



Agenda for the Policy Committee of the Bloomington Metropolitan Planning Organization

Meeting Date, Time, & Location

- July 24, 2026, 10:30AM
- Attend in-person at Council Chambers at City Hall, which is located at 401 North Morton Street in Bloomington Indiana.
- Attend virtually using the [2026 BMCPO Policy Committee zoom link](#).

Meeting Information

- In the agenda, an * after an agenda item indicates a vote is requested.
- In the agenda, documents and websites not created by BMCPO staff may not be accessible.
- Quorum consists of seven (7) voting members of the PC or their proxies. No action shall be taken by the Policy Committee without a quorum. If a quorum is not present, those present may choose to reschedule the meeting to another day when a quorum can be obtained, or take action at the next scheduled meeting.
- Links to the meeting materials and the calendar entry for this meeting can be found on the [Policy Committee's webpage](#).
- Recordings for past Policy Committee meetings can be viewed on [CATSTV's website](#) or on [CATSTV's YouTube Channel](#).

Agenda

1. Call to Order and Introductions
 - 1.1. *Reminder to committee members to please turn on your camera and microphones in order for your vote to count.*
2. Approval of Agenda for July 24, 2026*
 - 2.1. *Motion & Second*
 - 2.2. *Committee Vote*
3. Approval of [Minutes from May 29, 2026 PC Meeting](#)* *pages 5-8*
 - 3.1. *Motion & Second*
 - 3.2. *Committee Vote*
4. Communications from Chair and Vice Chair
5. Communications from Officers and/or Committees



6. Reports from MPO Staff
 - 6.1. [State of Indiana Strategic Highway Safety Plan](#) - public input opportunity **page 9**
 - 6.2. [2026 Indiana State Rail Plan](#)
 - 6.3. [Federal Transit Administration Request for Information on Family Friendly Transit](#) - public input opportunity (comments requested by August 3, 2026)
 - 6.4. Updates to [crash dashboard](#) for all of Monroe County
 - 6.5. [Early Coordination Letter for INDOT project #2401348 in Monroe County](#) **pages 10-17**
 - 6.6. Recent INDOT Road Safety Audits in BMCMPPO planning area on state roads
 - 6.7. Upcoming FY2028-2032 Call For Projects
 - 6.8. Recent updates on BMCMPPO Transportation Improvement Program (TIP) projects. For more information, view the [virtual public map of project locations](#) and view the [TIP project listing](#).
 - 6.9. [Administrative amendment made to the TIP on 7-10-2026](#) **pages 18-19**
 - 6.10. [Federal, state, local policies for revising the TIP](#) **pages 20-24**
7. Old Business
8. New Business
 - 8.1. [BMCMPPO resolution FY2027-01: proposed changes to the FY2026-2030 BMCMPPO TIP*](#) **pages 25-31**
 - 8.1.1. *Motion & Second*
 - 8.1.2. *Public Comment (limited to five minutes per speaker, and may be modified by Committee at beginning of public comment period)*
 - 8.1.3. *Committee Vote*
 - 8.2. [BMCMPPO Resolution FY2027-02: adoption of the State of Indiana's DOT calendar year 2027 Safety Performance Targets*](#) **pages 32-36**
 - 8.2.1. *Motion & Second*
 - 8.2.2. *Public Comment (limited to five minutes per speaker, and may be modified by Committee at beginning of public comment period)*
 - 8.2.3. *Committee Vote*
9. Public Comment



- 9.1. On non-voting matters not included on the agenda (*limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*)
- 10. Communications from Committee Members on non-voting matters not included on the agenda
 - 10.1. Communications
 - 10.2. Topic Suggestions for Future Agendas
- 11. Upcoming Meetings
 - 11.1. Technical Advisory Committee: August 26, 2026 at 10:00AM (hybrid)
 - 11.2. Citizens Advisory Committee: August 26, 2026 at 5:30PM (hybrid)
 - 11.3. Policy Committee: August 28, 2026 at 10:30AM (hybrid)
- 12. Adjournment

Board Membership

Pursuant to applicable law and policy, and in compliance with Indiana Code 5-14-9-6, the following details are provided regarding the officers serving on this committee. BMCPO Policy Committee members are assigned their place on this committee based on their role and members do not have a set term expiration date.

Board Member	Representing	Title
Andrew Cibor	City of Bloomington	Director of the Engineering Department (alternate representation for Mayor)
Dan Swafford	Town of Ellettsville	Council Member
David G. Henry	Monroe County	Council Member (alternate representation for President of County Council)
Doug Horn	Bloomington Public Transit Corporation	Treasurer of the Board of Directors
Erica Tait [non-voting]	Federal Highway (FHWA) - Indiana Division	Interim Deputy Division Administrator
Hopi Stosberg [vice-chair]	City of Bloomington	Council Member (alternate representation for the President of City Council)
Jason Banach	Indiana University	Director of Real Estate



Board Member	Representing	Title
Julie Thomas, Ph.D.	Monroe County	Commissioner
Lisa Ridge [chair]	Monroe County	Director of the Highway Department
Nate Nickel	City of Bloomington	Data Analyst & Manager of the Public Works Department (alternate representation for Director)
Rebecca Packer	Indiana Department of Transportation (INDOT) - Seymour District	Director of Technical Services (alternate representation for Deputy Commissioner)
Sam Tobin-Hochstadt, Ph.D.	BMCMPPO Citizens Advisory Committee	Chair and Citizen
Scott Faris	Monroe County	President of the Plan Commission
Steve Bishop	City of Bloomington	Plan Commission Member (alternate representation for President)
Susan Weber [non-voting]	Federal Transit Administration (FTA) - Region 5	Team Lead/Community Planner for the Planning & Program Development Division



Meeting Minutes for the BMCPO Policy Committee

Meeting Minutes for the May 29, 2026 meeting of the Policy Committee of the Bloomington Metropolitan Planning Organization.

Attendance

Members Present:

1. Rebecca Packer, Indiana Department of Transportation - Seymour District
2. Hopi Stosberg, City of Bloomington Common Council
3. Scott Faris, Monroe County Plan Commission
4. Jason Banach, Indiana University
5. Julie Thomas, Monroe County Commissioners
6. Lisa Ridge, Monroe County Highway Department
7. Andrew Cibor, City of Bloomington Office of the Mayor
8. Sam Tobin-Hochstadt, Citizen Advisory Committee
9. Nate Nickel, City of Bloomington Public Works Department

Staff: Katie Gandhi, Patrick Martin

Guests: 2

Meeting Recording

- A full account of the meeting can be viewed by watching the video recording, which can be viewed on [CATSTV's website](#) or on [CATSTV's YouTube Channel](#).

Meeting Notes

1. Call to Order and Introductions
2. Approval of Agenda for May 27, 2026*
Faris moved to approve the Wednesday May 27, 2026 meeting agenda.
Tobin-Hochstadt seconded. Motion carried by a voice vote of 9-0.
3. Approval of [Minutes from April 24, 2026](#)*



Faris noted that a version of the minutes was revised this week to state that David Schilling, Monroe County Legal Council, was present at the April 24, 2026 meeting. Faris moved to approve the minutes from the April 24, 2026 BMCMPPO PC meeting. Thomas seconded. Motion carried by a voice vote of 9-0.

4. Communications from Chair and Vice Chair

5. Communications from Officers and/or Committees

Nickel reported that the Technical Advisory Committee reviewed the items on the agenda and recommended them for approval by the Policy Committee.

Tobin-Hochstadt reported that the Citizen Advisory Committee reviewed the items on the agenda and recommended them for approval by the Policy Committee.

6. Reports from MPO Staff

6.1. [INDOT May 12, 2026 News Release: Single-lane closures planned on I-69 in Greene and Monroe Counties](#) [external resource]

6.2. [2026 City of Bloomington ADA Transition Plan \(DRAFT\)](#)

This plan is included in the packet for information purposes only.

Because the BMCMPPO is housed within the City of Bloomington, we have to verify that we are operating under ADA standards. The BMCMPPO submits the City of Bloomington's ADA Transition Plan (once finalized) to the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration. Discussion ensued.

6.3. [Memo: Bloomington Transit Proposed Service Improvements](#) and [Bloomington Transit hearing notice](#) [external resource]

6.4. [Memo: transit updates made since previous meeting](#)

6.5. [Memo: non-transit updates made since previous meeting](#)

Stosberg asked for more information about modifications and amendments. Discussion ensued.

6.6. [INDOT Traffic Engineer Memo, May 4 2026](#) [external resource]

Staff shared how the new state standards described in this memo would impact the MPO's crash dashboard product. Faris asked if past data



would be retroactively updated. Stosberg asked if crash records are updated after the crash and if the public will have access to the crash reports. Discussion ensued.

- 6.7. [Highway Safety Improvement Program Updated Crash Costs](#) [external resource]

- 6.8. [Memo: calendar year 2025 motor vehicle crash overview for Monroe County](#)

Stosberg asked about bikes vs pedestrian crashes and electric bikes. Thomas asked about ATVs. Tobin-Hochstadt asked if we have ever considered connecting this data and crashes with the solutions and remediation that staff are doing to address the location after the crash. Martin shared about the safety discussions INDOT has each year regarding high crash areas. Discussion ensued.

- 6.9. Recent updates on BMCMPPO Transportation Improvement Program (TIP) projects.

BMCMPPO staff verbally shared updates for the local projects that are in the TIP and receiving MPO federal funds or bridge funds from the state. These updates can be viewed in the [TIP project status/letting date listing](#). Location of projects can be viewed on the [virtual public map of project locations](#).

- 7. Old Business

- 8. New Business

- 8.1. [BMCMPPO resolution FY2026-08: proposed changes to the FY2026-2030 BMCMPPO TIP*](#)

The proposed changes presented by staff involve the shifting of the construction phases of two projects to new fiscal years, as well as two new exchanges of funds with other MPOs. Faris and Thomas asked about how we can hear about status updates for the College and Walnut project. Tobin-Hochstadt asked about the effort it takes to conduct funding exchanges with other MPOs, as well as how to mitigate project delays. Discussion ensued. Tobin-Hochstadt moved to approve BMCMPPO



**Resolution FY2026-08: proposed changes to the BMCMPPO FY2026-2030
TIP. Faris seconded. Motion carried by a voice vote of 8-0 (Banach
departed prior to this vote).**

9. Public Comment - On non-voting matters not included on the agenda (*limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*)
10. Communications from Committee Members on non-voting matters not included on the agenda
 - 10.1. Communications
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11. Upcoming Meetings
 - 11.1. Technical Advisory Committee: July 22, 2026 at 10:00AM (hybrid)
 - 11.2. Citizen Advisory Committee: July 22, 2026 at 5:30PM (hybrid)
 - 11.3. Policy Committee: July 24, 2026 at 10:30AM (hybrid)
12. Adjournment

HELP SAVE LIVES ON INDIANA'S ROADWAYS

The State of Indiana is updating its Strategic Highway Safety Plan (SHSP) and conducting a Vulnerable Road User (VRU) Safety Assessment to identify strategies and support ongoing efforts to reduce fatalities and serious injuries on Indiana roadways.

Your experience and perspective are important to this effort. Whether you work in transportation, public safety, public health, education, planning, engineering, emergency response, local government, advocacy, or another related field, your input will help shape Indiana's future safety priorities, programs, and investments.

TAKE THE ONLINE SURVEY

We encourage you to complete a brief online survey to share your perspectives on Indiana's most pressing traffic safety challenges, emerging trends, and opportunities for improvement. Survey results will help identify key emphasis areas and guide the development of strategies and actions included in the updated SHSP and VRU Safety Assessment.



[Bit.ly/IndianaSHSP](https://bit.ly/IndianaSHSP)

ATTEND A SAFETY WORKSHOP

Stakeholders are also invited to participate in upcoming safety workshops that will bring together transportation professionals, safety partners, and community leaders to discuss traffic safety issues, review data trends, and help identify effective solutions.

Workshop participants will have the opportunity to:

- Discuss safety challenges affecting their communities and organizations.
- Help identify priorities for reducing fatalities and serious injuries.
- Provide input on strategies to improve safety for all roadway users, including pedestrians, bicyclists, motorcyclists, and other vulnerable road users.

WORKSHOP INFORMATION

- Tuesday, September 15, 2026
ISP Peru Post
1451 N. Eel River Cemetery Rd, Peru, IN 46970
- Wednesday, September 16, 2026
INDOT Seymour District Office
157 Agrico Ln, Seymour, IN 47274
- *Each location offers times:*
 - 9:00 a.m. to 11:00 a.m., 12:00 p.m. to 2:00 p.m., 2:30 p.m. to 4:00 p.m.
- For questions, please contact Taylor Ruble at truble@indot.in.gov.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 12, 2026

Dear Interested Party,

Re: Early Coordination Letter, Des. No. 2401348, Small Structure Improvement Project, SR 45 Over UNT Griffy Creek, 0.38 Mile East of I-69, Monroe County, Indiana.

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving improvements to the aforementioned small structure in Monroe County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

The project area is located along SR 45, 0.38 mile east of I-69, in Monroe County, Indiana. This section of SR 45 is functionally classified as a Principal Arterial roadway. The existing structure is a 300-foot long, 4-foot diameter corrugated metal pipe (CMP) under approximately 25 feet of cover. Drainage within the project limits is via sheet flow to roadside ditches and swales. Land uses within and adjacent to the project area are residential to the south of SR 45 and commercial to the north.

The draft need is due to the deteriorated condition of the existing structure. The draft purpose is to provide an improved structure which maintains hydraulic capacity and roadway serviceability.

The preferred alternative will line the existing pipe with a cured-in-place pipe (CIPP) liner. Riprap will be placed at the outlet of the pipe. A new headwall will be installed at the inlet end of the structure and an energy dissipator with Class 1 riprap will be installed at the outlet end of the structure. Stream flow will be maintained using a pump around and in the event it is determined necessary, a cofferdam may be utilized. The existing SR 45 roadway typical section will be maintained. No roadway work is proposed as part of the project. It is anticipated that SR 45 will remain open to traffic during construction. A temporary closure of the eastbound shoulder of SR 45 utilizing a temporary traffic barrier is anticipated to provide access to the south end of the structure. Traffic is anticipated to be maintained along Rappel Avenue for access to the north side of the structure via a flagging operation. It is anticipated that the amount of permanent right-of-way will be less than 0.5 acre. The project is anticipated to require the clearing of approximately 0.07 acre of trees. Construction is anticipated to take place between November 2028 and July 2029.

Waters and wetlands determinations will be performed to identify water resources that may be present. The project is anticipated to qualify for the Range-wide Programmatic Agreement for the Indiana Bat and the Northern Long-eared Bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resource Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The result of this investigation will be forwarded to the State Historic Preservation Office (SHPO) for review and concurrence.

www.in.gov/dot/

An Equal Opportunity Employer

as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Bradley W. Smith, DLZ Indiana, LLC, email – bwsmith@dlz.com, phone – (574) 236-4400, ext. 632, or Brandon Cole, INDOT Project Manager, email – bcole1@indot.in.gov, phone – (812) 569-4537. Thank you in advance for your input.

Sincerely,



Bradley W. Smith
Environmental Scientist II
DLZ Indiana, LLC

Cc: FHWA, INDOT Seymour District

Enclosures: Project location graphics and photographs

The following agencies/parties received this early coordination request:

Section Chief, Wetlands and Stormwater Program
Indiana Department of Environmental Management
GCWrin@idem.in.gov

Environmental Coordinator
Indiana Department of Natural Resources
environmentalreview@dnr.in.gov

Environmental Geology Section
Indiana Geological and Water Section
(Electronic Coordination)

State Conservationist
Natural Resource Conservation Service
john.allen@in.usda.gov

Ms. Deborah Snyder
US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
RegulatoryApplicationsLRL@usace.army.mil

US Department of Housing & Urban Development
swinney@bloomington.in.gov

Bloomington/Monroe County Metropolitan Planning
Organization (BMCMPPO)
martipa@bloomington.in.gov

Monroe County Community School Corporation
Superintendent
mccscsupt@mccsc.edu

Monroe County Emergency Management Agency
jneibel@co.monroe.in.us

Monroe County Soil & Water Conservation District
mmiller@co.monroe.in.us

Monroe County Board of Commissioners
apurdie@co.monroe.in.us

Monroe County Surveyor
tenright@co.monroe.in.us

Mayor, City of Bloomington
mayor@bloomington.in.gov

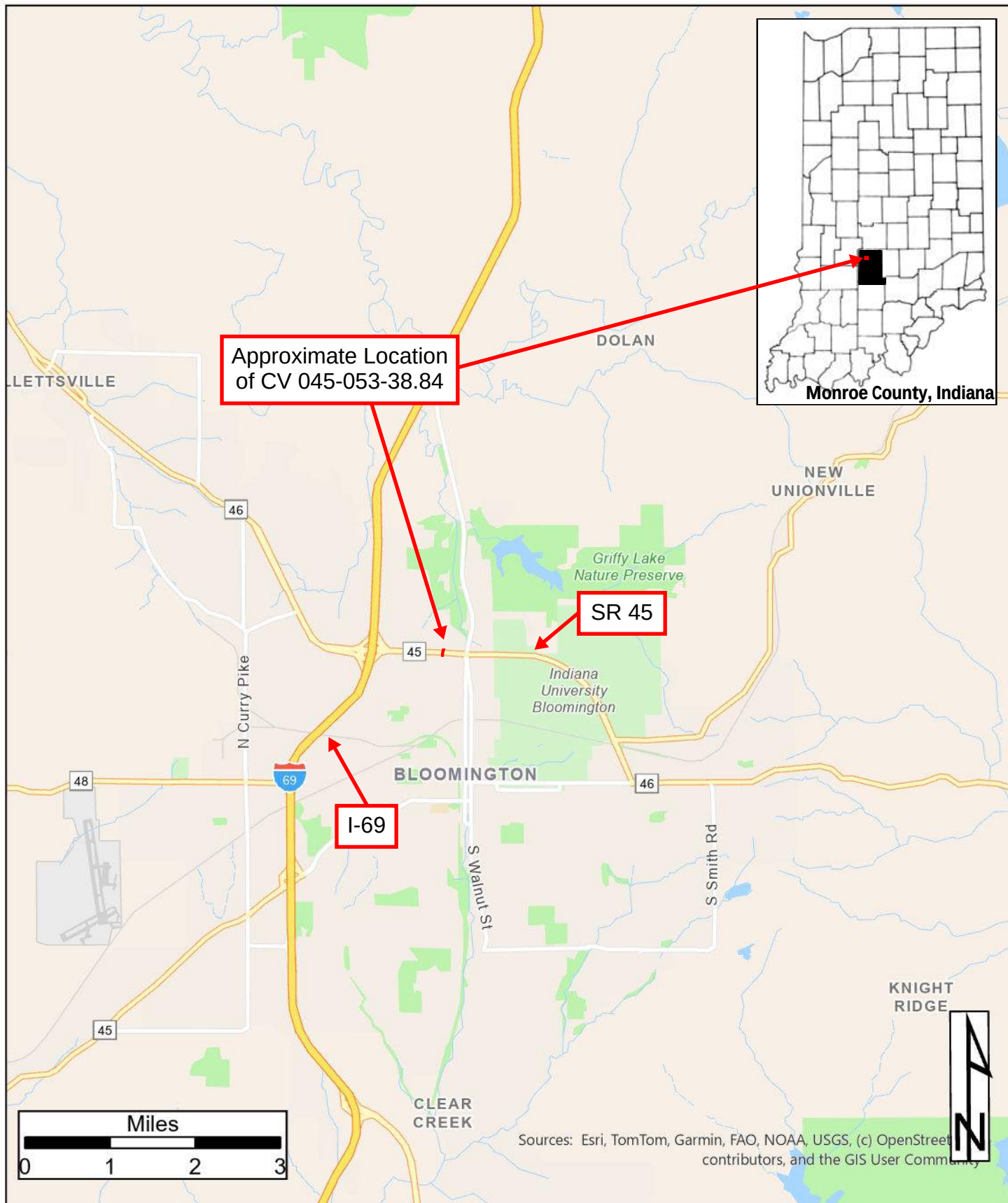
City of Bloomington Street Division
public.works@bloomington.in.gov

City of Bloomington Fire Department
firechief@bloomington.in.gov

City of Bloomington Police Department
police@Bloomington.in.gov

City of Bloomington Parks & Recreation Department
parks@bloomington.in.gov

City of Bloomington MS4 Coordinator
cartere@bloomington.in.gov



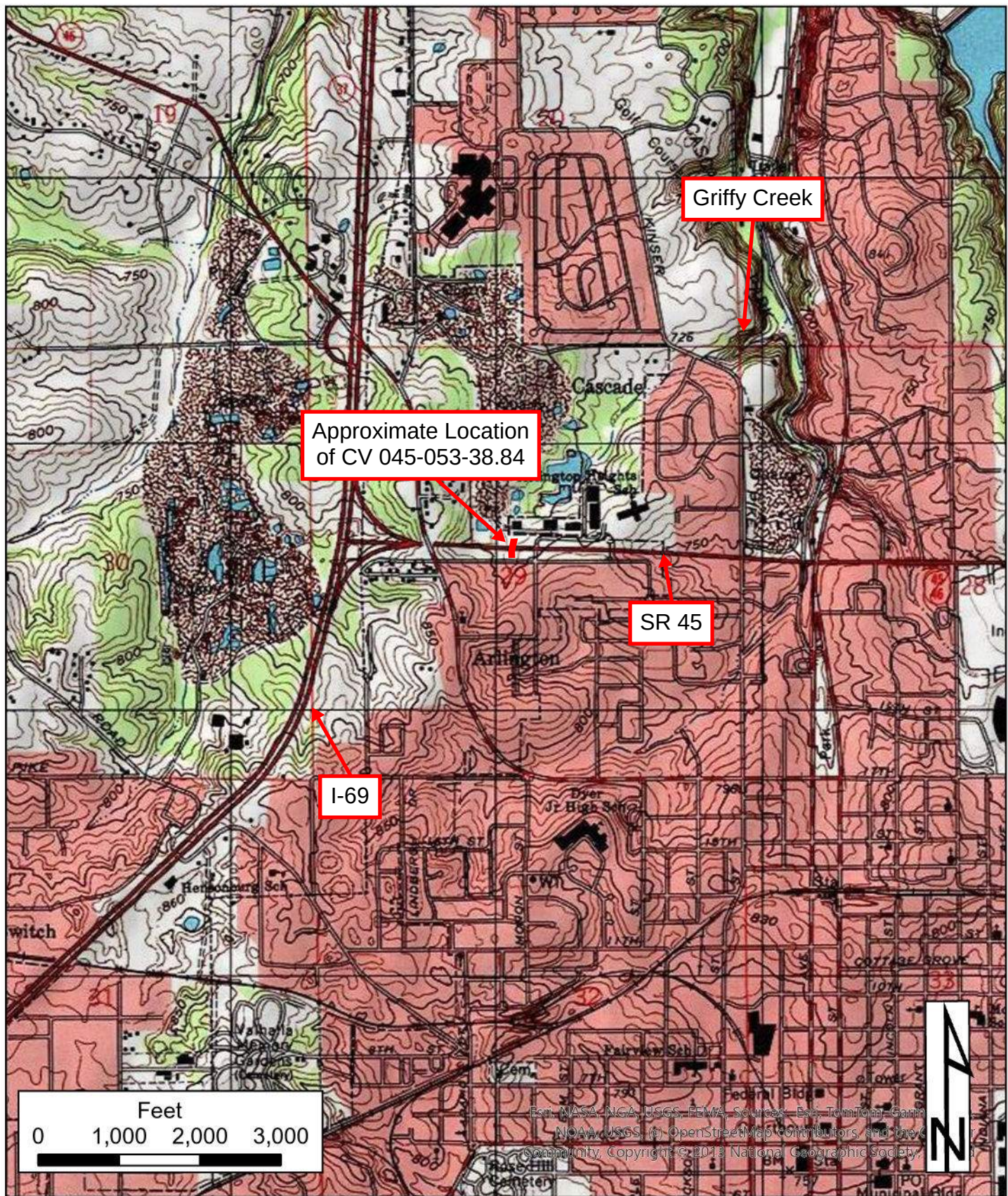
7/23/2026

SR 45 Small Structure Pipe Lining
 SR 45 Over UNT Griffy Creek, 0.38 Mile East of I-69
 Monroe County, Indiana
 Des. No.: 2401348

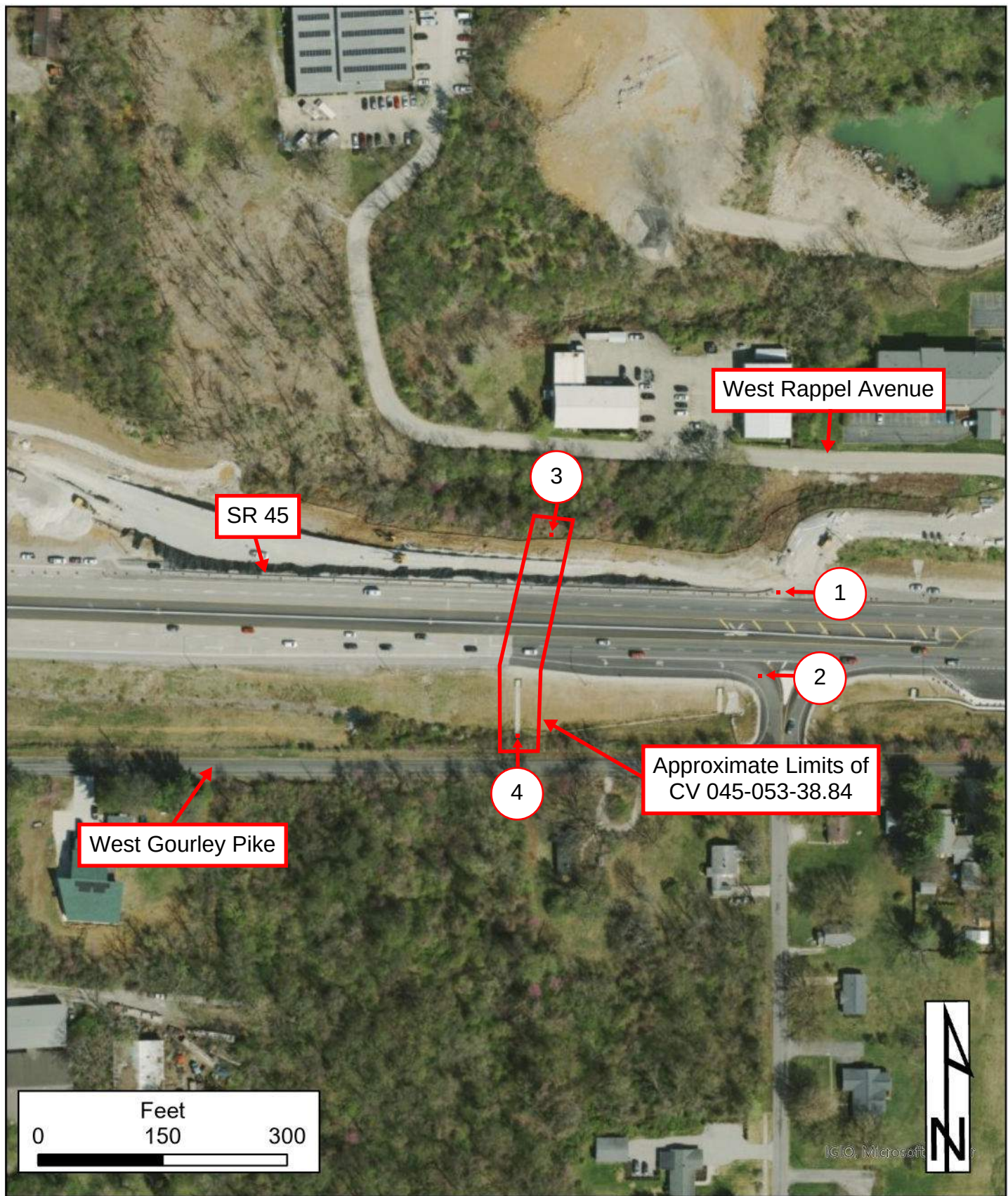
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Scale: 1" = 10,500'

Figure 1
 Project Location



7/23/2026



7/23/2026

SR 45 Small Structure Pipe Lining
 SR 45 Over UNT Griffy Creek, 0.38 Mile East of I-69
 Monroe County, Indiana
 Des. No.: 2401348

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Scale: 1" = 150'

Figure 3
 Aerial Photo & Photo Key

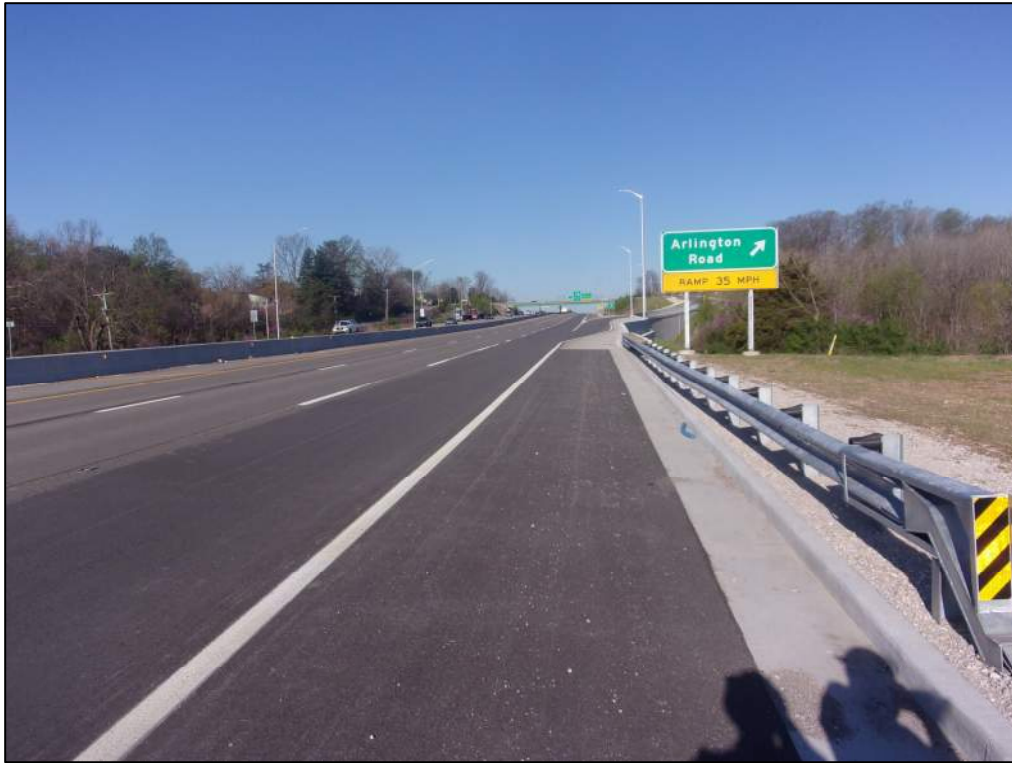


Photo 1: View looking west along the north side of SR 45 from North Monroe Street intersection.



Photo 2: View looking west along the south side of SR 45 from North Monroe Street intersection.



7/23/2026

SR 45 Small Structure Pipe Lining
SR 45 Over UNT Griffy Creek, 0.38 Mile East of I-69
Monroe County, Indiana
Des. No.: 2401348

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Site Photos
4/6/2026

Figure 4



Photo 3: View looking south at the northern end (outlet) of the culvert.



Photo 4: View looking north at the southern end (inlet) of the culvert.



7/23/2026

SR 45 Small Structure Pipe Lining
SR 45 Over UNT Griffy Creek, 0.38 Mile East of I-69
Monroe County, Indiana
Des. No.: 2401348

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Site Photos
4/6/2026

Figure 5



Memorandum

Date: June 29, 2026

To: BMCMPPO Policy Committee (PC)

From: Patrick Martin, Director of Bloomington Metropolitan Planning Organization (BMCMPPO)

Subject: proposed administrative approval amendment to the BMCMPPO FY 2026-2030 BMCMPPO Transportation Improvement Program (TIP)

BMCMPPO staff wish to notify you of the following request to amend the BMCMPPO FY2026-2030 TIP. These changes are considered “administrative approval amendments” (per the [BMCMPPO Public Participation Plan](#)), which require:

- Do not require a 30 day written public comment period;
- Do not require review Citizens Advisory Committee and Technical Advisory Committee;
- Require a notice period of three business days sent by email to all Policy Committee members. If any member of the Policy Committee objects, the amendment shall be reviewed according to the minor amendments policy process;
- Require administrative approval by the BMCMPPO Director and the BMCMPPO Policy Committee Chairperson;
- Are to be shared as an MPO report at the next committee meeting.

Please email Katie Gandhi (katie.gandhi@bloomington.in.gov) and martipa@bloomington.in.gov by 1pm on Thursday July 2nd, 2026 if you object to the staff making the following changes to the BMCMPPO FY2026-2030 TIP document.

Memorandum from the Bloomington Metropolitan Planning Organization (BMCMPPO)

1. Update the City of Bloomington's Downtown Curb Ramps Phase 4 project (DES #2401660) by: moving the CE and CN phases from fiscal year 2026 to 2027; reducing the CE local funding amount from \$11,500 to \$11,238; and, reducing the CE HSIP special call award amount from \$103,500 to \$101,143. The reason for this change is to provide additional time to complete the environmental and design process. (2024 HSIP Special Call Awards funding must be used by February 2027).
 - a. This image shows the current funding table:

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 bump outs, accessible connections to transit stops, or other site specific modifications. Project to take place in various locations throughout Downtown Bloomington, pending final data collection and designs.							
Work Type: ADA Sidewalk Ramp Construction							
Performance Target: Safety and Reliability							
Contract #: 44834							
DES#: 2200021 (PE phase) and 2401660 (CE and CN phases)							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
2024 HSIP Special Call Award	CE	\$ 103,500					\$ 103,500
Local Funds	CE	\$ 11,500					\$ 11,500
2024 HSIP Special Call Award	CN	\$ 757,440					\$ 757,440
Local Funds	CN	\$ 84,160					\$ 84,160
TOTALS		\$ 956,600	\$ -	\$ -	\$ -	\$ -	\$ 956,600
TOTAL PROJECT COST*:							\$ 1,091,858

- b. This image shows the proposed funding table:

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 bump outs, accessible connections to transit stops, or other site specific modifications. Project to take place in various locations throughout Downtown Bloomington, pending final data collection and designs.							
Work Type: ADA Sidewalk Ramp Construction							
Performance Target: Safety and Reliability							
Contract #: 44834							
DES#: 2200021 (PE phase) and 2401660 (CE and CN phases)							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
2024 HSIP Special Call Award	CE	\$ -	\$ 101,143				\$ 101,143
Local Funds	CE	\$ -	\$ 11,238				\$ 11,238
2024 HSIP Special Call Award	CN	\$ -	\$ 757,440				\$ 757,440
Local Funds	CN	\$ -	\$ 84,160				\$ 84,160
TOTALS		\$ -	\$ 953,981	\$ -	\$ -	\$ -	\$ 953,981
TOTAL PROJECT COST*:							\$ 1,065,839

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP

**FY 2029-2030 represent illustrative project years.

In June 2026, BMCMPPO staff received a request to adjust the TIP by moving the CE and CN phases from FY2026 to FY2027, update the CE local fund amount from \$11,500 to \$11,238, and update the CE HSIP special call award amount from \$103,500 to \$101,143.



Memorandum

Date: July 22, 2026 (TAC and CAC) and July 24, 2026 (PC)

To: Indiana Department of Transportation (INDOT), BMCMPPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: Information regarding federal, state, and BMCMPPO standards related to the revision of the Transportation Improvement Program (TIP)

The TIP is a living document that requires updates between the creation of each new TIP document every two years.

Each MPO is required to submit all revisions for their TIP documents to the Indiana Department of Transportation (INDOT). If the revision change is classified as an amendment either per federal law, per INDOT standard, or per MPO policy, the proposed amendment must first undergo a formal review and approval process by the MPO's Policy Board. After approval by the Policy Board of the MPO, MPO staff submit the revision to INDOT for further review by INDOT and the Federal Highway Administration. Revisions to the TIP that are classified as an administrative modification either by federal law, INDOT standard or MPO policy, do not require review and approval by the MPO Policy Board and generally also require less review at state and federal levels.

This memo includes the following information:

[Federal TIP revision standards](#)

[INDOT TIP revision standards](#)

[BMCMPPO TIP revision standards](#)

[Updating to the BMCMPPO TIP revision standards](#)

Federal TIP revision standards

At the federal level, 23 CFR 450.104 classifies changes as either amendments or administrative modifications:

- *“Amendments* – a revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or the number of stations). An amendment is a revision that requires public review and comment [by the MPO’s Policy Board, the state DOT, the Federal Highway Administration, the Federal Transit Administration], a redemonstration of fiscal constraint, and a conformity determination if it involves ‘non-exempt’ projects in a nonattainment and maintenance area.”
- *“Administrative Modification* – A minor revision to a long-range statewide or metropolitan transportation plan (MTP), TIP, or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment [by the MPO’s Policy Board, the state DOT, the Federal Highway Administration, the Federal Transit Administration], a redemonstration of fiscal constraint, or a conformity determination in nonattainment and maintenance areas.”

INDOT TIP revision standards

At the state level, INDOT's standardized classifications for amendments and modifications are as follows:

Amendments

- Addition of a new project
- Addition of a new project phase (such as Preliminary Engineering (PE), Right of Way (RW), or Construction (CE/CN))
- Changes in project scope
- Changes to a Regionally Significant project
- Changes to projects impacting fiscal constraint
- Significant increase or decrease in project costs (per table below)

Total Programmed Funding in Approved STIP/TIP	Amendment	Modification
Up to \$2 million	Greater than 75%	Greater than 75%
\$2 million to \$15 million	Greater than or equal to 50%	Less than 50%
\$15 million to \$75 million	Greater than or equal to 40%	Less than 40%
\$75 million and above	Greater than or equal to 30%	Less than 30%

Modifications

- Change of years for a any project within the current TIP
- Most projects that fall within project grouping categories (projects not considered to be of appropriate scale for individual identification in a given program year (per 23 CFR 450.218(j)).
- Nonsignificant funding changes (per table below)

Total Programmed Funding in Approved STIP/TIP	Amendment	Modification
Up to \$2 million	Greater than 75%	Greater than 75%
\$2 million to \$15 million	Greater than or equal to 50%	Less than 50%
\$15 million to \$75 million	Greater than or equal to 40%	Less than 40%
\$75 million and above	Greater than or equal to 30%	Less than 30%

BMCMPPO TIP revision standards

While each revision to the TIP must adhere to the minimum requirements established by state and federal law, beyond that, each MPO Policy Board is permitted to establish additional, more specific standards for what constitutes an amendment or modification.

The BMCMPPO's current policy for handling changes to the TIP is described in the [BMCMPPO's adopted Public Participation Plan \(PPP\)](#) and dictates the public participation process according to three classifications of changes: Major Amendments, Minor Amendments, and Administrative Approval Amendments. Below is BMCMPPO's current policy for making revisions to the TIP:

BMCMPPO Major Amendments Policy

The following changes to the TIP are considered major amendments:

- Removal of a capital improvement project from the adopted TIP;
- Addition of a new capital improvement project that meets the criteria for capacity expansion and/or the acquisition of right-of-way;
- Addition of a new "illustrative" project that seeks formal funding;
- Changes to the total cost of a capital improvement project in the TIP by 100% or more.

Changes considered major amendments require:

- 30 day written public comment period;
- Review by the Citizens Advisory Committee and Technical Advisory Committee;
- Review and adoption by the Policy Committee.

Minor Amendments Policy

The following changes to the TIP are considered minor amendments:

- Addition of a new capital improvement project that does not meet the criteria for capacity expansion and/or the acquisition of right-of-way;
- Changes to the total cost of a capital improvement project in the TIP by greater than 20% and less than 100%.

Minor amendments:

- Do not require a 30 day written public comment period if there are time constraints;
- Do not require review Citizens Advisory Committee and Technical Advisory Committee if there are time constraints;
- Require approval by the Policy Committee.

Administrative Approval Amendments Policy

The following changes to the TIP are considered administrative approval amendments:

- Changes to the the text or graphics in an adopted TIP that do not affect project costs, scopes or schedules;

- Changes to the phase year of a capital improvement project in the TIP;
- Changes to the total cost of a capital improvement project in the TIP 20% or less;
- Addition of a new capital improvement project that are labeled “illustrative” because they have not received approval for their expected funding source; and, they have time-sensitive or emergency-related circumstances associated with the amendment;
- Changing an “illustrative” project to a new funded capital project, if funds have been received and the Policy Committee has reviewed and acted on the project. Examples include projects funded through Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS) Program, and transit capital improvement projects into new capital improvement projects provided that the formal funding awards have subsequently been received. All new “illustrative” projects that seek formal funding must be amended into the TIP using the procedures provided under the Major Amendments Policy.

Administrative approval amendments:

- Do not require a 30 day written public comment period;
- Do not require review Citizens Advisory Committee and Technical Advisory Committee;
- Require a notice period of three business days sent by email to all Policy Committee members. If any member of the Policy Committee objects, the amendment shall be reviewed according to the minor amendments policy process);
- Require administrative approval by the BMCMPPO Director and the BMCMPPO Policy Committee Chairperson;
- Are to be shared as an MPO report at the next committee meeting.

Updating to the BMCMPPO TIP revision standards

In the future, BMCMPPO staff may update BMCMPPO’s current TIP revision policy to bring it more into alignment with current state standards. As we do this, the BMCMPPO committees will have a chance to weigh in on the nature of the BMCMPPO’s policy for making revisions to the TIP. While each revision to the TIP must adhere to the minimum requirements established by state and federal law, beyond that, each MPO Policy Board is permitted to establish additional, more specific standards for what constitutes an amendment or modification, if desired.

Please review the current BMCMPPO TIP revision standards described above and consider what changes you might want to recommend in the future when MPO staff present their recommendations for revising the BMCMPPO Public Participation Plan, which houses the BMCMPPO TIP revision standards.



Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) Policy Committee

Resolution 2027-01

Resolution to approve the amendments, detailed in the attached memo, to the Bloomington Monroe County Metropolitan Planning Organization's FY 2026–2030 Transportation Improvement Program (TIP), BMCMPPO Technical Advisory and Citizen Advisory Committees on July 22, 2026 and as presented to the BMCMPPO Policy Committee on July 24, 2026.

Preamble

Whereas, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and for meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

Whereas, in cooperation with the State of Indiana, the BMCMPPO is required by the U.S. Department of Transportation to develop and maintain a Transportation Improvement Program (TIP); and

Whereas, all local public agency and INDOT state-owned transportation improvements within the BMCMPPO planning area that utilize federal funds granted to the BMCMPPO or to INDOT, must be included in the BMCMPPO TIP prior to the expenditure of federal funds; and

Whereas, the Policy Committee is the policy body of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) responsible for approving changes to the TIP classified by the BMCMPPO as amendments; and

Whereas, the approved amendments result in a TIP that remains fiscally constrained;

Now, Therefore, Be It Resolved:

- That the Bloomington Monroe County Metropolitan Planning Organization's FY 2026– 2030 TIP is amended to include changes described in the memorandum attached to this resolution.

Severability

If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

Effective Date

This Resolution shall be in full force and effect from and after its adoption by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization.

Passed

Passed by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization on July 24, 2026.

Signatures

Lisa Ridge, Policy Committee Chair
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)

Patrick Martin, Director
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)



Memorandum

Date: July 22, 2026 (TAC and CAC) and July 24, 2026 (PC)

To: BMCMPPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: Updates to the BMCMPPO FY 2026-2030 BMCMPPO Transportation Improvement Program (TIP)

BMCMPPO staff request your vote of approval, under BMCMPPO Resolution FY2027-01, to make the following revisions to the BMCMPPO Fiscal Year 2026-2030 BMCMPPO Transportation Improvement Program.

1. Add new INDOT project DES #2600815 and #2600818, called Traffic Signal Modernizations at various locations in the Seymour District 2029 and 2030
 - a. Project DES #2600815 with a construction phase cost of \$2,892,000 in FY 2029 using HSIP funding;
 - b. Project DES #2600818, with a construction phase cost of \$3,615,000 in FY 2030 using HSIP funding.
 - c. This table shows the proposed funding:

Traffic Signal Modernizations at various locations in Seymour District in 2027, 2028, 2029, 2030									
Lead Agency: INDOT									
Performance Target: Safety									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
CONTRACT#: 44690; DES#: 2201149									
STBG	CN		\$ 950,000				\$ 760,000	\$ 190,000	\$ 950,000
CONTRACT#: 45679; DES#: 2301236									
STBG	CN			\$ 3,507,000			\$ 2,805,600	\$ 701,400	\$ 3,507,000
CONTRACT#: 44477; DES#: 2200937									
STBG	CN		\$ 2,557,000				\$ 2,045,600	\$ 511,400	\$ 2,557,000
CONTRACT#: 46889; DES#: 2600815									
HSIP	CN				2,892,000		\$ 2,313,600	\$ 578,400	\$ 2,892,000
CONTRACT#: 46892; DES#: 2600818									
HSIP	CN					3,615,000	\$ 2,892,000	\$ 723,000	\$ 3,615,000
TOTALS		\$ -	\$ 3,507,000	\$ 3,507,000	\$ 2,892,000	\$ 3,615,000	\$ 10,816,800	\$ 2,704,200	\$ 13,521,000
TOTAL PROJECT COST*:									\$ 13,521,000

NOTE: On June 3, 2026, INDOT requested to add projects 2600815 and 2600818 to the TIP.

2. Add new INDOT project DES #2600814 and DES #2600816, called Raised Pavement Markings at various locations in the Seymour District 2029 and 2030
 - a. DES #2600814 with total construction cost of \$1,000,000 in FY 2029 using HSIP funding
 - b. DES #2600816 with total construction cost of \$1,000,000 in FY 2030 using HSIP funding
 - c. This table shows the proposed funding:

Raised Pavement Markings (new and refurbished) at various Locations in Seymour District in 2026, 2027, 2028, 2029, 2030									
Lead Agency: INDOT									
Performance Target: Safety									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
CONTRACT #: 44142; DES#: 2100189									
STBG	CN	\$ 750,000					\$ 600,000	\$ 150,000	\$ 750,000
CONTRACT #: 44465; DES#: 2200935									
STBG	CN		\$ 750,000				\$ 600,000	\$ 150,000	\$ 750,000
CONTRACT #: 45680; DES#: 2301237									
STBG	CN			\$ 750,000			\$ 600,000	\$ 150,000	\$ 750,000
CONTRACT #: 46888; DES#: 2600814									
HSIP	CN				1,000,000		\$ 800,000	\$ 200,000	\$ 1,000,000
CONTRACT #: 46890; DES#: 2600816									
HSIP	CN					1,000,000	\$ 800,000	\$ 200,000	\$ 1,000,000
TOTALS		\$ 750,000	\$ 750,000	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 3,400,000	\$ 850,000	\$ 4,250,000
TOTAL PROJECT COST*:									\$ 4,250,000

NOTE: On June 3, 2026, INDOT requested to add projects 2600814 and 2600816 to the TIP.

3. Update INDOT projects #2301124 and 2301227, called HMA Overlay & Minor Structural (sidewalk ramp construction) on SR 446 (from SR 46 to Moore's Pike), as follows:
 - a. remove DES #2301124 from the contract per the INDOT pavement asset group.
 - b. update the #2301227 as follows
 - i. change the project description/scope from HMA Overlay & Minor Structural on SR446 from 0.98 miles S of SR 46, near E. Moore's Pike to SR46 to Pedestrian/Bicycle Facilities on SR446 from SR46 to Moore's Pike.
 - ii. move RW phase from FY2026 to FY2029;
 - iii. move CN phase from FY2030 to FY2032;
 - iv. increase the CN phase funding total from \$30,000 to \$1,845,472 (\$1,476,378 federal funding/\$369,094 state match);
 - v. update the total project cost to \$2,652,092, which includes the proposed TIP funding (\$1,880,472) plus \$771,620 spent on the PE phase in FY2025
 - c. This table shows the current funding table:

SR 446 - HMA Overlay & Minor Structural of SR 446 (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 & 2301227									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	LOCAL FUNDING	TOTAL
STBG	RW	\$ 35,000					\$ 28,000	\$ 7,000	\$ 35,000
STBG	CN			\$ 1,785,000			\$ 1,428,000	\$ 357,000	\$ 1,785,000
TIP TOTALS		\$ 35,000	\$ -	\$ 1,785,000	\$ -	\$ -	\$ 1,456,000	\$ 364,000	\$ 1,820,000
TOTAL PROJECT COST*:									\$ 2,820,000

- d. This table shows the proposed funding table:

SR 446 - HMA Overlay & Minor Structural of SR 446 (from 0.98 miles S of SR 46, near E. Moores Pike, to SR 46) Bicycle/Pedestrian Facilities on SR446 from SR 46 to Moore's Pike									
Lead Agency: INDOT									
Performance Target: Pavement Condition									
CONTRACT #: 45232									
DES#: 2301124 (HMA overlay -98 miles south of SR46)									
DES#: 2301227 (ADA sidewalk ramp construction SR446 from SR46 to Moore's Pike)									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	LOCAL FUNDING	TOTAL
STBG	RW	\$ -			\$ 35,000		\$ 28,000	\$ 7,000	\$ 35,000
STBG	CN					\$ -			\$ -
TIP TOTALS		\$ -	\$ -	\$ -	\$ 35,000	\$ -	\$ 28,000	\$ 7,000	\$ 35,000
TOTAL PROJECT COST*:									\$ 2,652,092

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP

**FY 2029-2030 represent illustrative project years.

NOTE: On June 11, 2026, INDOT submitted an update to 2301227, for review by the BMCMP, to move the project DES #2301227's RW phase from FY2026 to FY2029 and to move the CN phase from FY2030 to FY2032 and to increase the CN phase funding to \$1,845,472 (\$1,476,378 federal funding/\$369,094 state match) and update the total project cost to \$2,652,092, which includes the proposed current TIP funding plus \$771,620 spent on the the PE phase in FY2025 and the cost of the FY2032 CN phase. This update also removes 2301124 (HMA overlay) from the contract, per the INDOT pavement asset group.

4. Update Monroe County Old SR 37 S and Dillman Road Intersection Improvement project (#2500061), as follows:
 - a. Add \$122,674 in federal MPO (STBG) FY2028 funds to the RW phase. In April 2026, two projects shifted fiscal years and fund exchanges with other MPOs were completed. This was the FY2028 funding that was remaining after these changes and required allocation. BMCMPMO staff met with the City of Bloomington engineering staff and Monroe County Highway Department staff in July 2026 to discuss the assignment of these funds and agreed to recommend this change to the committees. This by default increases the total FY2028 RW phase MPO federal funding to \$162,000.
 - b. Update the total FY2028 RW phase cost to \$202,500. This by default updates the FY2028 RW phase local match to \$40,500.
 - c. This table shows the current funding table:

Old SR 37 South and Dillman Road Intersection Improvement							
Lead Agency: Monroe County							
Description: Implement improvements to the intersection to increase traffic safety conditions. Replace the existing intersection (preferred alternative is a single-lane roundabout). Add curbs and gutters and even out road width. Improve sight distance along Old SR37 by clearing trees and straightening the road curve south of the intersection. Creation of a new storm sewer to drain road runoff to either Clear Creek or a new detention basin in the northwest quadrant of the intersection. Replace two existing driveway culverts.							
Performance Target: Safety							
Contract #: T-46098							
DES#: 2500061							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local Funds	RW		\$ -	\$ 155,674			\$ 155,674
STBG	RW		\$ -	\$ 39,326			\$ 39,326
Local Funds	UT		\$ -	\$ 120,000			\$ 120,000
Local Funds	CE			\$ -	\$ 78,000		\$ 78,000
STBG	CE			\$ -	\$ 312,000		\$ 312,000
Local Funds	CN			\$ -	\$ 520,000		\$ 520,000
STBG	CN			\$ -	\$ 2,080,000		\$ 2,080,000
TOTALS		\$ 535,000	\$ -	\$ 315,000	\$ 2,990,000	\$ -	\$ 3,840,000
TOTAL PROJECT COST*:							\$ 3,840,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP							
**FY 2029-2030 represent illustrative project years.							
NOTE: On May 29, 2026, the BMCMPMO Policy Committee approved an amendment to move the CE and CN phases from FY2028 to FY2029 and the RW and UT phases from FY2027 to FY2028. Since the current letting date is March of FY2027, moving this project to FY2028 provides extra time in case of delays. The reason for the shift in fiscal years for the RW and UT phases is mainly due to the current longer delays in NEPA environmental approval.							

- d. This table shows the proposed funding table:

Old SR 37 South and Dillman Road Intersection Improvement

Lead Agency: Monroe County

Description: Implement improvements to the intersection to increase traffic safety conditions. Replace the existing intersection (preferred alternative is a single-lane roundabout). Add curbs and gutters and even out road width. Improve sight distance along Old SR37 by clearing trees and straightening the road curve south of the intersection. Creation of a new storm sewer to drain road runoff to either Clear Creek or a new detention basin in the northwest quadrant of the intersection. Replace two existing driveway culverts.

Performance Target: Safety

Contract #: T-46098

DES#: 2500061

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local Funds	RW		\$ -	\$ 40,500			\$ 40,500
STBG	RW		\$ -	\$ 162,000			\$ 162,000
Local Funds	UT		\$ -	\$ 120,000			\$ 120,000
Local Funds	CE			\$ -	\$ 78,000		\$ 78,000
STBG	CE			\$ -	\$ 312,000		\$ 312,000
Local Funds	CN			\$ -	\$ 520,000		\$ 520,000
STBG	CN			\$ -	\$ 2,080,000		\$ 2,080,000
TOTALS		\$ 535,000	\$ -	\$ 322,500	\$ 2,990,000	\$ -	\$ 3,847,500
TOTAL PROJECT COST*:							\$ 3,847,500

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP

**FY 2029-2030 represent illustrative project years.

NOTE: On May 29, 2026, the BMCMPPO Policy Committee approved an amendment to move the CE and CN phases from FY2028 to FY2029 and the RW and UT phases from FY2027 to FY2028. Since the current letting date is March of FY2027, moving this project to FY2028 provides extra time in case of delays. The reason for the shift in fiscal years for the RW and UT phases is mainly due to the current longer delays in NEPA environmental approval.

NOTE: In July 2026, MPO staff proposed to the committees to update this project's funding as follows: Add \$122,674 in federal MPO (STBG) FY2028 funds to the RW phase. In April 2026, two projects shifted fiscal years and fund exchanges with other MPOs were completed. This was the FY2028 funding that was remaining after these changes and required allocation. BMCMPPO staff met with the City of Bloomington engineering staff and Monroe County Highway Department staff in July 2026 to discuss the assignment of these funds and agreed to recommend this change to the committees. This by default increases the total FY2028 RW phase MPO federal funding to \$162,000. Also, update the total FY2028 RW phase cost to \$202,500. This by default updates the FY2028 RW phase local match to \$40,500 and the total cost of the project to \$3,847,500.



Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)

Resolution 2027-02

Resolution to adopt the State of Indiana's Department of Transportation's calendar year 2027 safety performance targets, as presented to the BMCMPPO Technical Advisory and Citizen Advisory Committees on July 22, 2026 and as presented to the BMCMPPO Policy Committee on July 24, 2026.

Preamble

Whereas, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134 and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and,

Whereas, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and,

Whereas, in cooperation with the State, the BMCMPPO must develop and maintain a Metropolitan Transportation Plan and a Transportation Improvement Plan, which illustrates and reflects how federal funds will be expended on transportation projects within the urbanized area in a way that meets federal, state and local goals;

Now, Therefore, Be It Resolved:

- That the BMCMPPO adopts and agrees to support, through planning activities, programs and policies, the State of Indiana's Department of Transportation's calendar year 2027 safety performance targets, which are detailed in the memo attached to this resolution.

Severability

If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

Effective Date

This Resolution shall be in full force and effect from and after its adoption by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization.

Passed

Passed by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization on July 24, 2026.

Signatures

Lisa Ridge, Chair, Policy Committee
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)

Patrick Martin, Director
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)



Memorandum

Date: July 22, 2026 (TAC and CAC) and July 24, 2026 (PC)

To: BMCMPPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: State of Indiana calendar year 2027 Safety Performance Targets

BMCMPPO staff request adoption of the State of Indiana Calendar Year 2027 Safety Performance Targets as presented in this memorandum, as part of BMCMPPO Resolution 2027-02.

Background

The National Safety Performance Management System represents a major element of the National Transportation Performance Management program, which the Federal Highway Administration (FHWA) defines as a strategic approach using transportation system data to make informed investment and policy decisions for the achievement of national performance goals established by the U.S. Congress.

The Safety Performance Management System supports the Highway Safety Improvement Program (HSIP) with the establishment of annual safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The FHWA Safety Performance System establishes five (5) critical performance measures with five-year rolling averages for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). These safety performance measures (identified as "Targets") include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The FHWA uses Safety Performance Targets to assess whether State DOTs and respective MPOs have met or made significant progress toward meeting their self-identified safety performance targets.

Safety performance targets use 5-year rolling averages. States may employ any methodology they deem most appropriate when establishing safety performance targets. The FHWA encourages States to review data sets and trends and consider factors that may affect targets. Safety performance targets must have a data-driven foundation, reflect realistic targets, have attainability, and should align with the performance management framework established by Congressional intent.

The State of Indiana's Calendar Year 2027 safety performance targets are as follows:

- Fatalities (Number) = 777
- Rate of Fatalities (per 100 million vehicle miles traveled) = 0.97
- Serious Injuries (number) = 2,900
- Rate of Serious Injuries (Per 100 million vehicle miles traveled) = 3.62
- Number of Non-Motorized Fatalities & Serious Injuries (Number) = 453

The Indiana Department of Transportation shall continue using a 2% straight line reduction per year as specified in the Indiana State Highway Safety Plan (SHIP), and shown in the images below. The base years for these data are Calendar Year 2017-2021.

The State of Indiana Fatal & Serious Injury Crash Data: 2014-2025

Year	FARS Fatalities*	Volume (100 VMT)**	Fatality Rate**	Serious Injuries**	Serious Injury Rate**	Non-Motorized Fatalities+Serious Injuries**	Non-Motorized Fatalities**	Non-Motorized Serious Injuries**
2014	745	791.71	0.941	3338	4.215	461	90	371
2015	817	787.85	1.037	3434	4.357	493	108	385
2016	829	826.52	1.003	3505	4.243	492	106	386
2017	916	817.86	1.12	3388	4.145	476	114	362
2018	860	815.17	1.055	3210	3.938	541	136	405
2019	810	827.37	0.998	3062	3.704	437	89	348
2020	897	766.01	1.171	3302	4.310	515	113	402
2021	932	786.50	1.185	3513	4.467	603	133	470
2022	976	818.11	1.193	3923	4.774	535	137	398
2023	898	904.33	0.993	3468	3.743	419	144	275
2024	832	949.55	0.876	4731	4.982	557	128	429
2025	844	997.02	0.847	4498	4.511	519	126	393
*ARIES/TSP Data								
**Estimate								

Sources: INDOT Office of Traffic Safety, July 2026; [FARS](#); [HSIP](#)

The State of Indiana 5-year Rolling Average Fatalities & Serious Injury Crash Data

Year	FARS Fatalities*	Volume 100M VMT**	Rate of Fatalities**	Serious Injuries**	Rate of Serious Injuries**	Non-Motorized Fatalities+Serious Injuries**
2014 to 2018	833.4	807.82	1.0312	3375.00	4.1796	492.6
2015 to 2019	846.4	814.95	1.0388	3319.80	4.0774	487.8
2016 to 2020	862.4	810.59	1.0656	3293.40	4.0680	492.2
2017 to 2021	883.0	802.58	1.1020	3295.00	4.1128	514.4
2018 to 2022	895.0	802.63	1.1166	3402.00	4.2386	526.2
2019 to 2023	902.6	820.46	1.1042	3453.50	4.1996	501.8
2020 to 2024	907.0	844.90	1.0894	3787.40	4.5523	525.8
2021 to 2025	896.4	891.10	1.1870	4026.60	4.4956	526.6

Sources: INDOT Office of Traffic Safety, July 2026; [FARS](#); [HSIP](#)

The State of Indiana 5-year Rolling Average Fatalities & Serious Injury Crash Targets

Crash Target (Based on 5-Year Avg Ending in 2021)	CY 2021 Baseline Value	0.02% Reduction	CY 2022 Targets	CY 2023 Targets	CY 2024 Targets	CY 2025 Targets	CY 2026 Targets	CY 2027 Targets
Fatalities	883	17.68	856.34	847.68	830.02	812.36	794.70	777.04
Rate of Fatalities (100M VMT)	1.102	0.02204	1.07996	1.05792	1.03588	1.01384	0.9918	0.96976
Serious Injuries	3295	65.9	3229.1	3163.2	3097.3	3031.4	2965.5	2899.6
Rate of Serious Injuries (100M VMT)	4.1128	0.082256	4.030544	3.948288	3.866032	3.783776	3.70152	3.619264
Non-Motorized Fatalities + Serious Injuries	514.4	10.288	504.112	493.824	483.536	473.248	462.96	452.672

Sources: INDOT Office of Traffic Safety, July 2026; [FARS](#); [HSIP](#)