan (MTP) – Final Adoption*****

Discussion Ensued. Committee members made a few recommendations for improvements to the plan.

****Elizabeth Cox-Ash moved to recommend adoption of the BMCMPO 2050 Metropolitan Transportation Plan (MTP). Mary Jane Hall seconded. MOTION CARRIED by a voice vote (6-0).***

X. Public Comment on Matters Not Included on the Agenda *(non-voting items)*
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak

a. None

XI. Communications from Committee Members on Matters Not Included on the Agenda *(non-voting items)*

a. Communications
b. Topic Suggestions for Future Agendas

John Kennedy emphasized the need to recruit younger members to this group. Sam Tobin-Hoschstadt said that in future meetings, since the CAC voted in favor of the MTP, and because the projects listed in the MTP carry weight, it would be nice to hear more from the city and county staff who chose the illustrative projects, about why they chose those projects. Elizabeth Cox-Ash recommended that we utilize students from the university to do projects, perhaps even instead of a consultant, which may also help with recruitment.

XII. Upcoming Meetings
a. Policy Committee: February 14, 2025 at 1:30 p.m. (Hybrid)
b. Technical Advisory Committee: February 26, 2025 at 10:00 a.m. (Hybrid)
c. Citizens Advisory Committee: February 26, 2025 at 5:30 p.m. (Hybrid)

XIII. Adjournment

Meeting adjourned at 7:05pm.

Link to Meeting Packets
Link to Meeting Recordings

To: BMCMPO Citizen Advisory, Technical Advisory, and Policy Committees

From: Katie Gandhi, Pat Martin

Date: January 29, 2025

Re: Monroe County FY 2024 - 2028 Transportation Improvement Program (TIP) Amendments

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Requested Action: Adoption of all four (4) proposed amendments, described below, for the BMCMPO FY 2024-2028 Transportation Improvement Program (TIP).

1. **Amendment**: addition of new project
   DES#: 240151
   LPA: Monroe County
   Project Type: road reconstruction/rehabilitation/resurfacing
   Project Title: High Friction Surface Treatment
   Purpose: The project was submitted in fall 2024 for the Highway Safety Improvement Program (HSIP) special safety call with INDOT and funding was awarded in December 2024. The local funds for this project are provided through the Local Road and Street Fund. Improve the safety areas along Fairfax Road, mainly curve locations. The specified locations have shown a history of higher crashes along Fairfax Road and the high friction pavement surface would help decrease these numbers.
   Letting: TBD, design contract expected by 2025, per the grant program the project must be completed within 2 years
   Additional Details: see attached application and supporting materials
   Location(s): see this google map

High Friction Surface Treatment on Fairfax Road [DES #2401515]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP		$ 36,000				$36,000
PE	Local		$ 4,000				$4,000
CN	HSIP			$ 382,500			$382,500
CN	Local			$ 42,500			$42,500
Totals		$0.00	$ 40,000	$ 425,000	$ -	$ -	$465,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Note: FY 2027-2028 represent illustrative project years.

2. **Amendment**: addition of new project
   DES#: 2400591
   LPA: INDOT
   Project Type: bridge
   Project Title: Soil repair on MSE failures – South Districts
   Purpose: Repair failed/failing mechanically stabilized earth walls with soil nail for various locations in INDOT Southern Districts: Seymour & Vincennes. In this particular location in the Seymour district, at I-69 & SR37 some panels have moved or bulged outward. There is no indication in the construction record that this occurred during construction. In some cases, both horizontal and vertical joints appear to be tight. The inclined angle of some horizontal joints could be the result of differential movement.
   Letting: 9/10/2025
   Additional Details: see attached application and supporting materials
   Location(s): one location determined so far (I-69 & SR37 interchange); see this google map

Soil repair on MSE failures – South Districts [DES #2400591]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STP					$ 1,600,000	$ 400,000					$ 2,000,000
Totals		$ -	$ -	$ -	$ -	$ 1,600,000	$ 400,000	$ -	$ -	$ -	$ -	$ 2,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

3. **Amendment**: amend funding of existing project
DES#: 2401660 (old #2200021)
LPA: City of Bloomington
Project Type: Bicycle & Pedestrian
Project Title: Downtown Curb Ramps Phase 4
Purpose: The project was submitted in fall 2024 for the Highway Safety Improvement Program (HSIP) special safety call with INDOT and funding was awarded in December 2024. Project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include curb bump outs, accessible connections to transit stops, or other modifications based on site specific context. Work will take place in and around the downtown area and locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.
Letting: July 8, 2026
Additional Details: see attached application and supporting materials
Location(s): various

CURRENT FUNDING:

Downtown Curb Ramps - Phase 4 [2200021]							
Project Phase	**Funding Source**	**Fiscal Year**					**Totals***
		2024	**2025**	**2026**	**2027**	**2028**	
PE	Sec 164	$ 133,293					$ 133,293
PE	Local	$ 1,707					$ 1,707
CE	Local				$ 90,000		$ 90,000
CN	Local				$ 800,000		$ 800,000
Totals		$ 135,000	$ -	$ -	$ 890,000	$ -	$ 1,025,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Note: FY 2027-2028 represent illustrative project years.

PROPOSED FUNDING:

Downtown Curb Ramps - Phase 4 [DES#2200021 for PE funding, DES #2401660 for CN funding]							
Project Phase	**Funding Source**	**Fiscal Year**					**Totals***
		2024	**2025**	**2026**	**2027**	**2028**	
PE	Sec 164	$ 133,293					$ 133,293
PE	Local	$ 1,965					$ 1,965
CE	HSIP			$ 103,500			$ 103,500
CE	Local			$ 11,500			$ 11,500
CN	HSIP			$ 757,440			$ 757,440
CN	Local			$ 84,160			$ 84,160
Totals		$ 135,258	$ -	$ 956,600	$ -	$ -	$ 1,091,858

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Note: FY 2027-2028 represent illustrative project years.

4. **Amendment**: addition of new project
   DES#: 2000804
   LPA: INDOT
   Project Type: railroad crossing safety
   Project Title: Section 130 Safety Project
   Purpose: Installation of railroad crossing safety equipment such as lights, gates and cantilevers.
   Letting: TBD
   Additional Details: MPO project request form included in packet
   Location(s): see this google map

Section 130 Railroad Safety Project [DES #2000804]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	HSIP					$ 2,030,632						$ 2,030,632
Totals		$ -	$ -	$ -	$ -	$ 2,030,632	$ -	$ -	$ -	$ -	$ -	$ 2,030,632

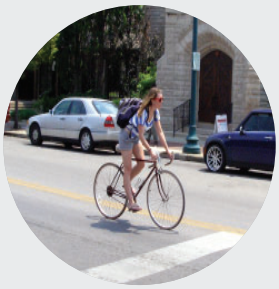
*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Note: This project includes work at the following railroad crossings: 292192Y, 292180E, 292178D, 292172M, 292397S, 292313U, 292187C. Only locations 292180E, 292178D, 292172M locations are within the BMCMPO's planning area - those three projects alone total $830,754.

Transportation Improvement Program
Fiscal Years 2026-2030






PROPOSED FINAL - February 21, 2025

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Disclaimer

Preparation of the *Bloomington-Monroe County FY 2026-2030 Transportation Improvement Program* (TIP) has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or the Indiana Department of Transportation.

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Acknowledgments

The Bloomington-Monroe County Metropolitan Planning Organization *Fiscal Year 2026-2030 Transportation Improvement Program* included the assistance and efforts of numerous organizational groups and individual residents. The staff acknowledges and greatly appreciates all representatives and residents who participated in public meetings, public workshops thereby giving the community active participatory voices for policy decision makers and our collective state and federal partners.

Policy Committee

Lisa Ridge, Chair	Monroe County Highway Department
John Kennedy, Vice Chair	Citizens Advisory Committee
Jason Banach	Indiana University
Hopi Stosberg	City of Bloomington City Council
Doug Horn	Bloomington Transit
Jillian Kinzie	City of Bloomington Plan Commission
Tony McClellan, P.E.	Indiana Department of Transportation, Seymour District
David G. Henry	Monroe County Council
Margaret Clements	Monroe County Plan Commission
Dan Swafford	Town of Ellettsville
Jody Madeira	Monroe County Commissioners
Kerry Thomson	City of Bloomington Mayor
Adam Wason	City of Bloomington Public Works Department
Kelley Brookins (non-voting)	Federal Transit Administration, Region V
Michelle Herrell (non-voting)	Federal Highway Administration, Indiana Division

Technical Advisory Committee

Nate Nickel, Chair	City of Bloomington Public Works Department
Paul Satterly, P.E., Vice Chair	Monroe County Highway Department
John Baeten, Ph.D.	Monroe County Surveyor Department
Meghan Blair	City of Bloomington Information Technology Services
Andrew Cibor, P.E., P.T.O.E.	City of Bloomington Engineering Department
John Connell	Bloomington Transit
Tim Street	City of Bloomington Parks and Recreation
Jane Fleig, P.E.	City of Bloomington Utilities
Kip Headdy	Town of Ellettsville Street Department
Jackie N. Jelen, AICP	Monroe County, Planning Department
Brian Jones	Indiana Department of Transportation, Public Transit
Carlos Laverty	Monroe County Airport
Denise Line	Town of Ellettsville
Jessica McClellan	City of Bloomington City Controller
Audrey Myers	Richland-Bean Blossom Community School Corporation
Chris Myers	Rural Transit, Area 10 Agency on Aging
Emmanuel Nsonwu	Indiana Department of Transportation

Rebecca Packer, P.E.	Indiana Department of Transportation, Seymour District
David Hittle, AICP	City of Bloomington, Planning and Transportation
Catherine Smith	Monroe County Auditor
Joe VanDeventer	City of Bloomington Street Operations
Justin Reid VanLeeuwen	Indiana University Campus Bus
Scott Waddell	Monroe County Community School Corporation
Kelli Witmer	Monroe County Parks and Recreation
Patrick Carpenter (Non-voting)	Federal Highway Administration, Indiana Division
Dan Forbush (Non-voting)	Federal Transit Administration, Region V
John Kennedy, Ph.D. (Non-voting)	Citizens Advisory Committee

Citizens Advisory Committee

John Kennedy, Ph.D., Chair	Council of Neighborhood Associations
Sam Tobin-Hochstadt, Ph.D., Vice Chair	Sycamore Knolls Neighborhood
Sarah Ryterband, M.D.	Prospect Hill Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

Bloomington-Monroe County Metropolitan Planning Organization Staff

Katie Gandhi
Pat Martin

Introduction

The Transportation Improvement Program (TIP) represents a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the *BMCMPO 2045 Metropolitan Transportation Plan (MTP)*.

The Fiscal Year (FY) 2026-2030 TIP includes the following check list items for state and federal review partners:

- A complete fiscally-constrained five (5) year list of investment priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or "BIL") given known and assigned final federal funding levels made available to the BMCMPO by the Indiana Department of Transportation (INDOT).
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (https://www.rsmeans.com). Local projects assume an annual 4% inflation rate or rates that reflect those currently recognized by INDOT.
- FY 2026-2030 TIP projects have consistency with the adopted *BMCMPO 2050 Metropolitan Transportation Plan*, Bloomington Transit's *Transit Development Plan*, and other similar planning studies developed by the BMCMPO for INDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.
- FY 2026-2030 TIP projects identify a program funding year, federal amounts, state amounts, local funds, and a total project cost identified and included for programmed projects prior to including the TIP in the FY2026-2030 STIP.
- "Total project costs" are illustrated for all projects including the full cost of the project from PE to CN, costs programmed prior to this TIP, and costs that will be programmed beyond this TIP. This paragraph notes "total project cost" as defined by https://www.fhwa.dot.gov/majorprojects/cost_estimating/process.cfm.
- Operations and maintenance investments identified in the financial plan narrative "protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services." INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2026-2030 TIP.

- Public outreach and involvement strategies employed for development of the FY 2026-2027 TIP involved a combination of in-person, digital, virtual, and print tool approaches as recommended by the U.S. Department of Transportation's Equity Action Plan (https://www.transportation.gov/priorities/equity/2023-equity-action-plan). The BMCMPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and diverse transportation needs and transportation experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed transportation investment projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual transportation investment projects by work type and project purposes (i.e., ADA ramp construction, bike-pedestrian facilities, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects

The FY 2026-2030 TIP documents the distribution of all BMCMPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

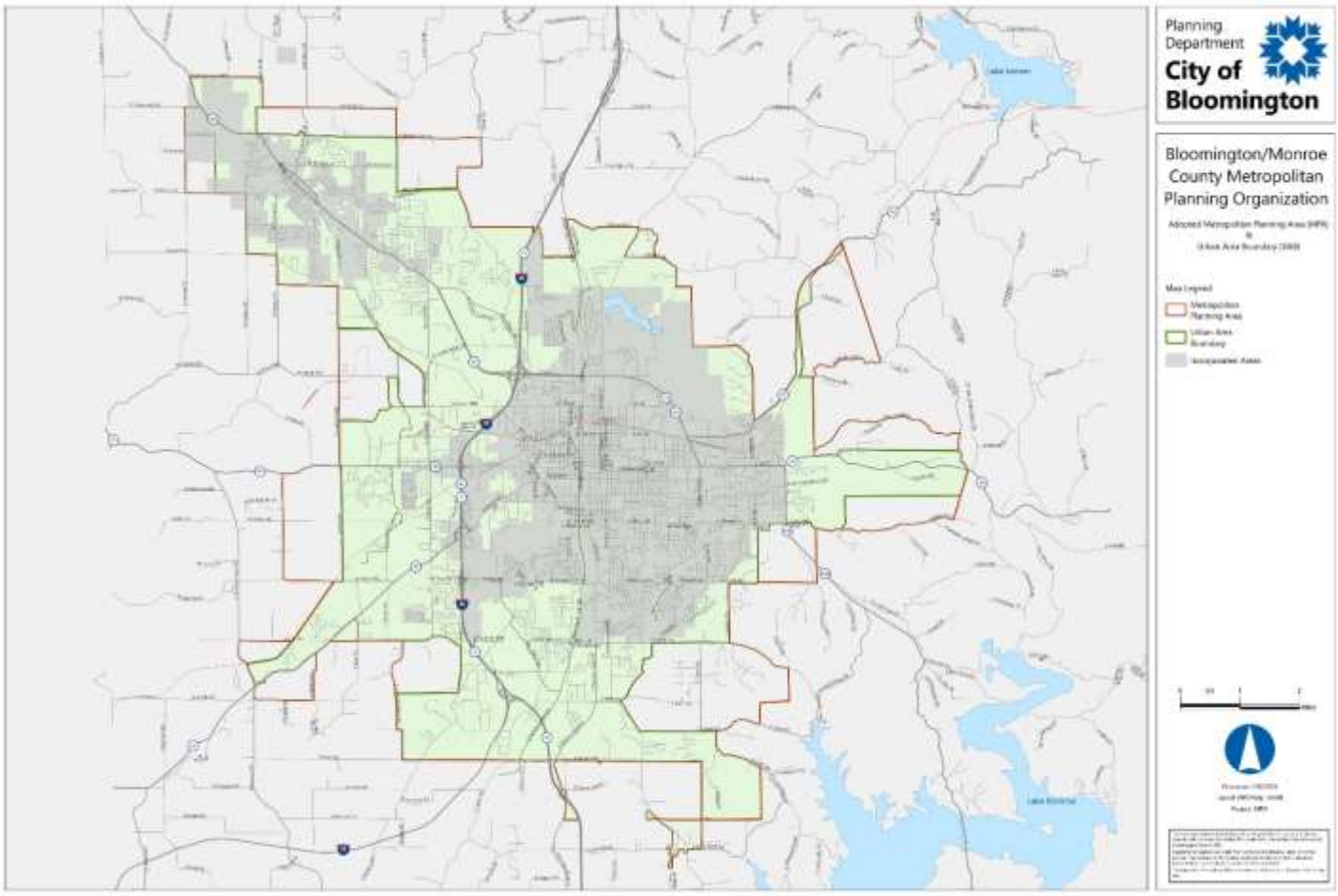
The FY 2026-2030 TIP represents a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPO FY 2026-2030 TIP match INDOT's Statewide Transportation Improvement Program, or "STIP" listings for identical fiscal years).

The STIP identifies the funding and timing of the state's transportation projects by fiscal year. The FY 2026-2030 STIP identifies approximately $3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations. The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or

federal public transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

The BMCMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington-Monroe County Urbanized Area (UA) with a 2020 Census population of 110,103 and the recognized Metropolitan Planning Area (MPA) defined by the Bureau of the Census. The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanize area of Monroe County. An online electronic map of the Bloomington-Monroe County urbanized area defined by the 2020 Census is available at https://bloomington.in.gov/sites/default/files/2024-07/MPOMap_36x48%20%283%29.pdf.



BMCMPO Urban Area Boundary (UAB) and Metropolitan Planning Area (MPA) Map.
Source: BMCMPO - 07-08-24.

Transportation Improvement Programming

The Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2026-2030 by individual years and include only those projects for which funding has been identified using current or reasonably available federal, state and local revenue sources. All FY 2029-2030 projects are illustrative. An "Illustrative Project" means an additional transportation project that may (but is not required to) be included in a financial plan for a Metropolitan Transportation Plan (MTP), TIP, or Statewide Transportation Improvement Program (STIP) if reasonable additional resources were to become available pursuant to *23 CFR 450.104 Definitions*. Illustrative projects must achieve conformance with the MTP and the TIP prior to federal action. The formal programming of an illustrative project will be accomplished through the TIP Amendment process to Pursuant to *23 CFR 450.330 (e) TIP Action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)*.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) in cooperation with the State of Indiana and area public transit operators develop the TIP financial plan by providing the BMCMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of federal and state funding available to the BMCMPO in order to enable the BMCMPO to conduct adequate financial planning.

The BMCMPO, the FHWA, and the FTA must jointly determine that new, or amended, TIP documents conform to the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (USEPA) conformity regulation. The BMCMPO is exempt from the air quality requirements because it is in an air quality attainment area.

Projects listed in the TIP typically originate in the MTP developed by the BMCMPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. The TIP therefore serves as a strategic management tool that accomplishes the objectives of the Bloomington and Monroe County MTP.

Project prioritization is an important element of the TIP since the demand for federal-aid transportation projects often exceeds the level of available federal funds. The Indiana Department of Transportation (INDOT) prioritizes state highway projects in the TIP. Resource availability for Monroe County, the Town of Ellettsville, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10's Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the

BMCMPO's urbanized area often achieve prioritization based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting
2. Capital projects programmed for construction that are ready for contract letting in the immediate future
3. Projects involving traffic operation or system management improvements
4. Projects programmed for right-of-way acquisition
5. Projects programmed for preliminary engineering and/or advanced studies

The type of activity scheduled and the federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of federal, state, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPO evaluates TIP amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

Amendment Process

TIP amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA if so required. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 2026-2030 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

Transportation Improvement Program Projects

Background

This discussion provides a central reference point for the identification of recommended Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) *Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP)* multimodal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation (INDOT).

Project Cost Estimation

The *FY 2026-2030 TIP* relies on a "cost to complete" or more precisely a "total project estimated cost" supplied from the Local Planning Agencies (LPAs) and INDOT. This includes all project phases, including any phases that are completed or that extend beyond the four-year TIP period. The official definition from INDOT states:

> *"The STIP must include the cost of each phase of the project that is listed in the STIP and also include the total project cost (23 CFR 450.218(i)). Total project cost is the cost of all phases of the project i.e. PE, design, ROW, construction including phases that are outside the 4-year period of the STIP."*

INDOT will provide the BMCMPO with updated total estimated cost figures for each of its projects. The BMCMPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPO TIP and within INDOT's STIP.

The BMCMPO uses this process for the *FY 2026-2030 TIP* and future TIP publications.

Federal Funding Sources

Projects programmed within the TIP categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state

matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- ***Surface Transportation Block Grant Program*** **(STBG)** funds projects to preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including bus terminals. The BMCMPO receives Group II STBG fund allocations based on the 2020 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.

- ***Highway Safety Improvement Program*** **(HSIP)** funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads.

- ***National Highway Performance Program*** **(NHPP)** funds construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as "measures") established in a state's asset management plan for the National Highway System.

- ***Section 164 Penalty*** **(164 Penalty)** funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.

- ***Carbon Reduction Program*** **(CRP)** funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources.

- ***PROTECT*** **(Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation)** formula funds must involve preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.

- ***Section 130 RR Safety*** funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).

- ***Bridge Programs (BR)*** funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.

- ***Transportation Alternatives Program*** **(TA)** funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.

- ***Federal Transit Administration (FTA)*** funding programs vary according to urban area use. Bloomington Transit, the local urban transit authority in this region, relies a variety of FTA program funding. FTA Section 5307 provides urban area formula funds for both operating assistance and eligible capital activities. Section 5310 funds for enhanced mobility of seniors and individuals with disabilities and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit, which provides demand-response transportation to four counties in this region of Indiana, relies on Section 5311 funds for the provision of rural transportation services.

- ***Indiana Public Mass Transit Fund (PMTF***) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.

- ***Indiana Trails Program (ITP)*** funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded "Indiana Recreational Trails Program" in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2026-2030 TIP reflects this administrative program change.

Table 1 - Federal Transportation Funding Programs

Primary Federal, State, Local Funding Source Descriptions		
Funding Program*	**Abbreviation**	**Brief Description****
Surface Transportation Block Grant	STBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	• Section 5307 operating assistance through formula allocations. • Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities. • Section 5311 funds rural transportation. • Section 5339 funds buses and bus facilities.
Indiana Public Mass Transit Fund	PMTF	A special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana.
Carbon Reduction Program	CRP	Projects that support the reduction of transportation emissions.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Resiliency to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).		

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels.

All transportation projects have the potential to impact environmental, cultural, or historical resources. Local Public Agencies (LPAs) have a requirement to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPO FY 2026-2030 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

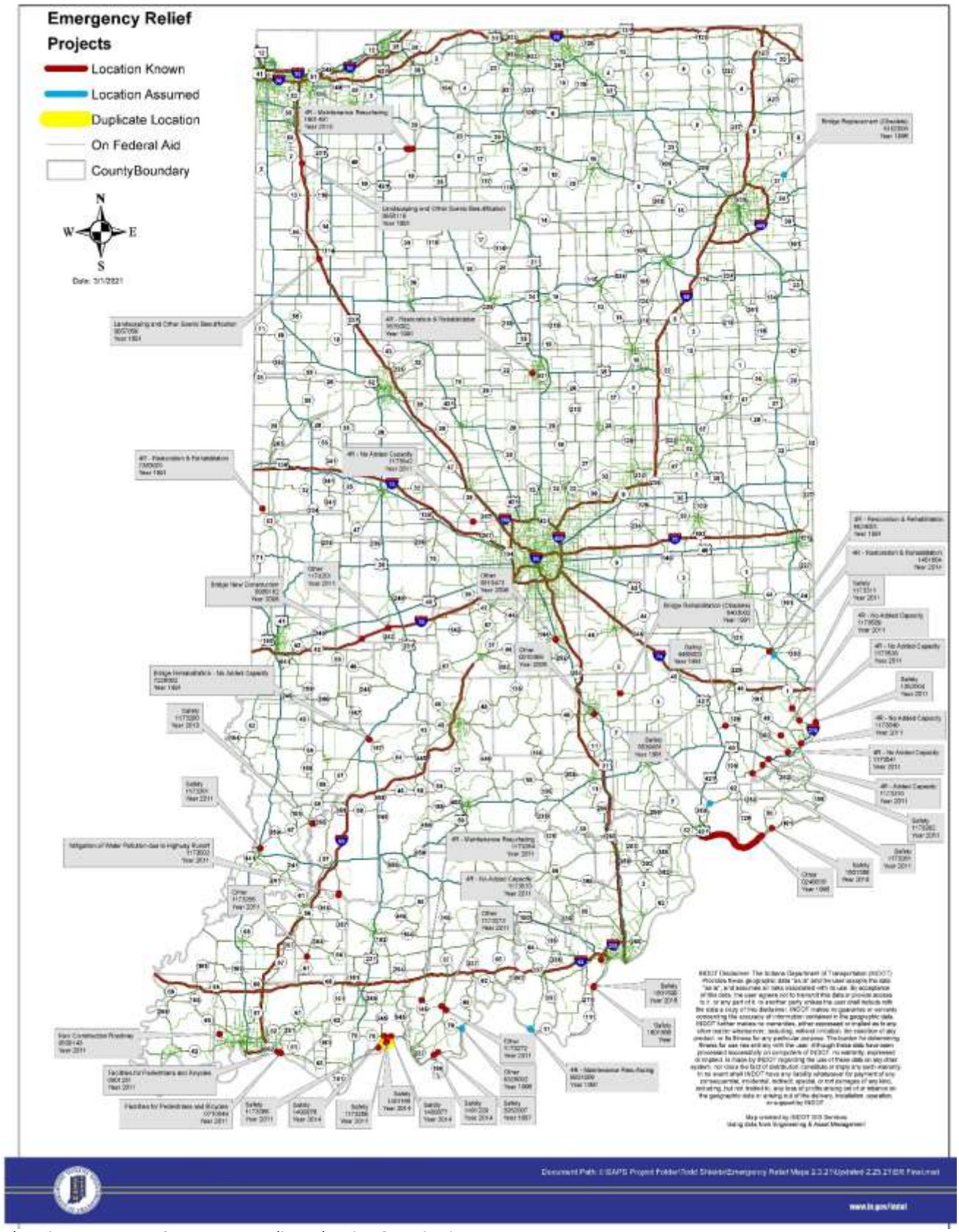
Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

To comply with this requirement, INDOT evaluated and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT has identified only one (1) location where two (2) permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue monitoring locations where emergency repairs occurred and will review and update the entire evaluation once every four years for the FHWA.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure.

Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

The BMCMPO urban area does not currently have any projects programed with federal Emergency Relief funds.


Emergency Relief
Projects
Location Known
Location Assumed
Duplicate Location
On Federal Aid
CountyBoundary
N
W
E
S
Date: 3/1/2021

Transportation Improvement Program Funding

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of all Bloomington-Monroe Metropolitan Planning Organization (BMCMPO) local public agencies (LPA), stakeholders, and state, and federal funding partners.

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana's Group II urban areas, projections from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) of anticipated federal spending authorization levels, and consultations with appropriate federal and state funding agencies.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry-standard construction cost estimating tools, such as RSMeans data (https://www.rsmeans.com) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The Fiscal Years (FY) used for the purposes of the FY 2026-2030 TIP begins on July 1, 2025 and ends on June 30, 2030. The following FY 2026-2023 TIP funding table identifies the *projected* FHWA program revenues for the BMCMPO urban area as of December 2024. The Indiana Department of Transportation will issue *final* FHWA program levels for the BMCMPO by June 2025. The BMCMPO staff will maintain fiscal constrain all local projects upon the receipt of Group II assigned funding levels from the INDOT, Local Programs staff.

Bloomington-Monroe County Metropolitan Planning Organization
Anticipated FY 2026 - 2030 TIP Federal Program Revenue Levels[1]

Program	Fiscal Year					Totals
	2026[5] (estimates)	2027[4] (estimates)	2028 (estimates)	2029[2] (estimates)	2030[2] (estimates)	
CRP	$ 339,452	$ 339,452	$ 339,452	$ 339,452	$ 339,452	$ 1,697,260
HSIP	$ 558,774	$ 558,774	$ 558,774	$ 558,774	$ 558,774	$ 2,793,870
PROTECT	$ 124,997	$ 124,997	$ 124,997	$ 124,997	$ 124,997	$ 624,985
SEC 164***	$ 132,601	$ 132,601	$ 132,601	$ 132,601	$ 132,601	$ 663,005
STBG	$ 3,095,792	$ -	$ 3,095,792	$ 3,095,792	$ 3,095,792	$ 12,383,168
TA	$ 389,047	$ 389,047	$ 389,047	$ 389,047	$ 389,047	$ 1,945,235
Totals	$ 4,640,663	$ 1,544,871	$ 4,640,663	$ 4,640,663	$ 4,640,663	$ 20,107,523

[1]Source: Indiana Department of Transportation Local Share of Federal Formula Apportionments to the BMCMPO, 12-31-2024
[2]Illustrative fiscal years
[3]HSIP eligible projects
[4]BMCMPO allocation of FY 2027 STBG funds obligated to IMPO for fullfillment of FY 2024 funds loaded to the BMCMPO.
[5]The FY2026 Federal spending authority for BMCMPO is $4,584,567.

The following BMCMPO FY 2026-2030 TIP summary funding tables outline the projected multimodal expenditures for the urban area. These programmed expenditures tables demonstrate a constrained list of proposed expenditures for the first three (3) years of the FY 2026-2030 period. FY 2029-2030 shall remain "illustrative" and therefore not subject to federal fiscal constraint requirements.

The State of Indiana's programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPO.

BMCMPO FY 2026-2030 LPA Funding Requests & Funding Type
(Note: FY 2029 - 2030 are Illustrative Fiscal Years)
November 8, 2024

Rural Transit FY 2026 - 2030 TIP Summary Table						
Funding Source	**Fiscal Year**					**Totals***
	2026	**2027**	**2028**	**2029****	**2030****	
FTA 5311	$ 893,351	$ 929,085	$ 966,248	$ 1,004,898	$ 1,045,094	$ 4,838,676
Local	$ 599,157	$ 623,123	$ 648,048	$ 673,970	$ 700,929	$ 3,245,227
PMTF	$ 311,595	$ 324,059	$ 337,021	$ 350,502	$ 364,522	$ 1,687,699
Totals	$ 1,804,103	$ 1,876,267	$ 1,951,317	$ 2,029,370	$ 2,110,545	$ 9,771,602

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**Illustrative fiscal years

Bloomington Transit FY 2026 - 2030 TIP Summary Table						
Funding Source	**Fiscal Year**					**Totals***
	2026	**2027**	**2028**	**2029****	**2030****	
Local	$ 5,134,475	$ 6,378,417	$ 5,780,966	$ 6,864,886	$ 6,742,196	$ 30,900,940
FTA 5307	$ 2,899,300	$ 3,893,985	$ 3,188,108	$ 3,076,551	$ 3,228,129	$ 16,286,073
FTA 5309 Small Start	$ 400,000	$ 3,200,000	$ -	$ -	$ -	$ 3,600,000
FTA 5310	$ 224,400	$ -	$ -	$ 519,542	$ 409,137	$ 1,153,079
FTA 5339	$ -	$ 1,040,000	$ 2,184,000	$ 5,733,000	$ 4,815,720	$ 13,772,720
PMTF	$ 2,607,880	$ 2,660,038	$ 2,713,238	$ 2,767,503	$ 2,822,853	$ 13,571,512
Totals	$ 11,266,055	$ 17,172,440	$ 13,866,312	$ 18,961,482	$ 18,018,035	$ 79,284,324

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**Illustrative fiscal years

Monroe County FY 2026 - 2030 TIP Summary Table						
Funding Source	**Fiscal Year**					**Totals***
	2026	**2027**	**2028**	**2029****	**2030****	
CRP	$ -	$ -	$ -	$ -	$ -	$ -
Bridge	$ 5,712,304	$ 14,889	$ 2,357,318	$ 153,661	$ 144,162	$ 8,382,335
HSIP	$ 864,000	$ -	$ -	$ -	$ -	$ 864,000
Local	$ 1,519,421	$ 66,722	$ 1,187,330	$ 38,416	$ 36,040	$ 2,847,929
PROTECT	$ -	$ -	$ -	$ -	$ -	$ -
STBG	$ -	$ 252,000	$ 2,392,000	$ -	$ -	$ 2,644,000
TA	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ 8,095,725	$ 333,611	$ 5,936,648	$ 192,077	$ 180,203	$ 14,738,264

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**Illustrative fiscal years

City of Bloomington FY 2026 - 2030 TIP Summary Table						
Funding Source	**Fiscal Year**					**Totals***
	2026	**2027**	**2028**	**2029****	**2030****	
CRP	$ 346,384	$ -	$ 346,384	$ 346,384	$ 346,384	$ 1,385,536
HSIP	$ 963,822	$ -	$ 571,731	$ 571,731	$ 571,731	$ 2,679,015
Local	$ 3,596,248	$ 1,000,000	$ 2,008,966	$ 2,406,239	$ 2,237,239	$ 11,248,692
PROTECT	$ 128,207	$ -	$ 128,207	$ 128,207	$ 128,207	$ 512,828
Sec 164	$ 135,958	$ -	$ 135,958	$ 135,958	$ 135,958	$ 543,832
STBG	$ 3,179,488	$ -	$ 849,261	$ 3,179,488	$ 3,179,488	$ 10,387,725
TA	$ 396,993	$ -	$ 396,993	$ 396,993	$ 396,993	$ 1,587,972
Totals	$ 8,747,100	$ 1,000,000	$ 4,437,500	$ 7,165,000	$ 6,996,000	$ 28,345,600

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**Illustrative fiscal years

FY 2026-2030 Project List

Monroe County

2022-2026 & 2027-2030 Bridge Safety Inspection & Inventory

Lead Agency: Monroe County

Description: Inspection and inventory of bridges in Monroe County, in various locations. The compliance is March and the inspections occur in a four-year cycle.

Coordinates: various

Performance Target: Bridge Condition

Anticipated Letting: N/A

Contract #: N/A

DES#: 2100084, 2300141

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE	$34,324	$3,722	$34,730	$38,416	$36,040	$ 147,233
Bridge	PE	$137,298	$14,889	$138,918	$153,661	$144,162	$ 588,928
TOTALS		$ 171,622	$ 18,611	$ 173,648	$ 192,077	$ 180,203	$ 736,161

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Dillman Road, Bridge #83 Replacement

Lead Agency: Monroe County

Description: Replacement of the existing structurally defincient one lane bridge carrying Dillman Road over Clear Creek. Also improves the geometrics of the approaching roadway leading up to the bridge.

Coordinates: 39.093066 -86.555126 (START) and 39.092992 -86.552935 (END)

Performance Target: Bridge Condition

Anticipated Letting: December 2027

Contract #: N/A

DES#: 2101712

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	CE			$ 84,000			$ 84,000
Bridge	CE			$ 336,000			$ 336,000
Local	CN			$ 470,600			$ 470,600
Bridge	CN			$ 1,882,400			$ 1,882,400
TOTALS		$ -	$ -	$ 2,773,000	$ -	$ -	$ 2,773,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Eagleson Avenue Bridge #922 over Indiana Railroad

Lead Agency: Monroe County

Description: Replacement of the Eagleson Avenue Bridge over the Indiana Rail Road just south of Law Lane on the campus of Indiana University. The replacement structure will allow for two lanes of vehicular traffic, bicycle lanes and widened sidewalks for pedestrians. Replacement of the traffic signal at Eagleson Ave and Law Lane.

Coordinates: 39.172396 -86.515676 (START) and 39.173675 -86.515377 (END)
Performance Target: Bridge Condition

Anticipated Letting: November 13, 2025

Contract #: N/A
DES#: 2200146

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	UT	$20,000					$ 20,000
Bridge	UT	$80,000					$ 80,000
Local	RR	$25,297					$ 25,297
Bridge	RR	$110,807					$ 110,807
Local	CE	$84,000					$ 84,000
Bridge	CE	$336,000					$ 336,000
Local	CN	$844,600					$ 844,600
Bridge	CN	$3,387,400					$ 3,387,400
TOTALS		$ 4,888,104	$ -	$ -	$ -	$ -	$ 4,888,104

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

High Friction Surface Treatment on Fairfax Road

Lead Agency: Monroe County

Description: Installation of High Friction Surface Treatment in areas with geometric issues, according to analysis. Will help increase the margin of safety at problematic curves and intersections. PE phase completed in 2025 as part of FY 2024-2028 TIP.

Coordinates: 39.106877, -86.523715 (Schacht Curve), 39.081398, -86.515574 (Sanders Curve), 39.067112, -
Performance Target: Safety
Anticipated Letting: TBD; within two years of December 2024

Contract #: N/A
DES#: 2401515

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
HSIP	CN	$ 382,500					$ 382,500
Local	CN	$ 42,500					$ 42,500
TOTALS		$ 425,000	$ -	$ -	$ -	$ -	$ 425,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Old SR 37 South and Dillman Road Intersection Improvement

Lead Agency: Monroe County

Description: Replacing the existing intersection with a single-lane roundabout. Construction of pedestrian and bicycle facilities on portions of Old SR 37 and Dillman Rd.

Coordinates: 39.092286 -86.544360 (START) and 39.093757 -86.543706 (END)

Performance Target: Safety

Anticipated Letting: October 14, 2027

Contract #: N/A

DES#: 2500061

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE	$ 53,500					$ 53,500
HSIP	PE	$ 481,500					$ 481,500
Local	RW		$ 39,000				$ 39,000
STBG	RW		$ 156,000				$ 156,000
Local	UT		$ 24,000				$ 24,000
STBG	UT		$ 96,000				$ 96,000
Local	CE			$ 78,000			$ 78,000
STBG	CE			$ 312,000			$ 312,000
Local	CN			$ 520,000			$ 520,000
STBG	CN			$ 2,080,000			$ 2,080,000
TOTALS		$ 535,000	$ 315,000	$ 2,990,000	$ -	$ -	$ 3,840,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Rockport Road, Bridge #308 Replacement

Lead Agency: Monroe County

Description: Bridge Replacement for #308 on South Rockport Road, just south of Bolin Lane. This project begins near the intersection of Rockport Road and Cockerill Road and ends near the intersection of Rockport Road and Bolin Lane.

Coordinates: 39.101630 -86.577029 (START), 39.103169 -86.575074 (END)

Performance Target: Bridge Condition

Anticipated Letting: July 9, 2025

Contract #: N/A

DES#: 1902772

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	CE	$ 84,000					$ 84,000
Bridge	CE	$ 336,000					$ 336,000
Local	CN	$ 331,200					$ 331,200
Bridge	CN	$ 1,324,800					$ 1,324,800
TOTALS		$ 2,076,000	$ -	$ -	$ -	$ -	$ 2,076,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

FY 2026-2030 Project List

City of Bloomington

College Ave & Walnut St Corridor Improvement Project - Phase 1

Lead Agency: City of Bloomington

Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Installation of safety improvements to reduce vehicular speeds, minimize pedestrian conflicts, accessible bus stops, and pedestrian and bicycle infrastructure. Traffic signal, signage, and markings improvement.

Performance Target: Safety and Reliability

Anticipated Letting: October 28, 2028

Contract #: N/A

DES#: 2500059

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE	$ 1,000,000					$ 1,000,000
Local	RW			$ 100,000			$ 100,000
Local	CE				$ 600,000		$ 600,000
STBG	CN				$ 3,179,488		$ 3,179,488
TA	CN				$ 396,993		$ 396,993
CRP	CN				$ 346,384		$ 346,384
PROTECT	CN				$ 128,207		$ 128,207
Local	CN				$ 1,448,928		$ 1,448,928
TOTALS		$ 1,000,000	$ -	$ 100,000	$ 6,100,000	$ -	$ 7,200,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

College Ave & Walnut St Corridor Improvement Project - Phase 2

Lead Agency: City of Bloomington

Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Installation of safety improvements to reduce vehicular speeds, minimize pedestrian conflicts, accessible bus stops, and pedestrian and bicycle infrastructure. Traffic signal, signage, and markings improvement.

Performance Target: Safety and Reliability

Anticipated Letting: October 11, 2029

Contract #: N/A

DES#: 2500062

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE		$ 800,000				$ 800,000
Local	RW				$ 100,000		$ 100,000
Local	CE					$ 600,000	$ 600,000
STBG	CN					$ 3,179,488	$ 3,179,488
TA	CN					$ 396,993	$ 396,993
CRP	CN					$ 346,384	$ 346,384
PROTECT	CN					$ 128,207	$ 128,207
Local	CN					$ 1,448,928	$ 1,448,928
TOTALS		$ -	$ 800,000	$ -	$ 100,000	$ 6,100,000	$ 7,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Crosswalk Safety Improvements Project - Phase 3

Lead Agency: City of Bloomington

Description: Installation and enhancement of pedestrian crosswalks design, including the addition of marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuse islands, curb bumpouts, raised crosswalks, and signal equipment upgrades.

Coordinates:

Performance Target: Safety and Reliability

Anticipated Letting: July 14, 2027

Contract #: N/A

DES#: 2400041

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	RW		$ 50,000				$ 50,000
Local	CE			$ 112,500			$ 112,500
Local	CN			$ 127,311			$ 127,311
HSIP	CN			$ 571,731			$ 571,731
Sec 164	CN			$ 135,958			$ 135,958
TOTALS		$ -	$ 50,000	$ 947,500	$ -	$ -	$ 997,500

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Crosswalk Safety Improvements Project - Phase 4

Lead Agency: City of Bloomington

Description: Installation and enhancement of pedestrian crosswalks design, including the addition of marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuse islands, curb bumpouts, raised crosswalks, and signal equipment upgrades.

Performance Target: Safety and Reliability

Anticipated Letting: October 11, 2029

Contract #: N/A

DES#: 2500060

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE		$ 150,000				$ 150,000
Local	CE					$ 96,000	$ 96,000
HSIP	CN					$ 571,731	$ 571,731
Sec 164	CN					$ 135,958	$ 135,958
Local	CN					$ 92,311	$ 92,311
TOTALS		$ -	$ 150,000	$ -	$ -	$ 896,000	$ 1,046,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Downtown Curb Ramps - Phase 4

Lead Agency: City of Bloomington

Description: Modification and reconstruction of curb ramps in the downtown area to meet accessibility guidelines, in locations with high levels of interaction between pedestrians and motor vehicles. Work may include curb bumpouts, accessible connections to transit stops, or other site specific modifications.

Performance Target: Safety and Reliability

Anticipated Letting: July 8, 2026

Contract #: N/A

DES#: 2200021 and 2401660

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
HSIP	CE	$ 103,500					$ 103,500
Local	CE	$ 11,500					$ 11,500
HSIP	CN	$ 757,440					$ 757,440
Local	CN	$ 84,160					$ 84,160
TOTALS		$ 956,600	$ -	$ -	$ -	$ -	$ 956,600

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Downtown Curb Ramps - Phase 5

Lead Agency: City of Bloomington

Description: Modification and reconstruction of curb ramps in the downtown area to meet accessibility guidelines, in locations with high levels of interaction between pedestrians and motor vehicles. Work may include curb bumpouts, accessible connections to transit stops, or other site specific modifications.

Performance Target: Safety and Reliability

Anticipated Letting: October 12, 2028

Contract #: N/A

DES#:

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
HSIP	PE	$ 102,882					$ 102,882
Sec 164	PE	$ 135,958					$ 135,958
Local	PE	$ 11,660					$ 11,660
Local	CE				$ 130,000		$ 130,000
HSIP	CN				$ 571,731		$ 571,731
Sec 164	CN				$ 135,958		$ 135,958
Local	CN				$ 127,311		$ 127,311
TOTALS		$ 250,500	$ -	$ -	$ 965,000	$ -	$ 1,215,500

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

High Street Intersection Modernizations and Multiuse Path

Lead Agency: City of Bloomington

Description: Construction of multimodal safety and mobility improvements on High Street from Arden Drive to 3rd St. Improvements such as sidewalk curb ramps, accessible bus stops, multiuse path, stormwater infrastructure, and traffic signal modernizations. Hunter Ave to 3rd Street will be addresses in future project phases.

Performance Target: Safety and Reliability

Anticipated Letting: October 8, 2025

Contract #: N/A

DES#: 2200020

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	CE	$ 640,000					$ 640,000
Local	CN	$ 1,748,928					$ 1,748,928
STBG	CN	$ 3,179,488					$ 3,179,488
TA	CN	$ 396,993					$ 396,993
CRP	CN	$ 346,384					$ 346,384
PROTECT	CN	$ 128,207					$ 128,207
TOTALS		$ 6,440,000	$ -	$ -	$ -	$ -	$ 6,440,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

North Dunn Street Multiuse Path

Lead Agency: City of Bloomington

Description: Construction of a multiuse path on North Dunn Street from Indiana 45/46 to East Clover Lane. Installation of accessible curb ramps, stormwater modifications, pavement maintenance, access improvements, and signage and marking updates.

Performance Target: Safety and Reliability

Anticipated Letting: October 14, 2027

Contract #: N/A

DES#: 2400042

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	RW	$ 100,000					$ 100,000
Local	CE			$ 390,000			$ 390,000
Local	CN			$ 1,279,155			$ 1,279,155
STBG	CN			$ 849,261			$ 849,261
TA	CN			$ 396,993			$ 396,993
CRP	CN			$ 346,384			$ 346,384
PROTECT	CN			$ 128,207			$ 128,207
TOTALS		$ 100,000	$ -	$ 3,390,000	$ -	$ -	$ 3,490,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

FY 2026-2030 Project List
Rural Transit

Operating Assistance							
Lead Agency: Rural Transit							
Performance Target: Transit Administration and Operations							
Transit ID#: BLO-26-010, BLO-27-311, BLO-28-311, BLO-29-311, BLO-30-311							
FUNDING SOURCE	**PHASE**	**2026**	**2027**	**2028**	**2029****	**2030****	**TOTAL***
FTA 5311	Operations	$ 893,351	$ 929,085	$ 966,248	$ 1,004,898	$ 1,045,094	$ 4,838,676
PMTF	Operations	$ 311,595	$ 324,059	$ 337,021	$ 350,502	$ 364,522	$ 1,687,699
Local	Operations	$ 599,157	$ 623,123	$ 648,048	$ 673,970	$ 700,929	$ 3,245,227
TOTALS		$ 1,804,103	$ 1,876,267	$ 1,951,317	$ 2,029,370	$ 2,110,545	$ 9,771,602

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.
***Local funding includes Local Reserves, Fares & In-Kind.

FY 2026-2030 Project List
Bloomington Transit

Operating Assistance - Fixed Route & Paratransit Service							
Lead Agency: Bloomington Transit							
Performance Target: Transit Service Delivery							
Transit ID#: BLO-26-001, BLO-27-001, BLO-28-001,BLO-29-001, BLO-30-001							
FUNDING SOURCE	**PHASE**	**2026**	**2027**	**2028**	**2029****	**2030****	**TOTAL***
FTA 5307	Operations	$ 2,463,300	$ 2,586,465	$ 2,715,788	$ 2,851,578	$ 2,994,157	$ 13,611,288
PMTF	Operations	$ 2,607,880	$ 2,660,038	$ 2,713,238	$ 2,767,503	$ 2,822,853	$ 13,571,512
Local	Operations	$ 4,869,375	$ 4,991,537	$ 5,116,886	$ 5,245,507	$ 5,377,489	$ 25,600,794
TOTALS		$ 9,940,555	$ 10,238,040	$ 10,545,912	$ 10,864,588	$11,194,499	$ 52,783,594

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.
***Local funding includes Local Reserves, Fares & In-Kind.

Purchase Replacement Battery Electric Buses & Charging Equipment

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-27-023, BLO-28-004, BLO-29-__, BLO-30-004

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5339	Capital		$ 1,040,000	$ 2,184,000	$ 5,733,000	$ 4,815,720	$ 13,772,720
Local	Capital		$ 260,000	$ 546,000	$ 1,433,250	$ 1,203,930	$ 3,443,180
TOTALS		$ -	$ 1,300,000	$ 2,730,000	$ 7,166,250	$ 6,019,650	$ 17,215,900

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Purchase Support and Maintenance Vehicles

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-26-024, BLO-27-024, BLO-28-__

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	$ 176,000	$ 179,520	$ 96,000			$ 451,520
Local	Capital	$ 44,000	$ 44,880	$ 24,000			$ 112,880
TOTALS		$ 220,000	$ 224,400	$ 120,000	$ -	$ -	$ 564,400

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Purchase Blink Replacement Vehicles

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-26-023, BLO-29-__, BLO-30-003

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5310	Capital	$ 224,400			$ 519,542	$ 409,137	$ 1,153,079
Local	Capital	$ 56,100			$ 129,886	$ 102,284	$ 288,270
TOTALS		$ 280,500	$ -	$ -	$ 649,428	$ 511,421	$ 1,441,349

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Purchase and Rebuild Major Vehicle Components

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-26-022, BLO-27-022, BLO-28-003, BLO-29-__, BLO-30-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	$ 200,000	$ 208,000	$ 216,320	$ 224,973	$ 233,972	$ 1,083,265
Local	Capital	$ 50,000	$ 52,000	$ 54,080	$ 56,243	$ 58,493	$ 270,816
TOTALS		$ 250,000	$ 260,000	$ 270,400	$ 281,216	$ 292,465	$ 1,354,081

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Greenline Design & Engineering - Bus Stop & Infrastructure

Lead Agency: Bloomington Transit

Performance Target: Transit Service Delivery

Transit ID#: BLO-26-021, BLO-27-__

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5309 Small Start	Capital	$ 400,000	$ 3,200,000				$ 3,600,000
Local	Capital	$ 100,000	$ 800,000				$ 900,000
TOTALS		$ 500,000	$ 4,000,000	$ -	$ -	$ -	$ 4,500,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Automated Passenger Counters - Updated

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-28-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital			$ 160,000			$ 160,000
Local	Capital			$ 40,000			$ 40,000
TOTALS		$ -	$ -	$ 200,000	$ -	$ -	$ 200,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Shop Equipment for New Facility

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-27-026

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital		$ 320,000				$ 320,000
Local	Capital		$ 80,000				$ 80,000
TOTALS		$ -	$ 400,000	$ -	$ -	$ -	$ 400,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Furnishings & Office Equipment for New Facility

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-27-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital		$ 600,000				$ 600,000
Local	Capital		$ 150,000				$ 150,000
TOTALS		$ -	$ 750,000	$ -	$ -	$ -	$ 750,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Financial Management and Accounting Software

Lead Agency: Bloomington Transit

Performance Target: Transit Adminstration and Operations

Transit ID#: BLO-26-020

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	$ 60,000					$ 60,000
Local	Capital	$ 15,000					$ 15,000
TOTALS		$ 75,000	$ -	$ -	$ -	$ -	$ 75,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

FY 2026-2030 Project List

Indiana Department of Transportation

The Indiana Department of Transportation FY2026-2030 Statewide Transportation Improvement Program (STIP) projects illustrated in the following pages represent a list provided to the BMCMPO on October 15, 2024. INDOT anticipates final federal approval of the FY 2026-2030 STIP by April-May 2025.

INDOT Local Projects

SR 37 - Small Structure Pipe Lining over UNT Clear Creek, 1.45 miles S of I-69
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 43736
DES#: 2100766 and 2100808

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN	$ 959,000					80/20	$ 767,200	$ 191,800	$ 959,000
TOTALS		$ 959,000	$ -	$ -	$ -	$ -		$ 767,200	$ 191,800	$ 959,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 37 - Slide Correction 2.36 miles south of I 69 along the SB lanes at Smithville Road Intersection
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 45764
DES#: 2401452

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 200,000					80/20	$ 160,000	$ 40,000	$ 200,000
STBG	UT		$ 10,000				80/20	$ 8,000	$ 2,000	$ 10,000
STBG	CN				$ 973,250		80/20	$ 778,600	$ 194,650	$ 973,250
TOTALS		$ 200,000	$ 10,000	$ -	$ 973,250	$ -		$ 946,600	$ 236,650	$ 1,183,250

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 45 - ADA Sidewalk Ramp Construction at Liberty Drive/S Hickory Leaf Dr.
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 45521
DES#: 2400106

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN			$ 803,000			80/20	$ 642,400	$ 160,600	$ 803,000
STBG	RW	$ 10,000					80/20	$ 8,000	$ 2,000	$ 10,000
TOTALS		$ 10,000	$ -	$ 803,000	$ -	$ -		$ 650,400	$ 162,600	$ 813,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 45 - Intersection Improvements with added turn lanes from the SR 45 Bloomington bypass to the intersection of Pete Ellis

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 42595
DES#: 1800086 and 1800199

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL/LOCAL	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 5,137,000					80/20	$ 4,109,600	$ 1,027,400	$ 5,137,000
STBG	CN	$ 1,400,000					80/20	$ 1,120,000	$ 280,000	$ 1,400,000
TOTALS		$ 6,537,000	$ -	$ -	$ -	$ -		$ 5,229,600	$ 1,307,400	$ 6,537,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 45 - Intersection Improvements with added turn lanes from the SR 46 bypass to N Russell Rd

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 43265
DES#: 2000231

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN				$ 540,000		80/20	$ 432,000	$ 108,000	$ 540,000
STBG	RW		$ 400,000				80/20	$ 320,000	$ 80,000	$ 400,000
TOTALS		$ -	$ 400,000	$ -	$ 540,000	$ -		$ 752,000	$ 188,000	$ 940,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 45 - Small Structure Replacement at 05.94 mile E SR 45/46 E junction

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #: 45250
DES#: 2300998 (includes 2300786, 2300787, 2300788, 2300998)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		$ 110,000	$ 6,317,000			80/20	$ 5,141,600	$ 1,285,400	$ 6,427,000
STBG	RW	$ 35,000					80/20	$ 28,000	$ 7,000	$ 35,000
TOTALS		$ 35,000	$ 110,000	$ 6,317,000	$ -	$ -		$ 5,169,600	$ 1,292,400	$ 6,462,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 46 - Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #: 43772
DES#: 2100752

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN			$ 1,352,000			80/20	$ 1,081,600	$ 270,400	$ 1,352,000
TOTALS		$ -	$ -	$ 1,352,000	$ -	$ -		$ 1,081,600	$ 270,400	$ 1,352,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 46 and Flatwoods Road Intersection Improvement

Lead Agency: INDOT
Performance Target: Safety
Anticipated Letting: August 9, 2028
Description: Proposed project includes intersection improvement at SR 46 and Flatwoods Road (Segment 5) to address safety risks and reduce crashes at the intersection. The project proposes the addition of a right-turn lane on one major-road approach and a left-turn lane on other major-road approach. Roadway alignment of Flatwoods Road will require realignment such that the approach is at a right-angle with SR 46 and full depth pavement replacement and underdrain installation is recommended.

Coordinates: 39.28208955786193, -86.70374073415624
CONTRACT #: 45789
DES#: 2401386

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL/ LOCAL	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
HSIP	PE	$ 400,000					90/10	$ 360,000	$ 40,000	$ 400,000
HSIP	RW		$ 124,000				90/10	$ 111,600	$ 12,400	$ 124,000
HSIP	UT			$ 150,000			90/10	$ 135,000	$ 15,000	$ 150,000
HSIP	CN				$ 1,464,000		90/10	$ 1,317,600	$ 146,400	$ 1,464,000
TOTALS		$ 400,000	$ 124,000	$ 150,000	$ 1,464,000	$ -		$ 1,924,200	$ 213,800	$ 2,138,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

SR 446 - HMA Overlay Minor Structural from 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46

Lead Agency: INDOT
Performance Target: Pavement Condition
CONTRACT #: 45232
DES#: 2301124 (includes 2301227)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN					$ 20,000	80/20	$ 16,000	$ 4,000	$ 20,000
STBG	RW	$ 35,000					80/20	$ 28,000	$ 7,000	$ 35,000
STBG	CN					$ 10,000	80/20	$ 8,000	$ 2,000	$ 10,000
TOTALS		$ 35,000	$ -	$ -	$ -	$ 30,000		$ 52,000	$ 13,000	$ 65,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

I-69 - Slide Correction from SR 37 to 3.96 miles S of SR 252 (Indian Creek Bridge)

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 45235
DES#: 2301145

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	RW	$ 100,000					90/10	$ 90,000	$ 10,000	$ 100,000
NHPP	CN		$ 10,000	$ 6,216,000			90/10	$ 5,603,400	$ 622,600	$ 6,226,000
TOTALS		$ 100,000	$ 10,000	$ 6,216,000	$ -	$ -		$ 5,693,400	$ 632,600	$ 6,326,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

I-69 - Bridge Thin Deck Overlay on Rockport Rd N bridge over I-69 NB/SB, 0.39 mi S Fullerton Pike

Lead Agency: INDOT
Performance Target: Bridge Condition
DES#: 2300919 (includes 2300920, 2300921, 2300922)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN			$ 959,000			90/10	$ 863,100	$ 95,900	$ 959,000
TOTALS		$ -	$ -	$ 959,000	$ -	$ -		$ 863,100	$ 95,900	$ 959,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

I-69 - Bridge Deck Overlay at West Arlington Road, 0.07 mile N of SR 46

Lead Agency: INDOT

Performance Target: Bridge Condition

DES#: 2200619 (includes 2200634, 2200734, 2200744)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN		$ 1,543,000				90/10	$ 1,388,700	$ 154,300	$ 1,543,000
TOTALS		$ -	$ 1,543,000	$ -	$ -	$ -		$ 1,388,700	$ 154,300	$ 1,543,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

I-69 - Bridge Thin Deck Overlay at S Harmony Rd Bridge over I-69 NB/SB, 8.95 miles N of SR 54

Lead Agency: INDOT

Performance Target: Bridge Condition

DES#: 2100726 (includes 2100590, 2100591, 2100592, 2100593, 2100594, 2100595, 2100596, 2100597, 2100598, 2100599, 2100628, 2100629, 2100659, 2100660, 2100661, 2100662, 2100663, 2100664, 2100682, 2100684)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN	$ 5,713,000					90/10	$ 5,141,700	$ 571,300	$ 5,713,000
TOTALS		$ 5,713,000	$ -	$ -	$ -	$ -		$ 5,141,700	$ 571,300	$ 5,713,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

I-69/IN-37 - Soil repair on MSE failures

Lead Agency: INDOT

Performance Target: Safety

DES#: 2400591

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STP	CN	$ 2,000,000					80/20	$ 1,600,000	$ 400,000	$ 2,000,000
TOTALS		$ 2,000,000	$ -	$ -	$ -	$ -		$ 1,600,000	$ 400,000	$ 2,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Section 130 Railroad Safety Project

Lead Agency: INDOT

Performance Target: Safety

DES#: 2000804

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
HSIP	CN	$ 2,030,632					-	$ 1,624,506	-	$ 2,030,632
TOTALS		$ 2,030,632	$ -	$ -	$ -	$ -		$ 1,624,506	$ -	$ 2,030,632

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Note: This project includes work at the following railroad crossings: 292192Y, 292180E, 292178D, 292172M, 292397S, 292313U, 292187C. Only locations 292180E, 292178D, 292172M locations are within the BMCMPO's planning area - those three projects alone total $830,754.

INDOT Projects at Various Locations in the Seymour District

INDOT Seymour District - Traffic Signals Modernization & Placeholder for Traffic Signal Modernizations at various locations in
Lead Agency: INDOT
Performance Target: Safety
DES#: 2201149, 2301236, 2200937

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		$ 950,000				80/20	$ 760,000	$ 190,000	$ 950,000
STBG	CN			$ 3,507,000			80/20	$ 2,805,600	$ 701,400	$ 3,507,000
STBG	CN		$ 2,557,000				80/20	$ 2,045,600	$ 511,400	$ 2,557,000
TOTALS		$ -	$ 3,507,000	$ 3,507,000	$ -	$ -		$ 5,611,200	$ 1,402,800	$ 7,014,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Seymour District Various locations; Traffic Signal Modernization SR 60 and Payne Kohler Rd & I-65 US 31 Lowell Rd
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #:
DES#: 2100157

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 1,380,000					80/20	$ 1,104,000	$ 276,000	$ 1,380,000
TOTALS		$ 1,380,000	$ -	$ -	$ -			$ 1,104,000	$ 276,000	$ 1,380,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Seymour District - Raised Pavement Markings, Refurbished at Various Locations in 2026, 2027, 2028
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 44142, 44465, 45680
DES#: 2100189, 2200935, 2301237

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 750,000					80/20	$ 600,000	$ 150,000	$ 750,000
STBG	CN		$ 750,000				80/20	$ 600,000	$ 150,000	$ 750,000
STBG	CN			$ 750,000			80/20	$ 600,000	$ 150,000	$ 750,000
TOTALS		$ 750,000	$ 750,000	$ 750,000	$ -	$ -		$ 1,800,000	$ 450,000	$ 2,250,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Seymour District - Placeholder Seymour District HSIP Systemic Treatments - FY 2028
Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 44476
DES#: 2301238 (includes 2200939)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN			$ 2,872,000			80/20	$ 2,297,600	$ 574,400	$ 2,872,000
TOTALS		$ -	$ -	$ 2,872,000	$ -	$ -		$ 2,297,600	$ 574,400	$ 2,872,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Seymour District - Systemic Safety - New or Slotted Left Turn (No ROW)

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #: 44451

DES#: 2200940 (includes 2301584)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		$ 3,240,000				80/20	$ 2,592,000	$ 648,000	$ 3,240,000
TOTALS		$ -	$ 3,240,000	$ -	$ -			$ 2,592,000	$ 648,000	$ 3,240,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Seymour District - Discretionary Placeholder

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #:

DES#: 2101257, 2101627, 2400748

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 500,000					80/20	$ 400,000	$ 100,000	$ 500,000
STBG	CN	$ 1,100,000					80/20	$ 880,000	$ 220,000	$ 1,100,000
STBG	CN		$ 1,357,000				80/20	$ 1,085,600	$ 271,400	$ 1,357,000
STBG	PE		$ 500,000				80/20	$ 400,000	$ 100,000	$ 500,000
STBG	PE				$ 500,000		80/20	$ 400,000	$ 100,000	$ 500,000
STBG	CN				$ 990,000		80/20	$ 792,000	$ 198,000	$ 990,000
TOTALS		$ 1,600,000	$ 1,857,000	$ -	$ 1,490,000	$ -		$ 3,957,600	$ 989,400	$ 4,947,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

Seymour & Vincennes Districts - ITS & Signal Maintenance Contracts for FY2026, FY2027, FY2028

Lead Agency: INDOT

Performance Target: Congestion Mitigation and Air Quality (CMAQ)

CONTRACT #: 44801, 45710, 45713

DES#: 2201711, 2400816, 2400831 (includes DES 2201711, 2201712; Includes DES 2400816, 2400817; Includes DES 2400831, 2400832)

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 333,538					80/20	$ 266,830	$ 66,708	$ 333,538
STBG	CN		$ 524,000				80/20	$ 419,200	$ 104,800	$ 524,000
STBG	CN			$ 1,071,000			80/20	$ 856,800	$ 214,200	$ 1,071,000
TOTALS		$ 333,538	$ 524,000	$ 1,071,000	$ -	$ -		$ 1,542,830	$ 385,708	$ 1,928,538

*Estimated Total Project Cost (23 CFR 45.326(g)(2))

**FY 2029-2030 represent illustrative project years.

INDOT Projects at Various Locations Statewide

INDOT Statewide - Install New Cable Rail Barriers From 1.9 miles N of Exit 17 to 3500' S of Exit 17, from the Ohio to Kentucky State Lines

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 44476
DES#: 2200939

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		$ 750,000				80/20	$ 600,000	$ 150,000	$ 750,000
TOTALS		$ -	$ 750,000	$ -	$ -	$ -		$ 600,000	$ 150,000	$ 750,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - Install New Cable Rail Barriers from SR 445 to SR 37

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 44144
DES#: 2100195

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 2,000,000					80/20	$ 1,600,000	$ 400,000	$ 2,000,000
TOTALS		$ 2,000,000	$ -	$ -	$ -	$ -		$ 1,600,000	$ 400,000	$ 2,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Statewide Various Bridges Around the State

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #:
DES#: 2400543

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 500,000					80/20	$ 400,000	$ 100,000	$ 500,000
STBG	CN	$ 500,000					80/20	$ 400,000	$ 100,000	$ 500,000
TOTALS		$ 1,000,000	$ -	$ -	$ -	$ -		$ 400,000	$ 100,000	$ 1,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Statewide Underwater Bridge Inspection, from FY 2024 through FY 2027

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #:
DES#: 2300076

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 400,000	$ 400,000				80/20	$ 640,000	$ 160,000	$ 800,000
TOTALS		$ 400,000	$ 400,000	$ -	$ -	$ -		$ 640,000	$ 160,000	$ 800,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Statewide Vertical Clearance measuring over/under bridges, from FY 2024 through FY 2027

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #:
DES#: 2300077

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 200,000	$ 100,000	$ 100,000			80/20	$ 320,000	$ 80,000	$ 400,000
TOTALS		$ 200,000	$ 100,000	$ 100,000	$ -		$ -	$ 320,000	$ 80,000	$ 400,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Statewide Tunnels

Lead Agency: INDOT
Performance Target: Bridge Condition
CONTRACT #:
DES#: 2300290

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 500,000	$ 388,000				80/20	$ 710,400	$ 177,600	$ 888,000
TOTALS		$ 500,000	$ 388,000	$ -	$ -	$ -		$ 710,400	$ 177,600	$ 888,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - TMC Dispatcher Operations (& Engineering Support) Contract for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2002953, 2400806, 2400821

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	$ 1,800,000					90/10	$ 1,620,000	$ 180,000	$ 1,800,000
NHPP	PE		$ 1,800,000				90/10	$ 1,620,000	$ 180,000	$ 1,800,000
NHPP	CN			$ 1,800,000			90/10	$ 1,620,000	$ 180,000	$ 1,800,000
TOTALS		$ 1,800,000	$ 1,800,000	$ 1,800,000	$ -	$ -		$ 4,860,000	$ 540,000	$ 5,400,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - O&M fee for CARS (Condition Acquisition & Reporting System) for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2002955, 2400807, 2400820

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 500,000					80/20	$ 400,000	$ 100,000	$ 500,000
STBG	PE		$ 500,000				80/20	$ 400,000	$ 100,000	$ 500,000
STBG	PE			$ 500,000			80/20	$ 400,000	$ 100,000	$ 500,000
TOTALS		$ 500,000	$ 500,000	$ 500,000	$ -	$ -		$ 1,200,000	$ 300,000	$ 1,500,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - INRIX Traffic Data for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2002956, 2400808, 2400818

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	$ 1,200,000					90/10	$ 1,080,000	$ 120,000	$ 1,200,000
NHPP	PE		$ 1,200,000				90/10	$ 1,080,000	$ 120,000	$ 1,200,000
NHPP	PE			$ 1,200,000			90/10	$ 1,080,000	$ 120,000	$ 1,200,000
TOTALS		$ 1,200,000	$ 1,200,000	$ 1,200,000	$ -	$ -		$ 3,240,000	$ 360,000	$ 3,600,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT - Statewide Cell Service for Communications for Signals and ITS Devices for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2201179, 2400809, 2400824

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 1,250,000					80/20	$ 1,000,000	$ 250,000	$ 1,250,000
STBG	PE		$ 1,250,000				80/20	$ 1,000,000	$ 250,000	$ 1,250,000
STBG	PE			$ 1,250,000			80/20	$ 1,000,000	$ 250,000	$ 1,250,000
TOTALS		$ 1,250,000	$ 1,250,000	$ 1,250,000	$ -	$ -		$ 3,000,000	$ 750,000	$ 3,750,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT - Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2201180, 2400810, 2400825

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 350,000					80/20	$ 280,000	$ 70,000	$ 350,000
STBG	CN		$ 350,000				80/20	$ 280,000	$ 70,000	$ 350,000
STBG	CN			$ 500,000			80/20	$ 400,000	$ 100,000	$ 500,000
TOTALS		$ 350,000	$ 350,000	$ 500,000	$ -	$ -		$ 960,000	$ 240,000	$ 1,200,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide Various Locations - Conflict Warning Systems

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 42995
DES#: 2001561

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	$ 1,538,000					80/20	$ 1,230,400	$ 307,600	$ 1,538,000
TOTALS		$ 1,538,000	$ -	$ -	$ -	$ -		$ 1,230,400	$ 307,600	$ 1,538,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide Various Locations - Geotechnical On Call at Various Locations Throughout the State

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #:
DES#: 2001788 and 2001561

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 3,000,000					80/20	$ 2,400,000	$ 600,000	$ 3,000,000
TOTALS		$ 3,000,000	$ -	$ -	$ -	$ -		$ 2,400,000	$ 600,000	$ 3,000,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - Post-Construction BMP Program Implementation / MS4 MCM5 – Various Locations

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #:
DES#: 2101642

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 1,107,300					80/20	$ 885,840	$ 221,460	$ 1,107,300
TOTALS		$ 1,107,300	$ -	$ -	$ -	$ -		$ 885,840	$ 221,460	$ 1,107,300

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT - Statewide High Mast Tower Lighting Replacement at various interchanges

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #: 44741
DES#: 2201247

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		$ 3,892,000				80/20	$ 3,113,600	$ 778,400	$ 3,892,000
TOTALS		$ -	$ 3,892,000	$ -	$ -	$ -		$ 3,113,600	$ 778,400	$ 3,892,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT - Statewide HELPERS Program for Local Roads and Streets

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #:
DES#: 2400077

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 328,000	$ 336,000	$ 344,000			80/20	$ 806,400	$ 201,600	$ 1,008,000
TOTALS		$ 328,000	$ 336,000	$ 344,000	$ -	$ -		$ 806,400	$ 201,600	$ 1,008,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT - Statewide Noise Analysis Technical Review Support - Small Purchase Contract

Lead Agency: INDOT
Performance Target: Safety
CONTRACT #:
DES#: 2400095

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	$ 250,000					80/20	$ 200,000	$ 50,000	$ 250,000
TOTALS		$ 250,000	$ -	$ -	$ -	$ -		$ 200,000	$ 50,000	$ 250,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - Software License for Statewide ATMS for FY26, FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #:
DES#: 2002952, 2400804, 2400819

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	$ 500,000					90/10	$ 450,000	$ 50,000	$ 500,000
NHPP	PE		$ 500,000				90/10	$ 450,000	$ 50,000	$ 500,000
NHPP	PE			$ 750,000			90/10	$ 675,000	$ 75,000	$ 750,000
NHPP	CN			$ 500,000			90/10	$ 450,000	$ 50,000	$ 500,000
TOTALS		$ 500,000	$ 500,000	$ 1,250,000	$ -	$ -		$ 2,025,000	$ 225,000	$ 2,250,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

INDOT Statewide - Statewide ATMS Camera / Communications / Detection / DMS Replacements for FY27, FY28

Lead Agency: INDOT
Performance Target: Congestion Mitigation and Air Quality (CMAQ)
CONTRACT #: N/A
DES#: 2400803, 2400823

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN		300,000	500,000			90/10	$ 720,000	$ 80,000	$ 800,000
TOTALS		$ -	$ 300,000	$ 500,000	$ -	$ -		$ 720,000	$ 80,000	$ 800,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.

Appendices

Appendix A:
Financial Analysis Assumptions

Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2026-2050 Transportation Improvement Program (TIP) project selections and implementation. This narrative defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA/BIL) continued this requirement and permitted the inclusion of "illustrative" transportation projects for potential implementation if additional funding were to become available during the established final program FY 2030 planning horizon.

Financial resources for federal, state, and local highway transportation projects are set aside within the following categorical areas:

- ***Safety and Security*** - represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments.

- ***Facility Maintenance and Preservation*** - protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.

- ***Capacity Expansion*** - adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.

- ***New Facilities*** - represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

Federal Resource Programs

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) governs current federal funding for highway, transit, and railroad facilities. The IIJA/BIL provides $550 billion over federal fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The IIJA/BIL apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid apportionment. These sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current Bipartisan Infrastructure Law legislation include the:

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

- **Highway Safety Improvement Program (HSIP):** The HSIP serves as a core federal-aid program within the STBG with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).

- **Railway-Highway Crossings Program:** Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide,

or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) meets exceed established air quality levels and therefore does qualify for CMAQ funds.

- **Metropolitan Planning Program (PL):** Under the IIJA/BIL Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation continues required metropolitan transportation plans (MTPs) and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.

- **National Highway Freight Program (NHFP):** This program (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm) provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a State.

- **Carbon Reduction Program:** This program established under IIJA/BIL legislation provides funds for projects designed to reduce transportation emissions specifically defined as carbon dioxide (CO2) emissions from on-road highway sources.

- **PROTECT Formula Program:** The PROTECT Formula Program promotes environmental resilience to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The STBG program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The STBG funding category promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population given the current U.S. Census of Population. Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The projected FY 2026 STBG fund allocation for the BMCMPO beginning July 1, 2025 has an estimated fund equaling $3.18 million. The forecast of STBG funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Highway Safety Improvement Program (HSIP)

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The BMCMPO will receive an approximate allocation of $571,731 in FY 2026. The forecast of HSIP funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% rate pending Congressional reauthorization of the IIJA/BIL funding.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The BMCMPO will receive an approximate allocation of $396,933 in FY 2026. The forecast of TA funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Section 164 Penalty Program Funds

The BMCMPO will receive an approximate Section 164 program fund allocation of approximately $135,958 in FY 2026 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2026 and 2030 assumes a constant core growth rate of 3.0 % rate pending Congressional reauthorization of the IIJA/BIL funding.

Carbon Reduction Program (CRP) Funds

CRP funds represent a new federal-aid program under current legislation, and may be obligated for projects that support the reduction of transportation emissions. The BMCMPO will receive an approximate CRP allocation of $346,384 in FY 2026. The forecast of CRP funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Funds

PROTECT funds represent another new federal-aid program under the IIJA/BIL directed at project activities that promote resilience to climate change and natural disasters. The BMCMPO will receive an approximate PROTECT fund allocation of $128,207 in FY 2026. The forecast of PROTECT funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

State of Indiana Investments

With the exception of geometric safety improvements along the SR 45 corridor from the on Bloomington's east side extending from the SR 45-45 Bypass to Russell Road, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County beyond FY 2030 given completion of the I-69 corridor through the Metropolitan Planning Area (MPA). INDOT's investment priorities shall focus on safety enhancements, system preservation, and maintenance of existing state highway transportation corridors.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

- *Federal Transit Administration (FTA)* funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Bloomington-Monroe County urbanized area.

- *Indiana Public Mass Transit Fund* (PMTF) established by the Indiana State Legislature (I.C. 8-23-3-8) promotes the development of Indiana's public transit systems with the allocation of funds using a performance based formula for the delivery of efficient and effective transportation.

Local Resources

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds, the Wheel Tax, the Cumulative Bridge Fund, the Major Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing District funds and general obligation bonds.

Fiscal Constraint

The BMCMPO FY 2026-2030 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) program years. Illustrative projects have been included for the FY 2029-2030 time period as additional resources become available. The BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals. The BMCMPO shall update the Metropolitan Transportation Plan (MTP) every four years or as directed by state and federal funding sources. The BMCMPO is responsible for fiscally constraining the projects for which it awards its share of federal funds. Of special note, all projects funded through INDOT are fiscally constrained within INDOT's STIP.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit clearly support economic growth and capital investment levels growing at a constant real dollar rate of 2.0 to 3.0% throughout the period extending from FY 2026 through FY 2030 given stable core economic performance, capital investments, and job growth over the past twenty-five years from the education, biomedical, medical services and retail sectors of the BMCMPO regional economy.

Appendix B:
Transportation Planning Requirements

Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPO) *2050 Metropolitan Transportation Plan (MTP)* and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) were prepared in compliance with the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) must demonstrate a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2026-2030 TIP incorporates each core planning factor from the *2045 MTP.*

Federal Transportation Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**
  The FY 2026-2030 TIP based upon the BMCMPO *2050 MTP* supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The BMCMPO *2050 MTP* and the FY 2026-2030 TIP promote a safe and efficient multimodal "compact urban form" transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The *2050 MTP* and the FY 2026-2030 TIP address and incorporate safety, mobility, connectivity, and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

- **Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.**
  The FY 2026-2030 TIP mirrors the BMCMPO *2050 MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2026-2030 TIP and the BMCMPO *2050 MTP* fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).

- The FY 2026-2030 TIP and the BMCMPO *2055 MTP* advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.

- The FY 2026-2030 TIP and the BMCMPO *2045 MTP* support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.

- The projects contained in the FY 2026-2030 TIP reduce congestion by providing alternative routes for transportation user needs thereby decreasing system conflicts and enhancing safety.

- The BMCMPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within corridor locations when designing project investments. New projects programmed within the FY 2026-2030 TIP undergo Complete Streets Policy evaluations.

- As a new safety policy, the BMCMPO *2050 MTP* recommends the adoption of a BMCMPO-specific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies. The City of Bloomington adopted a Safe Streets and Roads for All Action Plan in December 2024 with an explicit 2035 Vision Zero goal.

- **Increase the security of the transportation system for motorized, non-motorized, and transit users.**

  The BMCMPO *2050 MTP* enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, Indiana University Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the Downtown Transfer Center, and the administration office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

- **Increase the accessibility and mobility options available to people and freight.**

  The BMCMPO *2050 MTP* and the *FY 2026-2030 TIP* create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The FY 2026-2030 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

  The FY 2026-2030 TIP is consistent with the BMCMPO *2050 MTP* through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy* and the City of Bloomington's adopted Safe Streets and Roads for All Action Plan. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current Americans with Disabilities Act (ADA) standards, side-paths, multi-use pathways, and trails.

- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

  The FY 2026-2030 TIP and the BMCMPO *2050 MTP* clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density within existing urban centers rather than encouraging sprawl development.

The FY 2026-2030 TIP focuses on system safety and system preservation over expansion as well as an investment emphasis in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2026-2030 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to greenhouse gas emissions (GHG) and climate change.

- **Enhance the integration and connectivity of the transportation system, across and between modes.**

  The FY 2026-2030 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new multimodal transportation connections. Investments across all surface transportation modes will expand travel options for community residents.

  The FY 2026-2030 TIP additionally builds upon the multimodal plans and programs of the BMCMPO *2050 MTP* and previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multimodal travel while reducing congestion, promoting energy conservation, reducing vehicle emissions, and generating quality of life improvements.

- **Promote efficient system management and operation.**

  The BMCMPO's local public agency (LPA) partners have refined safety, pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

  Safety, pavement, bridge, traffic, transit, and other asset management systems provide state and local jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every-changing system needs. All jurisdictions within the BMCMPO are continuously updating individual asset management systems to address ADA needs and to establish multimodal investment priorities.

  Bloomington Transit, IU Campus Bus, and Rural Transit have mature asset and system management practices that promote safety, mobility, connectivity and more the efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition,

marketing, schedule adherence and strategic planning, all of which contribute to public transit systems that successfully provide an alternative to automobiles while serving the needs of transit-dependent populations.

- **Emphasize the preservation of the existing transportation system.**
  System preservation is a key tenet of the current BMCMPO *2050 Metropolitan Transportation Plan (2050 MTP)* guiding principles vision and goals. The *2050 MTP* advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2026-2030 TIP reflects this policy approach.

  All newly proposed FY 2026-2030 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2026-2030 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle, and pedestrian users.

- **Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.**
  Monroe County Emergency Management Agency (EMA) is the local community's lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair, and recovery from unexpected infrastructure damage. Bloomington and Monroe County have historically operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All programmed roadway corridors include storm water runoff control as a mandatory design component.

- **Enhance travel and tourism.**
  Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

  - *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and

distilleries. BEAD's "where to stay" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites;

- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State Forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, the Griffy Lake Reservoir, multiple nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors;

- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University (IU) academic calendar, including the women's and men's Little 500 Bike Races on the IU Bloomington Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride;

- Regional and local retail shopping locations; and

- Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will maintain and continually modernize existing multimodal transportation system corridors for diverse travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

Appendix C:
Performance-Based Transportation Planning Targets

Introduction

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") signed into law on November 15, 2021, established new requirements for transportation planning performance management. The following national performance goals meet seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals specified by the U.S. Congress for the Federal Highway Administration (FHWA) programs are as follows:

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

The following discussion notes each of the National Performance Measure Goals key areas.

Performance Measures

The FHWA and Federal Transit Administration (FTA) have established transportation planning rules for statewide and metropolitan transportation planning processes that reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT), and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System (NHS) as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for safety, bridge and pavement conditions, congestion reduction, and system reliability.

INDOT along with the MPOs and FHWA will continue collaborating to identify performance targets for each performance measure. Once performance targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Safety Target Performance Measures

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by annual target updates.

All Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP funds along with other funding sources for the implementation of safety improvements with the express purpose of reducing public roadway crashes, and corresponding reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries on all public roads.

The CY 2025 Safety Targets for meeting safety performance measures are:

- Total Number of FARS/ARIES Fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries**.**

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in Calendar Year 2024 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for Calendar Year 2025.

The established CY 2025 Indiana Statewide Targets that are as follows:

- Number of Fatalities = 812.4
- Rate of Fatalities = 1.009
- Number of Suspected Serious Injuries = 3031.9
- Rate of Suspected = 3.402
- Number of Non-Motorized Fatalities and Serious Injuries = 363.4

The BMCMPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2050 Metropolitan Transportation Plan and the FY 2026-2030 TIP. The BMCMPO Policy Committee approved this action at a regularly scheduled meeting on December 9, 2024.

Pavement Condition Target Performance Measures

The BMCMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

Bridge Performance Measures

The BMCMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess NHS truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The BMCMPO supports the NHS Truck Travel Time Reliability targets established by the INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The BMCMPO Policy Committee approved this action.
These targets include:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

Interstate Freight Reliability Targets

The BMCMPO supports the Interstate Freight Reliability targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The BMCMPO Policy Committee approved this action.

INDOT - BMCMPO Performance Measure Targets

Performance Measure		2025 Target
Safety	**CY 2025 Total Fatalities**	812.4
	CY 2025 VMT/(Hundred Million VMT)	891.27
	CY 2025 Rate of Fatalities (Per HMVMT)	1.009
	CY 2025 Number of Serious Injuries	3031.9
	CY 2025 Rate of Serious Injuries (Per HMVMT)	3.402
	CY 2025 Number of Non-Motorized Fatalities & Serious Inj.	363.4

Performance Measure		2024 2-Year Target	2026 4-Year Target	Measured Units
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
Pavement	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
System Performance/Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

Source: INDOT Technical Planning Section, August 2022-2024.

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. This Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The following represent FY 2025 Bloomington Transit (BT) performance measures in the following categories:

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
  - *FY 2025 Rolling Stock Target = 20%*
  - *FY 2025 Cutaway Bus Target = 0%*
  - *FY 2025 Minivan Target = 0%*

- ***Bloomington Transit Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - *FY 2025 Non-revenue automobiles = 35%*
  - *FY 2025 Trucks = 0%*
  - *FY 2025 Vans = 70%*
  - *FY 2025 Bus Wash = 100%*
  - *FY 2025 Forklift = 100%*

- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
  - *FY 2025 Administration/Maintenance facility = 0%*
  - *FY 2025 Passenger facility (downtown transit center) = 0%*

Conclusion

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout FY 2026 and into future fiscal years. The BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.

Appendix D:
Environmental Justice

Introduction

The U.S. Environmental Protection Agency (USEPA) defines Environmental Justice (EJ) as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

Federal Statutes

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all federal activities that prohibits discrimination.

Executive Order 12898, issued on February 11, 1994 titled *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the President's Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on "minority populations and low-income populations".

The institution of Environmental Justice ensures equal protection under existing federal laws, including the following:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. § 2000d *et seq*., 78 stat. 252);
- **The National Environmental Policy Act** (NEPA) of 1969, 42 U.S.C. § 4321;
- **The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970**, as amended, 42 U.S.C. § 4601;
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. § 794 *et seq*.) as amended, (prohibits discrimination on the basis of disability);
- **The Age Discrimination Act of 1975, as amended**, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age); and

- **The Americans with Disabilities Act of 1990, as amended**, (42 U.S.C. § 12101 *et seq.),* (prohibits discrimination on the basis of disability).

All policies, programs, and other activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or other United States departments of transportation components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the current *2050 Metropolitan Transportation Plan (MTP)* is that minority and low-income residents will:

- Fully participate in the transportation planning process;
- Benefit from planned transportation improvements; and
- Not bear an unfair burden of the environmental impacts.

The *2050 MTP* estimated growth patterns using 2020 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed. The BMCMPO *2050 MTP* relied upon 2020 Census data for Indiana, Monroe County, the BMCMPO Urban Area, the Tow of Ellettsville, and the City of Bloomington.

Methodology & Results

The *2050 MTP* EJ methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census for each of Monroe County's Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status.

The BMCMPO FY 2026 - 2030 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key environmental justice characteristics:

- *High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations;* and

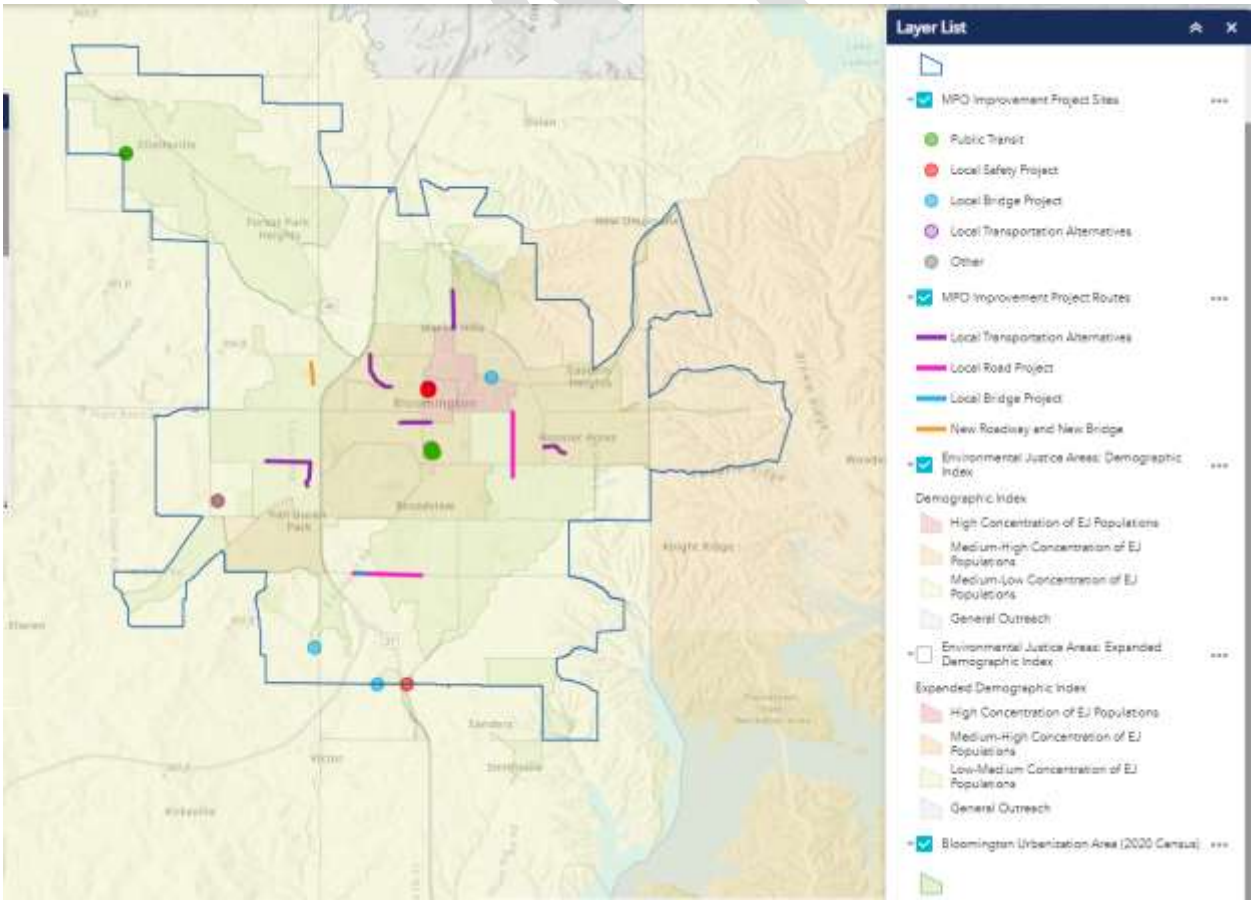
- *Low income tracts where 50 percent or more of the individuals within the tract as a living below poverty level classification*.

Bloomington-Monroe County Urban Area 2020 Census Tracts with 50 percent or more of either of the two (2) EJ characteristics identify locations of importance for BMCMPO transportation planning and project development needs. The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- The Bloomington Central Business District and immediate surrounding areas that primarily house Indiana University students
- The northern portion of the Indiana University campus with student housing
- The southern portion of the Indiana University campus with student housing
- The northwestern portion of the City of Bloomington with student housing, and
- The area north of downtown Bloomington and immediately northwest of the Indiana University campus with student housing.

Figure 1 illustrates FY 2026 2030 TIP projects with current urbanized area census tracts that have 50 percent or more of the two (2) environmental justice characteristics subject to compliance for current or future transportation system projects.

Figure 1 – BMCMPO Environmental Justice GIS Map – Update w/FY 2026-30 Projects



The adopted BMCMPO *2050 MTP* does not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified EJ census tracts. Similarly, the BMCMPO FY 2026-2030 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified Environmental Justice (EJ) census tracts.

The EJ census tracts identified for the BMCMPO 2050 MTP using 2020 Census data and the BMCMPO FY 2026-2030 TIP using 2020 Census data encompass large areas of the Indiana University campus housing and illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tract residents very likely reflects the large number of undergraduate and graduate students residing within geographically and traditionally established Indiana University campus boundaries.

The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are highly responsive to federal-aid transportation improvement program programming needs in these identified areas and recognize the priority need to address specific EJ concerns as projects move forward with implementation.

Taken together, Bloomington Transit (with high-level regular scheduled service coupled with micro-transit, paratransit services, and supplemental contractual support partnerships with Uber and Lyft, IU Campus Bus, and Rural Transit provide a very comprehensive range of public transportation services to all Environmental Justice census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the *2050 MTP* and the BMCMPO FY 2026-2030 TIP shall continue maintain and to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvement projects programmed within the BMCMPO *2050 MTP* and the BMCMPO FY 2026-2030 TIP will benefit areas with a concentration of low-income households through improved mobility, accessibility and transportation system connectivity without "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the *2050 MTP* and the FY 2026-2030 TIP will program multimodal transportation investment commitments within the identified Environmental Justice areas thereby ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these multiple consideration factors, the *2050 MTP* and the FY 2026-2030 TIP are in compliance with Title VI relative to Environmental Justice.

The BMCMPO developed a geographic information systems (GIS) map for the FY 2026-2030 TIP that displays a collection of current and future transportation projects in relation to the USEPA's Environmental Justice demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data. The USEPA Environmental Justice website (https://www.epa.gov/ejscreen) provides additional data information.

The FY 2026-2030 TIP Environmental Justice GIS map displays local BMCMPO improvement project sites (e.g., public transit, local safety projects, local bridge projects, local transportation alternative projects, and more) and local MPO improvement project routes (e.g. local transportation alternatives, local road projects, local bridge projects, new roadways, and new bridge structure projects) in comparison to demographic indexes (including people of color and low-income demographics). The demographic indexes break into four categories: high concentration of EJ populations, shown in red; medium-high concentration of EJ populations, shown in orange; medium-low concentration of EJ populations, shown in yellow; and general outreach, shown in grey.

The Demographic Index represents the average of low-income and people of color percentages for each Census tract. Executive Order 12898 for Environmental Justice explicitly names these two demographic factors. The GIS map for the BMCMPO FY 2026-2030 TIP has the following City of Bloomington GIS data portal: https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe152092f3024. As previously noted in F***igure 1***, the GIS map highlights all FY 2026-2030 local public agency (LPA) projects in relation to identified Environmental Justice tracts from the 2020 Census.

Environmental Justice Area Projects

The BMCMPO continuously undertakes projects steps to improve services within Environmental Justice census tracts. Using 2020 Census data, previous BMCMPO Transportation Improvement Program (TIP) projects targeted a Bloomington neighborhood west of the downtown area given a population that did not have a vehicle and therefore used sidewalks for transportation. The City installed or improved ADA ramps and several thousand linear feet of new sidewalks in this neighborhood, eliminating more than two hundred (200) trip hazards.

The City Bloomington additionally completed the following Environmental Justice census tract projects:

- ADA Safety - Improved and/or replaced downtown curb ramps;
- ADA Safety -Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;

- ADA Safety - Improved numerous Bloomington Transit and IU Campus Bus passenger stops, including the replacement and/or installation of passenger shelters;

- Ensured that all new sidewalks and curb ramps comply with current ADA standards;

- Improved public transit by maintaining, improving and expanding an accessible, safe and efficient public transportation system;

- Designed, maintained and constructed pedestrian facilities in compliance with the Public Rights of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA);

- Installed pedestrian push buttons at City maintained traffic signals and pedestrian hybrid beacons (15+ intersections), and;

- Used a comprehensive quantitative data-driven asset management approach to directly target areas of ADA curb ramps, ADA crosswalks, and sidewalk repairs for Environmental Justice census tracts.

The BMCMPO shall continue to pursue projects where the local planning agencies identify need. The BMCMPO shall continuously update the FY 2026 - 2030 TIP Environmental Justice GIS map as local planning agencies pursue projects.

Environmental Justice – Future Reassessments

Future reassessments of identifiable BMCMPO environmental justice census tracts will coincide with the release of additional American Community Survey and/or U.S. Census data.

Appendix E:
Air Quality and Climate Change Assessments

Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009 (https://www.in.gov/idem/airmonitoring/air-quality-data/), continuously samples fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "*attainment*" for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the FY 2026-2030 TIP will not result in any adverse impacts to air quality given a system-wide investment focus on

multimodal safety, maintenance, system preservation, public transit, and bicycle/pedestrian facilities.

Climate Change Scientific Assessments

Climate change is a critical concern of the BMCMPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the FY 2026-2030 TIP means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The *Indiana Climate Change Impacts Assessment* Report published by Purdue University (https://ag.purdue.edu/indianaclimate/indiana-climate-report/) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana's residents, Indiana's food system, and the state's economic viability. The conclusion of this March 2018 scientific study notes:

> *"This assessment documents that significant changes in Indiana's climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana's climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana's winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details."*

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (https://hri.eri.iu.edu/index.html and (https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead) further identifies primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

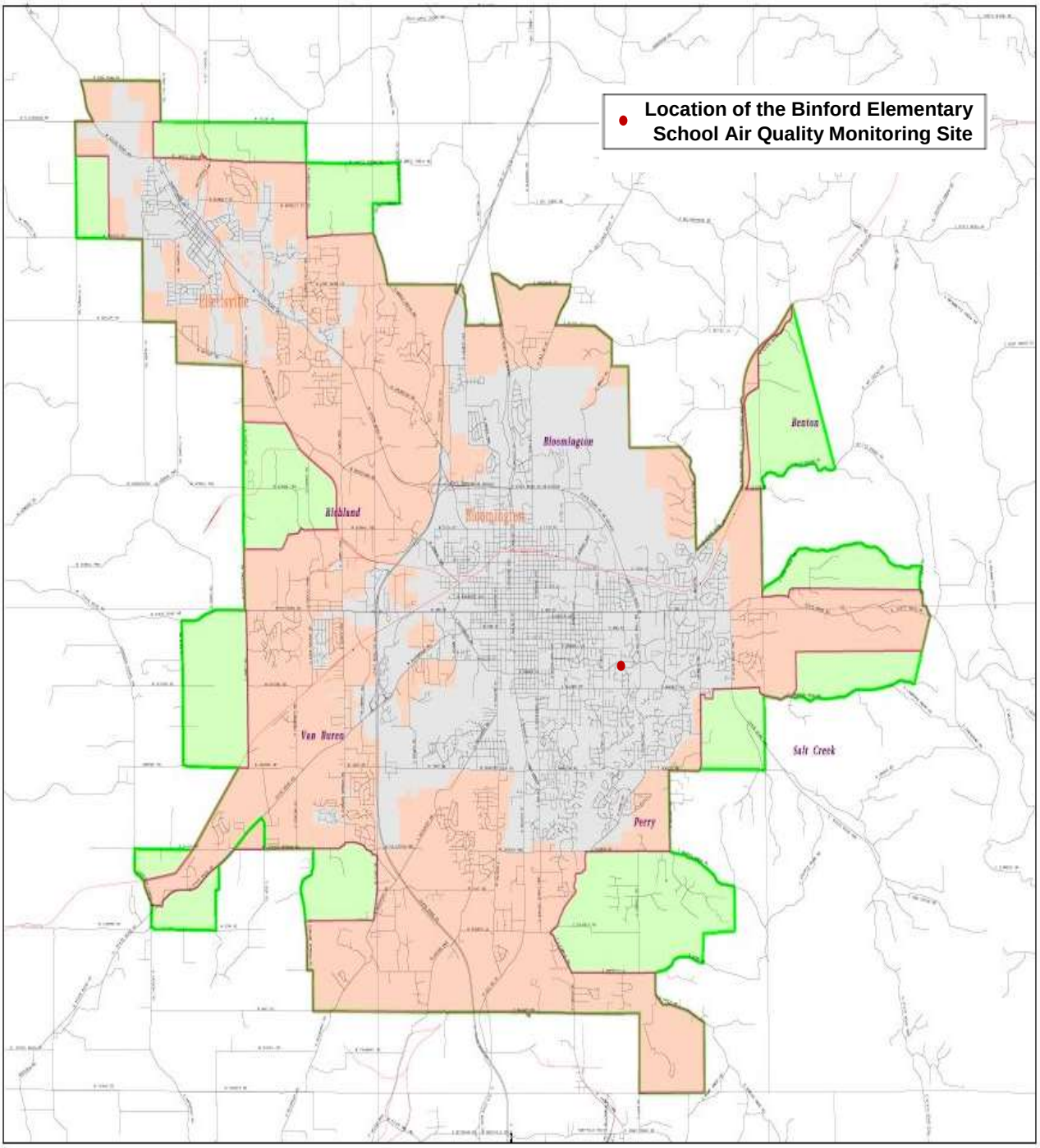
Climate Change Scientific Assessment Conclusions

Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), IDEM, Purdue University, Indiana University, and countless national and international sources

document climate change currently underway within the State of Indiana and the metropolitan planning area.

This ongoing scientific fact of climate change has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (https://www.epa.gov/arc-x/planning-climate-change-adaptation).

Figure E2: Location of the Binford Elementary School Air Quality Monitoring Site



Appendix F:
BMCMPO Complete Streets Policy:
Safe Streets and Roads for All (SS4A)

Introduction

The list of *FY 2026-2030 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

The BMCMPO's adopted Complete Streets Policy initially established in 2009 mirroring criteria from Smart Growth America (https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/), creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted BMCMPO Complete Streets Policy website posting is found at the following link: https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf.

The following **Table F-1**, Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from *Evaluating Complete Streets Projects: A Guide for Practitioners*, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures adopted by the BMCMPO fall under the macro-level headings of "Place", "Crash Risk", and "Equity." Application scales consider project and network levels. Detailed applicable project and network "metrics" represent the foundation of each Place Measure and relevant application scale. **Table F-2** details the Transportation Improvement Program Project Prioritization Criteria using Complete Streets guidance reaffirmed by the Policy Committee in 2020.

Table F-1: BMCMPO Recommended Place Measures and Metrics*

PLACE MEASURE	APPLICATION SCALE	METRIC
PLACE Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.		
Quality of bicycling environment	Project	• Width of bicycle facilities • Pavement condition of bicycling facility • Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars • Right turn on red restrictions
Quality of pedestrian environment	Project	• Crossing distance and time • Presence of enhanced crosswalks • Wait time at intersection • Width of walking facility • Right turn on red restrictions • Planting of new or maintaining existing trees
Quality of transit environment	Project	• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection • Quality of accommodations for passengers at stops • Presence of wayfinding and system information • Real-time arrival information • Off-board payment option
Resident participation	Project	• Number of responses gathered • Number of people at meetings
Quality of automobile trips	Project	• Travel lane pavement condition
CRASH RISK Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.		
Compliance with posted speed limit	Project	• Percentage of drivers exceeding the posted speed limit • Match between target speed, design speed, and 85th percentile
Crashes	Project	• Number of crashes by mode on project (before and after) • Crash severity by mode and location
Crashes	Network	• Total Number • Rate and location by mode
Fatalities	Project	• Number of fatalities by mode on project (before and after)
Fatalities	Network	• Number of fatalities suffered by all modes

Table F-1: BMCMPO Recommended Place Measures and Metrics (continued)

PLACE MEASURE	APPLICATION SCALE	METRIC
EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.		
Auto trips	Project	• Driving trips as portion of total trips along project
Auto trips	Network	• Driving trips to primary and secondary schools • Vehicle Miles Traveled (VMT) per capita • Driving commutes to work as portion of total commutes to work
Bicycle trips	Project	• Bicycling trips as portion of total trips along project
Bicycle trips	Network	• Bicycling trips as portion of total trips • Bicycling commutes to work as portion of total commutes to work
Transit trips	Network	• Transit trips as portion of total trips • Transit commutes to work as portion of total commutes to work
Walk trips	Project	• Walk trips as portion of total trips along project
Walk trips	Network	• Walk trips as portion of total trips in community • Walk commutes to work as portion of total commutes to work

Source: BMCMPO, Complete Streets Policy, November 2019.

The following Complete Streets Policy Project Prioritization Criteria serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP).

Table F-2 BMCMPO Transportation Improvement Program – Project Prioritization Criteria

BMCMPO TIP - Project Prioritization Criteria		
	Weighting	**Yes = 1, No = 0**
System Preservation and Maintenance		
Project improves upon *existing* infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	
Project addresses a maintenance need (e.g. repaving, bridge repair)		
Project is located within existing right of way		
	Total	**0**
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		
Geometrical Improvement for non-motorized safety		
Signalization Improvement		
Signage/Wayfinding		
Project improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	Total	**0**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		
Project includes sidewalk improvements		
Project includes bicycle facility improvements		
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		
Project makes a connection to an existing active mode facility		
	Total	**0**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		
Improvements to access management		
Signalization improvement		
Improves parallel facility or contributes to alternative routing		
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	Total	**0**
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	
Project corrects ADA non-compliance		
Project promotes physical activity		
Project reduces vehicle emissions		
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a socio-cultural resources		
	Total	**0**
Consistency with Adopted Plans		
Project located along planned transit service	10%	
Project located along planned pedestrian/bicycle facility		
Local Master Thoroughfare Plan Priority		
Transit Plan Priority		
Bicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan		
Project supports goals and principles of local land use plans		
Other applicable planning documents		
	Total	**0**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		
Project is seen as adding lasting value to the community		
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment		
Project contributes to transportation network grid development/roadway network connectivity		
	Total	**0**
	Overall Total	**0**

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3
BMCMPO FY 2026-2030 TIP: New Projects Evaluated for Complete Streets Policy Compliance

Project	Brief Description	Compliant	Exempt	N/A
Crosswalk Safety Improvements – Phase IV	**Safety - *Safe Streets & Roads for All*** - Install or enhance existing pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized focused on areas of low accessibility compliance and high crash risk.	●		
Downtown Curb Ramps - Phase V	**Safety** - ***Safe Streets & Roads for All*** - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas of high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	●		
College & Walnut Street Corridor Improvement Project Phase I & II	**Safety & Mobility - *Safe Streets & Roads for All*** – The project focuses on improving multimodal safety and mobility on College Avenue and Walnut Street, from State Road 45/46 to Allen Street. It aims to reduce vehicular speeds, minimize pedestrian conflicts, install physically protected bicycle infrastructure. Accessible bus stops will be constructed to enhance the existing transit services. Some traffic signals will require replacement due to age, while others will receive safety improvements and other modifications determined during detailed design. The work will include updates to signage and markings to improve predictability. Project construction will optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards. The project will additionally comply with all required environmental and historical regulations per the federal process. Finally, the project will have an appropriate maintenance of traffic plan to accommodate all users during construction.	●		

The BMCMPO Complete Streets Policy established in 2009 with a subsequent 2018 update and annual reviews in calendar years 2019 through 2024 supports local public agency initiatives aimed at the following objectives:

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.

- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.

- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.

- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.

- Making street design changes informed by community outreach and cultural education

- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPO FY 2028-2030 TIP Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for the following new projects"

- City of Bloomington - Crosswalks Safety Improvements - Phase IV
- City of Bloomington - ADA Downtown Curb Ramps - Phase V
- City of Bloomington - College Avenue and Walnut Street Corridor Improvements - Phase I & Phase II

The derivation of all resultant Complete Streets Project Prioritization Scores were achieved after consultations with Local Planning Agencies (LPA) technical staffs in October 2024.

DES#TBD - Crosswalk Safety Improvements Project - Phase IV

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)
Transportation Improvement Program (TIP) - Project Prioritization Criteria

	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon *existing* infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	1.2
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.4
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		0
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.5
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.6
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
	Overall Total	***5.65***

Source: BMCMPO Complete Streets Policy, November 2018.

DES#TBD - Curb Ramps - Phase 5

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	**Yes = 1, No = 0**
System Preservation and Maintenance		
Project improves upon *existing* infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	**0.45**
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		0
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	**1**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	**1.4**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		1
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	**0.4**
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	**0.6**
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	**0.7**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	**0.9**
	Overall Total	**5.45**

Source: BMCMPO Complete Streets Policy, November 2018.

DES#TBD - College Avenue an Walnut Street Corridor Improvements

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	**Yes = 1, No = 0**
System Preservation and Maintenance		
Project improves upon *existing* infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	**0.45**
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	**1.6**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	**1.8**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	**0.6**
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	**0.6**
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	**0.7**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		0
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	**0.75**
	Overall Total	**6.5**

Source: BMCMPO Complete Streets Policy, November 2018.

Appendix G:
Plan Development & Public Involvement Methodology

Introduction

The Draft FY 2026-2030 Transportation Improvement Program (TIP) prepared by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, Indiana University (IU) Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2026-2030 TIP from August 2024 leading to adoption by the BMCMPO Policy Committee in Calendar Year (CY) 2025 with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the FY 2026-2030 TIP from all urban area residents. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as environmental justice low-income and minority households, and people with disabilities who may face challenges accessing employment and other services.

BMCMPO FY 2026-2030 TIP projects sponsored by Rural Transit, Bloomington Transit, Monroe County, and the City of Bloomington additionally focus on transportation equity defined as safe, accessible, affordable, reliable, comfortable, healthy, and sustainable mobility and access that facilitates social and economic opportunities and meets the needs of all urban area community members, particularly those identified as underserved, disadvantaged and overburdened.

The BMCMPO focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). All meetings of the BMCMPO Policy Committee are routinely advertised, accessible in hybrid formats (in-person and via Zoom https://www.zoom.com/) and recorded for community viewing by the Citizens Access Television System (CATS, https://www.catstv.net/) uninterrupted throughout FY 2025 as the staff presented selective elements and the Draft FY 2026-2030 TIP.

The Draft FY 2026-2030 TIP had additional postings on the BMCMPO website (https://bloomington.in.gov/mpo/transportation-improvement-program) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule beginning on August 20, 2024.

Local Public Agency Distribution Announcement

- BMCMPO Call for Projects Issued — August 29, 2024
- INDOT TIP-STIP Review of Existing & New Projects — September 11, 2024
- BMCMPO Project Request Application Deadline — September 27, 2024
- BMCMPO LPA Project Applications Received — September 27, 2024
- BMCMPO Receipt of INDOT Draft FY 2026-2030 STIP Project Lists — October 15, 2024
- BMCMPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Reviews of Project Requests, Project Reviews, and Fiscal Constraint Issues — October 23, 2024
- Incorporation of INDOT Draft FY 2026-2028 STIP Projects — October 16-31, 2024
- BMCMPO Policy Committee (PC) Review of Project Requests, Project Reviews and Fiscal Constraint Issues — November 8, 2024
- BMCMPO Draft FY 2026-2030 TIP Legal Advertisements — November 10-11, 2024
- Thirty (30) Day Public Comment Period Begins — November 10, 2024
- Draft FY 2026-2030 TIP Submission to INDOT — November 12, 2024
- Draft FY 2026-2030 TIP Public Input Meeting — December 5, 2024
- Thirty (30) Day Public comment Period Ends — December 9, 2024
- Receipt of INDOT, FHWA, FTA Review Comments — December 2024
- Receive Public Comments
- Address All Review Comments & Prepare Final Draft — December-January 2024
- TAC and CAC Final Draft Reviews and Recommendations — February 2025
- BMCMPO TAC and CAC Recommended Adoption — February 2025
- BMCMPO Policy Approval of Final FY 2026 - 2030 TIP — March 2025
- Adopted FY 2026-2030 TIP Submission to INDOT — March 2025
- FHWA/FTA/INDOT FY 2026 - 2030 TIP Approval Letter — March 2025
- FHWA Approval of INDOT FY 2026-2030 STIP with BMCMPO FY 2026-2030 TIP Program of Projects — April-May 2025
- FY 2026-2030 TIP/STIP Program Begins — July 1, 2025

Public Outreach Process

Public outreach and involvement strategies employed for development of the FY 2026-2027 TIP involved a combination of in-person, digital, virtual, and print tools as recommended by the U.S. Department of Transportation's Equity Action Plan (https://www.transportation.gov/priorities/equity/2023-equity-action-plan). The BMCMPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and diverse needs and experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual projects by work type and project purposes (i.e., ADA ramp construction, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects through:

- Posting the BMCMPO Draft FY 2026-2030 TIP for public review and comment on the City of Bloomington website page (https://bloomington.in.gov/mpo/transportation-improvement-program)

- Legal Advertisements in the *Bloomington-Herald Times* on Sunday, November 10th and Monday, November 11th 2024. Proof of legal advertisement are available upon request from the BMCMPO staff.

- A City of Bloomington Public Meeting Press Release:

CITY OF BLOOMINGTON

FOR IMMEDIATE RELEASE
November 13, 2024

For more information, please contact:
Patrick Martin, Senior Transportation Planner, Bloomington Monroe County Metropolitan Planning Organization
martipa@bloomington.in.gov or 812-349-3530

Desiree DeMolina, Communications Director, Office of the Mayor
comms@bloomington.in.gov or 812-349-3406

Public Invited to Share Input on Future Transportation Projects in Bloomington and Monroe County

Bloomington, Ind. – The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on **Thursday, December 5, from 5 to 7 p.m**. in the Bloomington City Hall Council Chambers with the goal of gaining public input for the development of the **Fiscal Year 2026-2030 Transportation Improvement Program** (TIP). A virtual attendance option is available via Zoom.

Join Zoom Meeting
https://bloomington.zoom.us/j/85492624444?pwd=QrnxqRhIJSkkqA7Dl2QhngbEWRa0Fu.1
Meeting ID: 854 9262 4444
Passcode: 883969
Dial by your location
+1 312 626 6799 US (Chicago)
Find your local number: bloomington.zoom.us/u/kwS4IfafP

The FY 2026-2030 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington. Development of the new TIP requires public involvement, including public review by the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and adoption by the Policy Committee before submission to state and federal agencies for final approval. Meeting attendees will help shape the project investment priorities for the next five years by providing feedback on the proposed list of TIP projects. The *Draft FY 2026-2030 Transportation Improvement Program* is available for public review between November 10, 2024 and December 9, 2024:

- Online at: bloomington.in.gov/mpo/transportation-improvement-program; and,
- In a printed paper format at: City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404

The BMCMPO will accept written comments for the *Draft FY 2026-2030 Transportation Improvement Program* during the ongoing public review period from November 10, 2024 to December 9, 2024. Members of the public may submit comments regarding this draft document through any of the following methods:

- **Comment Form** – submit a written comment form at the public meeting on December 5, 2024.
- **Email** – email comments to BMCMPO staff directly at mpo@bloomington.in.gov
- **Mail written comments to**:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)
P.O. Box 100
Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet January 29, 2025 to recommend adoption of the FY 2026-2030 TIP, which the Policy Committee will vote to adopt on February 14, 2025.

###

- *Hybrid Public Meeting from 5:00 p.m. - 7:00 p.m. on Thursday, December 5, 2024.* Presentation materials included an overview of the FY 2026-2030 TIP purpose and need, a Bloomington-Monroe County urban area boundary map, project types, fiscal constraints, and the draft program of projects for Monroe County, Rural Transit, Bloomington Transit, the City of Bloomington, and the Indiana Department of Transportation. Open discussion included all relevant topics as follows:

DRAFT FY 2026 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
PUBLIC INFORMATION MEETING
December 5, 2024
6:00 - 8:00 p.m.
City of Bloomington – City Hall - Council Chambers
And Virtual Location via Zoom
Join Zoom Meeting
https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09
Meeting ID: 865 723 1124
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)
Find your local number: https://bloomington.zoom.us/u/ky1ihyfjN

I. Welcome and Introductions

II. Draft BMCMPO FY 2026- 2030 Transportation Improvement Program
   a. Introduction
      (1) Purpose and Need
      (2) Legislative Requirements
      (3) Local Planning Agencies
      (4) Urban Area Boundary
   b. Transportation Improvement Programming
      (1) Project Prioritization
      (2) Amendment Process

c. Transportation Improvement Projects
   (1) Background and Call for FY2026-2030 Projects
   (2) Anticipated FY 2026 - 2030 TIP Federal Program Revenue Levels
   (3) Project Application Requirements
   (4) Fiscally unconstrained/constrained funding request summary
   (5) Draft FY 2026-2030 TIP LPA Funding Requests and Funding Type by Fiscal Year
      (a) Monroe County Summary Table
      (b) City of Bloomington Funding table
      (c) Bloomington Transit Funding Table
      (d) Rural Transit Funding table
   (6) FY 2026 - 2030 TIP LPA and INDOT Projects
   (7) FY 2026 - 2030 TIP Appendices
      (a) Appendix A: Financial Forecast
      (b) Appendix B: Transportation Planning Requirements
      (c) Appendix C: Performance-Based Transportation Planning Targets
      (d) Appendix D: Environmental Justice
      (a) Appendix E: Air Quality and Climate Change Assessment
      (b) Appendix F: BMCMPO Complete Streets Policy
      (c) Appendix G: Plan Developments & Public Involvement Methodology
      (d) Appendix H: Glossary
      (e) Appendix I: Self-Certification

Draft Submission Schedule, Legal Advertisements, Public Comment Period

- FHWA/FTA/INDOT Draft Review and Comments - November-December 2024

Final Draft Review/Approval, and Final Submission Dates

- Technical Advisory Committee - January 29. 2025 at 10:00 a.m. (Hybrid)
- Citizens Advisory Committee - January 29, 2025 at 6:30 p.m. (Hybrid)
- Policy Committee - February 14, 2025 at 1:30 p.m. (Hybrid)

Adjournment

Auxiliary aids for people with disabilities and/or limited language proficiency are available upon request with adequate notice. Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.

Interagency Consultation/Coordination: Calendar Year 2024 and 2025

The BMCMPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2026-2030 TIP development process beginning in November 2024 through December 2024 to ensure the attainment of federal and state requirements.

The consultation/coordination process further ensured the receipt of corresponding comments from federal, state, and local partners. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior the anticipated Final FY 2026-2030 TIP adoption by the BMCMPO Policy Committee on February 14, 2024.

Appendix H:
Glossary

3C Planning means the Comprehensive, Cooperative, and Continuous transportation planning process.

ADA means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.

Air Quality Conformity means a determination required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas.

Alternative Transportation Funds means the City of Bloomington's established funding mechanism exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Fund allocations come through annual municipal budget approvals.

Analysis Area means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.

Apportionment means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.

Authorization means the level of funding designated by Congress for specific legislation.

Average Daily Traffic (ADT) means the average number of vehicles passing a specified point during a 24 hour period.

Bike Lane means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

BIL means Bipartisan Infrastructure Law. See Infrastructure Investment and Jobs Act.

Bloomington Transit (BT) is a municipal public transportation corporation that provides public transportation within the City of Bloomington limits.

Bloomington Entertainment and Arts District (BEAD) includes the "what to do," "what to eat," and "where to stay" elements in Bloomington.

BMCMPO means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

Bottleneck means the point of minimum capacity along a highway segment.

Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving a major capital investment.

Carbon Reduction Program abbreviated as "CRP" means the program created under the Bipartisan Infrastructure Law (BIL) for planning and construction activities that support the reduction of carbon emissions.

Capacity means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.

Capacity Expansion Project means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

Capacity Preservation Project means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

Carpool means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

Census Tract means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

Central Business District (CBD) means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.

CE means construction engineering associated with project construction.

Citizens Advisory Committee (CAC) is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

Climate Change means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (https://docs.lib.purdue.edu/climatetr/2/) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (https://hri.eri.iu.edu/climate-ulnerability/index.html?placeid=MONROE%20County#climateExpoHead and https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf). Learn more about climate change impacts in Bloomington at bloomington.in.gov/sustainability and the current Climate Action Plan at https://bloomington.in.gov/sustainability/2020-climate-action-plan.

CN means project construction or a capital acquisition such as new vehicles or transit buses.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPO.

Committed Improvement means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

Complete Streets means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Comprehensive Planning means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

COVID-19 or SARS-CoV-2 means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis with over 103.8 million documented cases and more than 1.1 million deaths nationwide as of March 10, 2023. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 27,600 confirmed cases of COVID-19 resulting in 279 deaths attributed to the disease as of May 29, 2023 (https://usafacts.org/visualizations/coronavirus-covid-19-spread-map/state/indiana/county/monroe-county/). In many cases, survivors will experience long-term respiratory and health related symptoms (https://coronavirus.jhu.edu/map.html).

Cross-Town Routes means a non-radial bus or rail service which does not enter the Central Business District.

Cumulative Bridge Funds provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars ($100) assessed valuation of all taxable personal and real property within the county or municipality.

Cumulative Capital Development Funds are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

Daily Vehicle Miles Traveled (DVMT) means the total number of miles driven per day in a specified area by all vehicle types.

Deadhead Miles means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

Discrimination means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.

Divided Highway means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

Economic Recession means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

Environmental Justice (EJ) means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Equity means the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In the context of the *2045 MTP*, transportation equity means achieving the goal of sustainable mobility providing access to employment, education, healthcare, and an improved quality of life for all residents.

Farebox Revenue means all fare revenue from case fares, passes, and tickets.

FAST Act means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a $305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multimodal transportation.

Federal Fiscal Year (FFY) means a twelve month period from October 1st to September 30th.

Federal Highway Administration (FHWA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

Federal Transit Administration (FTA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

Geographic Information System (GIS) means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

Grant means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

Headway means the time between consecutive services. If one catches a transit vehicle that "comes every half hour", then the service you catch has a headway of 30 minutes.

Highway Safety Improvement Program (HSIP) is the FHWA's "core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads."

Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Deal or Bipartisan Infrastructure Law (BIL), is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

Illustrative Project means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

Indiana Department of Natural Resources (IDNR) is the agency that regulates and manages Indiana's natural, cultural, and recreational resources.

Indiana Department of Transportation (INDOT) is the agency that administers and funds multimodal transportation needs within the State of Indiana.

Indiana Statewide Transportation Improvement Program (INSTIP or STIP) is Indiana's multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State's Metropolitan Planning Organizations.

Indiana University, headquartered in Bloomington, has a student population of nearly 50,000 people.

Land Use means the purpose or use for land or a structure.

Level of Service (LOS) means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

LPA means local public agency as defined under Indiana state statutes.

Local Road and Street means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

Local Share and Local Match means the non-federal matching funds provided by a local entity for federal matching funds.

Long Range Transportation Plan (LRTP, Plan or MTP) means the official multimodal transportation plan adopted by the MPO for the metropolitan area in accordance with federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

Maintenance Area means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

Major Bridge Fund means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed $0.0333 per $100 assessed valuation within the eligible county.

Major (Metropolitan) Transportation Investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Mass Transportation/Mass Transit means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter, or sightseeing service.

Management System means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

MAP-21 means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian, and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

Metropolitan Planning Organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

Metropolitan Planning Area (MPA) is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

Metropolitan Planning Program (PL) directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas, under the FAST Act. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement plans to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

Metropolitan Transportation Plan (MTP) means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

Micro-transit means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.

Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Motor Vehicle Highway Account (MVHA) means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

Multi-Use Trail or Pathway means a hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.

National Ambient Air Quality Standards (NAAQS) are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO_2), Ozone (O_3), Particulate Matter ($PM_{2.5}$ and PM_{10}), and Sulfur Dioxide (SO_2).

National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

National Highway Freight Program (NHFP) provides states with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

National Highway System (NHS) means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

No Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

Non-Attainment Area means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

Operating Expense means the total of all operating costs incurred during the reporting period.

Operating Subsidy means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operational Improvement means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

Pandemic means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

Pathway means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of pedestrians, bicyclists, and other non-motorized users.

Peak Direction means the direction of higher demand during a peak commuting period.

Peak Hour means that one-hour period during which the maximum amount of travel occurs.

Policy Committee (PC) is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

Preliminary Engineering (PE) means the first phase of a transportation improvement project which defines scope and project design.

Primary Arterial means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

Primary Collectors means roadways that typically carry 3,000 to 10,000 vehicles per day.

PROTECT means the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds program involving preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.

Public Mass Transportation Fund (PMTF) means a special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. The allocation of funds to Indiana public transit systems relies on a performance-based formula.

Racial Justice means the systematic fair treatment of people of all races that results in equitable opportunities and outcomes for everyone by ensuring that all people are able to achieve their full potential in life, regardless of race, ethnicity, or the community in which they live. A racial justice framework can move us from a reactive posture to a more powerful, proactive, and even preventive approach. The "Black Lives Matter" movement is an example of people coming together to promote and demand racial justice, and the MTP strives to follow its lead as a guiding principle.

Radial Routes means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a "pulse system".

Railway Highway Crossing Program (RHCP) is a Federal Highway Administration program that provides funding for the elimination of hazards at railway-highway crossings.

Red Flag Investigation (RFI) identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

Regional Transit Authority means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

Revenue means all operating funds associated with the provision of transit service in the context of public transportation.

Roadway means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Rural Transit (RT) means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

Secondary Arterial means a street typically carrying 10,000 to 20,000 vehicles per day.

Secondary Collector means roadways in Bloomington that typically carry less than 3,000 vehicles per day.

Sidewalk means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

Strategic Highway Safety Plan (SHSP) means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities, and private highway safety organizations.

Signed Bike Routes means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

Social Justice means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

State Fiscal Year (FY) means the State of Indiana's twelve month period from July 1st to June 30th.

Statewide Transportation Improvement Program (STIP or INSTIP) means the official statewide, multimodal transportation plan developed through the statewide transportation planning process.

Surface Transportation Block Grant Program (STBG) means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the *Surface Transportation Block Grant Program* (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Sustainable Development means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

Sustainability means meeting our own present environmental, economic, and social needs without compromising the ability of future generations to meet their own environmental, economic, and social needs.

Thoroughfare Plan means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

Technical Advisory Committee (TAC) is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.

TIF (Tax Increment Financing Funds) refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the "base" being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of $844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

Transportation Asset Management Plan (TAMP) refers to INDOT's 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

Transportation Demand Management (TDM) means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

Transportation Equity Act for the 21st Century (TEA-21) means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

Transportation Improvement Program (TIP) means the staged, multi-year, multimodal program of transportation projects which is consistent with the metropolitan transportation plan.

Transportation System Management (TSM) means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.

U.S. Environmental Protection Agency (USEPA) is a federal agency designated to protect human health and the environment.

Urbanized Area (UZA) means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

Unified Planning Work Program (UPWP) means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

Vision Zero means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

Volume to Capacity (V/C) Ratio means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.

Wheel Tax means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.

Appendix I:
Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336 Self-Certification and Federal Certifications, the Indiana Department of Transportation and the Bloomington-Monroe County Metropolitan Planning Organization for the Bloomington Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-l) and 49 CPR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101 (b) of the FAST Act (Pub. L. 114-357) and 49 CPR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CPR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CPR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County MPO	***Indiana Department of Transportation***
Metropolitan Planning Organization	State Department of Transportation
_____	_____
Patrick P. Martin	Roy Nunnally
_____	_____
Title	Title
_____	_____
Date	Date

Appendix J:
BMCMPO FY 2026-2030 TIP Adoption - Meeting Minutes

To be completed in Calendar Year 2025 after formal adoption of the BMCMPO FY 2026-2030 Transportation Improvement Program (TIP) by the BMCMPO Policy Committee.

Appendix K:
Public Participation Notice

FOR IMMEDIATE RELEASE - DRAFT
November 8, 2024

For more information, please contact:
Katie Gandhi, MPO Transportation Planner, katie.gandhi@bloomington.in.gov or 812-349-3588.
Pat Martin, Senior Transportation Planner, martipa@bloomington.in.gov or 812-349-3530; or

Public Invited to Provide Input about Local Transportation Projects

Bloomington, Ind. -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on **Thursday, December 5, from 5:00 to 7:00 p.m.** in the Bloomington City Hall Council Chambers with the goal of gaining public input for development of the **Fiscal Year 2026-2030 Transportation Improvement Program (TIP)**.

Join Zoom Meeting
https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09
Meeting ID: 865 723 1124
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)
Find your local number: https://bloomington.zoom.us/u/ky1ihyfjN

The FY 2026-2030 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington.

Development of the new TIP requires a public involvement process that includes a public review by the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and adoption by the Policy Committee before submission to state and federal agencies for final approval. In providing feedback on the proposed list of TIP projects, meeting attendees will help shape the project investment priorities for the next five years.

Members of the public may submit comments regarding this draft document at the public meeting or directly to BMCMPO staff by email at mpo@bloomington.in.gov.

A copy of the *Draft FY 2026-2030 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department
  401 N. Morton St. Ste. 130
  Bloomington, IN 47404; or

- Online electronically and downloadable at:
  https://bloomington.in.gov/mpo/transportation-improvement-program

The BMCMPO will accept written comments during the ongoing public review period until December 9, 2024. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)
P.O. Box 100
Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet January 29, 2025 to recommend adoption of the FY 2026-2030 TIP, which the Policy Committee will vote to adopt on February 14, 2025.

# # #

Appendix L:
FY 2026-2030 TIP Approval Letter

To be completed in calendar year 2025 upon receipt of an Approval Letter from the Indiana Department of Transportation (INDOT).

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