



Citizens Advisory Committee

Agenda

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday March 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. February 26, 2025
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. Update to fiscal constraint and agency summary tables for the [BMCMPO FY 2026-2030 Transportation Improvement Program \(TIP\)](#) (which has been approved by the Policy Committee since last meeting)
 - b. [Crash Hub/Crash Dashboard](#)
 - c. Local Government Stakeholder Session for the [INDOT Design Manual](#) update
 - d. 2026-2030 Statewide Transportation Improvement Program (STIP) – see [public primer](#).
 - (1) [Public Open Houses](#): Wednesday, [April 30, 4-6 p.m. City of Bloomington](#) City Hall Council Chambers, 401 N. Morton St. Bloomington, IN 47404
 - (2) Virtual open houses: Thursday, April 3, at 1 p.m. and Thursday, April 24, at 5 p.m. Visit <https://forms.office.com/g/E05KvPp8PU> to register.
 - (3) Public Comment Period: April 1 through May 16, 2025. [Public comment form](#)
 - e. Update on [BMCMPO Projects](#) (local agency projects that are using federal funding allocated through the BMCMPO)
 - (1) City of Bloomington
 - (a) N Dunn St Multiuse Path Project public meeting is scheduled for March 27 (in-person only) at Lower Cascades Park – [meeting information is here](#)
 - (2) Monroe County

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



Citizens Advisory Committee

Agenda

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday March 26, 2025

5:30 –7:00 pm

VII. Old Business

- a. None

VIII. New Business

- a. BMCMPO FY 2024-2028 TIP Amendments*
 - (1) INDOT – CONTRACT #45246, DES #2300919 & 2300920 – Rockport Rd N Bridge over I 69 NB/SB and Tapp Rd Bridge over I-69 NB/SB *(existing projects; shift funding to different fiscal year)*
- b. BMCMPO FY 2025-2026 Unified Planning Work Program (UPWP) – Adoption*

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: April 11, 2025 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee: April 23, 2025 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee: April 23, 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 Committee

Agenda

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday March 26, 2025

5:30 –7:00 pm

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



Citizens Advisory Committee

Minutes

BMCMPPO Citizens Advisory Committee

Regular Meeting

Wednesday February 26, 2025

5:30 –7:00 pm

LOCATION: Bloomington City Hall Mcloskey Room & Virtual Location via Zoom

Zoom Link: <https://bloomington.zoom.us/j/3521634803>

Meeting ID: 352 163 4803 | Passcode: BMCMPPO

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

Staff Present: Pat Martin, Katie Gandhi

Guests: One, online

I. Call to Order and Introductions

Meeting convened at 5:54pm (due to technical issues) with John Kennedy, Chair presiding.

II. Approval of Meeting Agenda*

**** Ryterband moved for approval of the meeting agenda. Hall seconded. Motion carried by a voice vote (6-0). None abstained. APPROVED.**

III. Approval of Minutes*

a. January 29, 2025

****Ryterband moved for approval of the January 29, 2025 meeting minutes. Tobin-Hochstadt seconded. Motion carried by a voice vote (6-0). None abstained. APPROVED.**

IV. Communications from the Chair and Vice Chair

a. **John Kennedy, Chair shared that he attended the February 14th BMCMPPO Policy Committee meeting and he was voted Vice Chair of that committee for CY2025. John shared that the Policy Committee approved the TIP amendments that the CAC recommended approval for at the last meeting.**

V. Reports from Officers and/or Committees

a. None.

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

VI. Reports from the MPO Staff

- a. BMCMPPO 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. BMCMPPO 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](#)

MPO staff shared information about the modifications to the TIP that have been made in the last couple months – modifications are small changes to the TIP that don’t require public involvement, per the INDOT STIP manual. MPO staff also shared details about a TIP amendment was recently expedited to Policy Committee review, but was not seen by TAC or CAC. Ryterband expressed a desire for the bylaws to be updated to mandate all amendments be seen by the CAC before the PC votes on it. MPO Staff said they would explore that possibility.

VII. Old Business

- a. None

VIII. New Business

- a. BMCMPPO FY 2026-2030 Transportation Improvement Program (TIP) – Adoption*

MPO staff shared information about the BMCMPPO FY 2026-2030 Transportation Improvement Program (TIP), which is attached in this packet. MPO staff shared that the 2027 amount shown in the Federal Program Revenue Level table will require adjusting – it’s lower than shown. CAC members asked if the MPO will be adopting its own Vision Zero Policy. CAC members asked how funding will work if IJJA funding is not renewed this year. CAC members recommended that it would be appropriate to update the High Street project description in the TIP to Arden Drive to Hunter Avenue, rather than Arden Drive to 3rd St, since the Engineering Department plans to wait on doing the Hunter Ave to 3rd Street portion until further studies are completed for 3rd St. Discussion ensued.

****Ryterband moved for approval the BMCMPPO FY 2026-2030 Transportation Improvement Program (TIP). Hall seconded. Motion carried by a voice vote (6-0). None abstained. APPROVED**

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 - **None***

- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)
 - a. Communications - **None**
 - b. Topic Suggestions for Future Agendas - **None**
- 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

Meeting adjourned at 6:50pm.

[Link to Meeting Packets](#)

[Link to Meeting Recordings](#)

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Katie Gandhi <katie.gandhi@bloomington.in.gov>

INDOT to host public open houses for 2026-2030 Statewide Transportation Improvement Program (STIP)

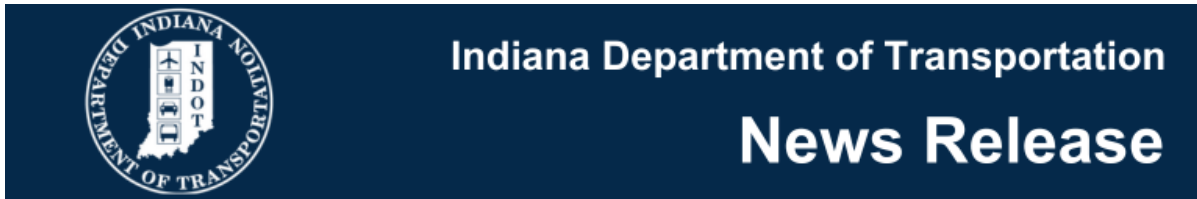
Indiana Department of Transportation

<dot@subscription.in.gov>

To: katie.gandhi@bloomington.in.gov

Fri, Mar 14, 2025 at 12:01 PM

To view this email as a web page, click [here](#).



March 14, 2025

INDOT to host public open houses for 2026-2030 Statewide Transportation Improvement Program (STIP)

The Indiana Department of Transportation announces opportunities to learn more and provide comments regarding its draft 2026-2030 Statewide Transportation Improvement Program (STIP).

The STIP is Indiana's five-year planning and construction document that lists all transportation projects expected to be funded within the next five years using federal funding in addition to regionally significant state funded projects. The current STIP (2024-2028) and draft 2026-2030 STIP are available on INDOT's [STIP webpage](#). Learn more about the STIP with the [STIP Public Primer](#), also available on INDOT's STIP webpage.

Open houses will take place at the following locations (all times EST):

South Bend: Wednesday, April 2, 3:30-5:30 p.m.

St. Joseph County Public Library
Community Learning Center, Beutter-Kernan Hall
[305 S. Michigan St.](#)
South Bend, IN 46601

Bloomington: Wednesday, April 30, 4-6 p.m.

Bloomington City Hall Council Chamber
[401 N. Morton St.](#)
Bloomington, IN 47404

Bloomfield: Friday, May 16, 11 a.m.-12:30 p.m.

Purdue Extension, Greene Crop Services

Indianapolis: Thursday, April 10, 2:30-5
p.m.
Indianapolis Public Library, Ft. Ben Branch
[9330 E. 56th St.](#)
Indianapolis, IN 46216

Room
[4503 W. State Road 54](#)
Bloomfield, IN 47424

Fort Wayne: Wednesday, April 16, 2:30-5
p.m.
Northeastern Indiana Regional
Coordinating Council
Citizens Square, Omni Room
[200 E. Berry St. Suite 230](#)
Fort Wayne, IN 46802

*No RSVP or pre-registration is necessary
for the in-person open houses.*



Virtual open houses will be held on
Thursday, April 3, at 1 p.m. and Thursday,
April 24, at 5 p.m. Please click [here](#) or
scan the QR code to register. A
participation link will be shared ahead of
the virtual meeting.

The public comment period for the draft 2026-2030 STIP will be open from Tuesday, April 1, to Friday, May 16, 2025. Comments may be submitted in-person at an open house, or via the [STIP Map Survey](#), INDOT4U ([indot4u.com](#) /855-463-6848), or by mail to:

Indiana Department of Transportation
Attn: Cat Seely, Planning Public Outreach Manager
[100 N. Senate Ave., N758-TE](#)
Indianapolis, IN 46204



2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PLAN (STIP)

PUBLIC COMMENT PERIOD

Tuesday, April 1 through
Friday, May 16, 2025

LEARN

ABOUT THE
DRAFT STIP

COMMENT ON PROJECTS IN YOUR AREA

ASK

ABOUT THE STIP
PROCESS

Comments may be submitted via:

- In-person/virtual open houses
- STIP Map Survey (bit.ly/STIPSurvey2630)
- INDOT4U (indot4u.com)

In-person meetings will be held:

- April 2 in South Bend
- April 10 in Indianapolis
- April 16 in Fort Wayne
- April 30 in Bloomington
- May 16 in Bloomfield



Learn more at bit.ly/INSTIP

Stay Informed

Motorists in Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: facebook.com/indianadepartmentoftransportation
- X (formerly Twitter): [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](https://itunes.apple.com/us/app/indot/id1441111111) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)

About the Indiana Department of Transportation

INDOT is responsible for planning, constructing, maintaining, and operating the State of Indiana's more than 29,000 highway lane miles and 5,700 bridges, and providing support for 4,500 rail miles and 127 aviation facilities throughout the Hoosier State. With six district offices and over 3,500 employees, INDOT works to ensure safe, efficient, and reliable transportation infrastructure while supporting the state's economic vitality. The department is committed to fostering innovation, sustainability, and safety in transportation planning and development, in addition to collaborating with local governments and private sector partners to meet the state's transportation needs. For the eighth consecutive year, Indiana has placed in the top ten in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more at in.gov/indot.

About Buckle Up Phone Down

Buckle Up Phone Down is a safety initiative adopted by the Indiana Department of Transportation in late 2023. Unrestrained motorists and passengers, as well as distracted driving continue to be contributing factors in fatal and serious injury crashes on Indiana

roadways. Buckle Up Phone Down is one of many efforts to change driver behavior and improve roadway safety across Indiana.

The actions are simple: when you get into a vehicle, buckle up. If you are the driver, put the phone down. Every trip. Every time. Learn more and accept the challenge at BUPDIN.com.

Customer Service

1-855-463-6848

www.indot4u.com

Media Contacts

Northwest Indiana - Cassandra Bajek: 219-851-1251 or cbajek@indot.in.gov

Northeast Indiana - Hunter Petroviak: 260-240-0685 or hpetroviak@indot.in.gov

West Central Indiana - Blake Dollier: 765-365-4347 or bdollier@indot.in.gov

East Central Indiana - Natalie Garrett: 812-525-0571 or nagarrett@indot.in.gov

Southwest Indiana - Gary Brian: 463-246-7592 or gbrian@indot.in.gov

Southeast Indiana - Sidney Nierman: 812-525-4548 or snierman@indot.in.gov

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Statewide Transportation Improvement Program (STIP)

Public Primer

The STIP is a document that identifies the funding and scheduling of transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks. The goal of this STIP Primer is to describe a few fundamentals regarding the STIP as well as how to get involved.

Statewide Transportation Improvement Program (STIP)



Public Primer

What is the Statewide Transportation Improvement Program (STIP)?

The Statewide Transportation Improvement Program (STIP) is a federally mandated 4-year funding and scheduling document for surface transportation projects (road, highway, pedestrian trails, bicycle facilities, bridge facilities and transit projects in Indiana). The STIP is important because federal and state money cannot be spent on projects unless they are listed in the STIP. The STIP is NOT a plan; it is a budget document that is used to schedule and fund projects. The projects listed in the STIP typically come from local and/or state-approved plans. Only projects which construction and operating funds can reasonably be expected to be available are included in the STIP.

The Indiana Department of Transportation (INDOT) develops the STIP in accordance with the Fixing America's Surface Transportation Act (FAST Act) and applicable federal regulations. Projects are developed in coordination with the state's metropolitan planning and rural planning organizations. Projects are listed in the STIP by county. The STIP verifies that transportation revenues are available and sufficient to finance the improvements. See the STIP *Users' Guide* or view the adopted STIP at: <http://www.in.gov/indot/2348.htm>.

When is the STIP is Prepared?

The STIP is completely updated every two years, typically during the odd year. The process is very involved and must be coordinated with various partners; entities at the local, state, and federal levels; and must adhere to our public participation/involvement policy at <http://www.in.gov/indot/2366.htm> before approved. The update process can take up to 9-months.

Outreach and Public Involvement

Two-way information sharing and stakeholder involvement is critical to the Indiana Department of Transportation (INDOT) in the development of a STIP that best meets the ongoing transportation needs of the state.

Public involvement provides Indiana a road map for assuring everyone's voice is not only heard, but makes sure it makes a difference in moving the Hoosier State forward.

How is the STIP Document Organized?

The STIP is organized in four sections.

- **Section 1: STIP Overview** – Provides an introduction and overview of the STIP and the process used to develop or amend the document and the coordination efforts (MPOs, RPOs, stakeholders, and the general public)
- **Section 2: Requirements** - Describes state and federal requirements and how INDOT meets these requirements (public involvement, environmental justice, ADA, and agreements/coordination between states).
- **Section 3: Financial Information/Permits**– Describes and defines funding programs, revenue history/trends, financial summaries, risk management/mitigation strategies, financial plans for major capital projects (i.e. Ohio River Bridges, I-69 corridor), tables, and related information
- **Section 4: Project Listing** – Projects are listed by project sponsor: state, local, transit, by county, funding



source, and phases:

- a. **Preliminary Engineering (PE)** – Engineering analysis and design work to develop specifications, cost estimates to get a project to physical construction. PE can bring plans to 30% complete or lead to final design plans that are 100% complete.
- b. **Right of Way (RW)** – Land acquisition activities, right of way costing, and related activities
- c. **Construction (CN)** - This will include physical building activities approved roadway and transit construction activities and costs.

Who participates in the STIP Development Process?

A multi-disciplinary team participates in the development of the STIP from metropolitan/rural planning organizations, federal partners, freight advisory committees/stakeholders, transit providers, marine ports, local elected officials, and the general public.

How are Projects Chosen for the STIP?

Transportation projects begin through the identification of transportation needs, opportunities, or challenges and can be displayed in the STIP in phased development (e.g. PE, RW, and/or CN). Potential projects for the STIP can come from a number of sources from regional metropolitan plans, corridor studies, environmental studies, technical asset/engineering analysis, and transit providers just to name a few (**See Sources for Projects in the STIP table in this document**).

Each summer, INDOT District Offices open a 6-month Call for State Projects for proposed new projects on state facilities (interstates, U.S. Highways, and State Roads) and a separate Call for Local Projects. Proposed projects from the call are not fiscally constrained. All submitted projects are presented internally, reviewed, adjusted as needed, ranked and prioritized through state and local processes designed to assure the broadest participation in meeting the state's transportation needs. Funding estimates are established and the proposed projects are fiscally constrained based on their performance impacts. These new funded projects are approved by INDOT leadership and programmed into a scheduling system. Once these projects are programmed, they are amended into the STIP.

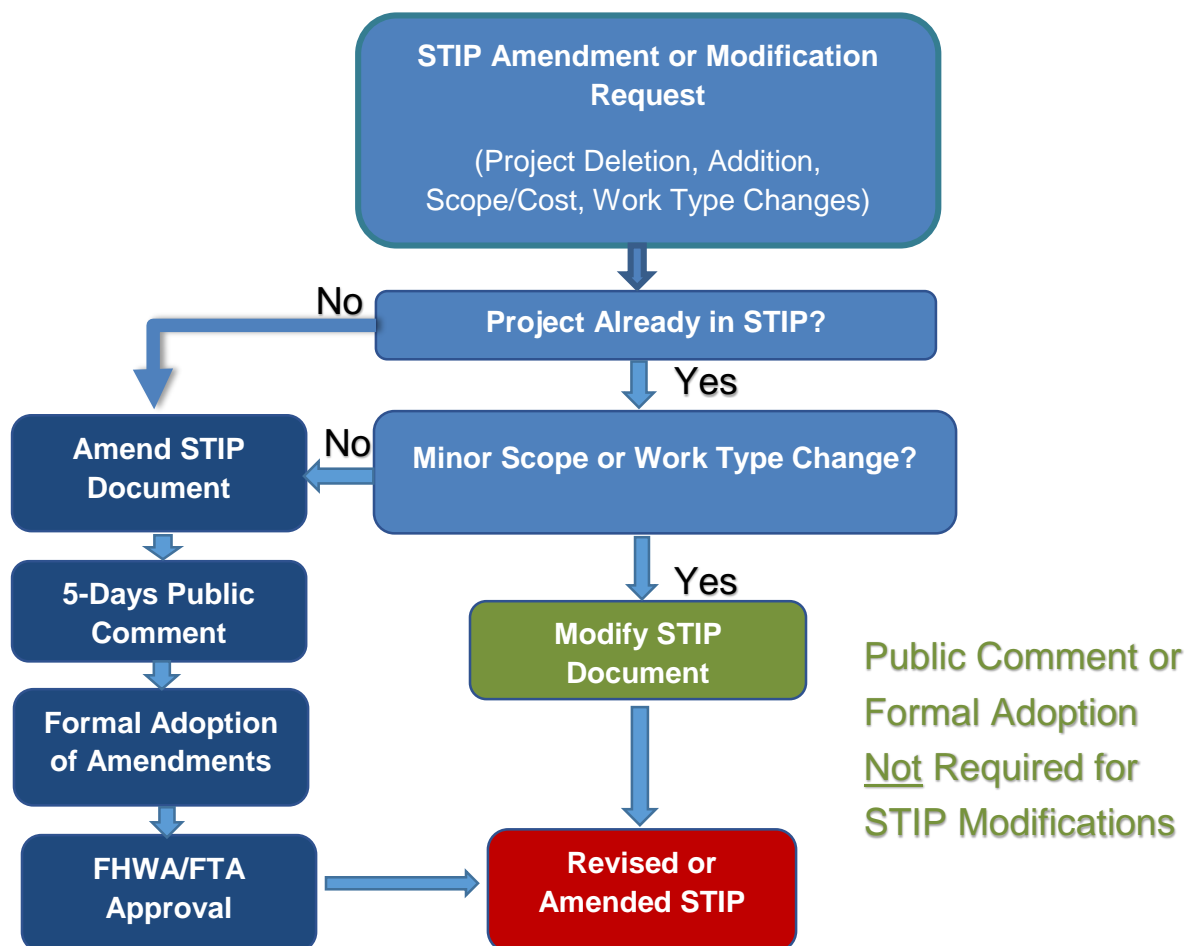
How are Projects Maintained in the STIP?

The STIP does undergo various amendments and modifications between complete updates (roughly an amendment occurring monthly). INDOT Transportation Planners, Project Managers, and Engineers work closely with Metropolitan Planning Organizations (MPOs) and non-metropolitan local officials to address needed changes between formal STIP update cycles. The updated document and amendments are publically listed on our website at: <http://www.in.gov/indot/2348.htm>.

Two Types of STIP Changes:

- **STIP Amendment** - is a formal process that must be approved by FHWA, FTA, and must be associated with the MPO's TIP and formally approved by the MPO Policy Board. Amendments may include changes to phases of work, major project scope changes or project work type (e.g. bridge replacement to bridge repair).
- **STIP Modification** - is not as formal and does not require formal approval from FHWA, FTA or the MPO Policy Board. Examples of modification include project advancement or deferment without changes to the project scope or cost or splitting a project.

INDOT Monthly STIP Revision Process



How Can You Get Involved with the STIP Development Process?

There are multiple opportunities along the way for the public and stakeholders to have a voice in the STIP process. The most effective way to get involved is to participate in the project discussion early, frequently, and strategically.



1. Attend local MPO Council Meetings in your area of interest. INDOT planners, engineers, and project managers often meet with MPO Board members, and Technical Advisory members to discuss and present project concepts, and answer questions from regional and local officials. Depending on the MPO, these opportunities may come every 2-4 months.
2. INDOT will have two opportunities for early involvement during our annual call process.
 - a. Local officials outside of MPO areas should meet with their INDOT District to discuss transportation needs and challenges. District Contact Information:
<https://entapps.indot.in.gov/dotmaps/districtmaps/>
 - b. INDOT has a 45-day STIP public comment period. Public comments may be submitted by mail, email, or via our public comment form: www.in.gov/indot/3132.htm



INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350
Toll Free: 1-855-464-6368
LaPorteDistrictCommunications@indot.in.gov

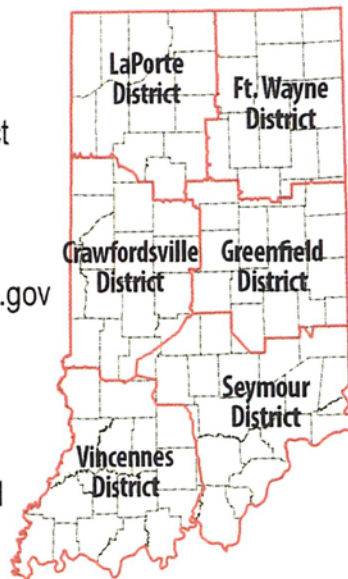
INDOT Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Toll Free: 1-866-227-3555
NEinformation@indot.in.gov

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933
Toll Free: 1-888-924-6368
westcentralIndiana@indot.in.gov

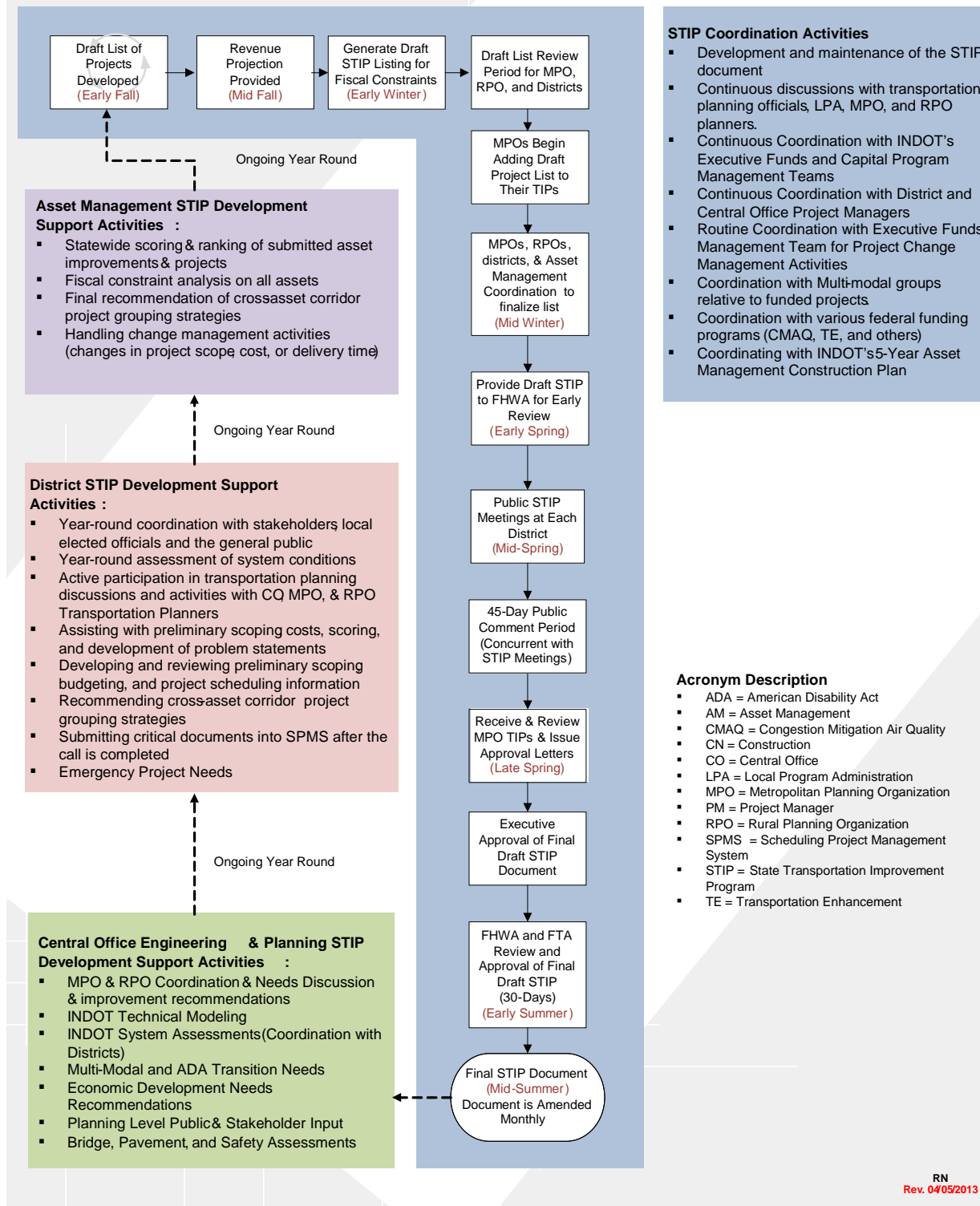
INDOT Greenfield District
32 South Broadway
Greenfield, IN 46140
Toll Free: 1-855-463-6848
eastcentralin@indot.in.gov

INDOT Vincennes District
3650 South U.S. Highway 41
Vincennes, IN 47591
Toll Free: 1-800-279-5758
swincommunications@indot.in.gov

INDOT Seymour District
185 Agrico Lane
Seymour, IN 47274
Toll Free: 1-877-305-7611
secommunications@indot.IN.gov



State Transportation Improvement Program (STIP) Development Process Every 2-Years



RN
Rev. 04/05/2013

Sources for Projects in the STIP

Document Type	Prepared By	Contents
Regional Long-Range Transportation Plans	Metropolitan Planning Organizations	A minimum of 20-years of projects or identified needs as part of a local land-use plans
State Long-Range Transportation Plans	INDOT Transportation Planning Department	Minimum of 20-years of identified needs or high priority corridors
Statewide Corridor Vision Planning Study (under development)	INDOT Transportation Planning Department	20-25 year vision and needs for major facilities at a corridor level.
Statewide Interchange Planning Study	INDOT Transportation Planning Department	Interchange analysis on state facilities with recommendation for operational improvements and potential new interchange locations. Updated every 3-5 years
Corridor/Project Specific Studies	Prepared by project sponsor (INDOT, Local, MPO, using in-house or consultant resources)	
Statewide Bike & Pedestrian Reports/Documents	INDOT Planning Department MPOs, RPOs, State Department of Health, Natural Resources, and Tourism as well as special interests groups	Links to regional and local bike and pedestrian plans/reports, state trails, recommendations, goals, and objectives specific to non-motorized forms of travel.
Transit Provider Plans	Local transit providers	
America with Disabilities Act Program and Initiatives	INDOT Legal Team Department with coordination with local cities and counties	Identified improvements and schedules for addressing pedestrian accommodation issues and obstacles that limit the accessibility of individuals with disabilities.
State Initiatives and Programs	INDOT Planning Department and Project Sponsors	Specifically funded projects that varies.
Pavement Management System	INDOT Pavement Asset Management Group	Condition/performance reports, maps, and location of deficient roadway segments and identification of major road construction and resurfacing projects.
Bridge Management System	INDOT Bridge Management Asset Group	Condition/performance reports, maps, and location of deficient large and small infrastructures
Congestion Management Programs	INDOT Mobility Asset Management Group and Traffic Management Center	Condition/performance reports, maps, and location of deficient large and small infrastructures and recommended strategies including operational improvements and intelligent transportation system implementation
Safety Management System	INDOT Safety Asset Management Group	
Geotechnical Assessments	INDOT Pavement Asset Management Group	Information on roadway infrastructure with identified issues with slides and rock falls
Freight Mobility Report/Plan	INDOT Multimodal Department	Various recommended improvement strategies on roadways, rail lines, and marine ports to address freight bottlenecks

State Transportation Improvement Program (STIP)

 [INDOT](#) > [Resources](#) > State Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is Indiana's four-five planning and construction document that lists all projects, and project phases, expected to be funded within 5 years with federal funds as well as state-funded projects that has been deemed Regionally Significant. It is prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions (TPRs), Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations (RPOs). The STIP identifies the funding and the scheduling of transportation projects and programs by fiscal year (July 1 through June 30). It includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100 percent state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the national parks).

Indiana has both a decentralized and centralized programming process. Projects are submitted by the six INDOT districts and selected through an agency-wide, statewide asset management process in coordination with MPOs, local public agencies, and transit coordinators. Stakeholder and public input is collected by the MPOs, RPOs, and INDOT at various points within the STIP development process. The STIP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The STIP is developed on a two-year cycle and amended monthly.

Once a STIP is approved by FHWA and FTA, major changes to federally funded projects must be approved through a formal amendment process by FHWA/FTA. Lesser changes or the correction of incorrect information in the STIP can be accomplished through the Administrative Modification process, which does not require federal approval. INDOT has developed specific guidelines to define requirements for STIP amendments and modifications.

Proactive public involvement is a key component of the state's transportation planning processes. There are multiple opportunities along the way for the public and stakeholders to have a voice in the STIP process. You can attend annual district public meetings, contact your respective [INDOT district office](#) regarding transportation facility needs, contact your respective [MPO](#) or [RPO](#) office, participate in regional meetings in your area of interest, participate in the STIP public comment period, and provide your comments on our [Public Comment Form](#).

For more information on the STIP, please view our [STIP Public Primer Document](#).

STIP Documents

- [STIP FY 2026-2030 \(Draft\)](#)
- [STIP FY 2024-2028 \(Current\)](#)
- [STIP FY 2022-2026](#)
- [STIP FY 2020-2024](#)
- [STIP FY 2018-2021](#)
- [STIP FY 2016-2019](#)
- [STIP FY 2014 - 2017](#)
- [STIP Highway FY 2012 - 2015](#)
- [STIP Transit FY 2012 - 2015](#)
- [STIP FY 2010 - 2013](#)

Internal Access Only

- [INDOT SPMS Access for ITAP](#)

Related Links

- [American Recovery and Reinvestment Act \(ARRA\)](#)
- [Indiana Metropolitan Planning Organization Council](#)
- [Indiana Association of Regional Councils](#) (Rural Planning Organizations)
- [INDOT District Offices](#)
- [INDOT STIP Commonly Used Acronyms](#)
- [INDOT Transportation Planning](#)
- [SPMS via ITAP](#)

STIP FY 2026 to FY 2030

 [INDOT](#) > [Resources](#) > [State Transportation Improvement Program \(STIP\)](#) > STIP FY 2026 to FY 2030

The Statewide Transportation Improvement Program (STIP) is a four to five year planning document that lists all projects expected to be funded in those four years with Federal funds and those state-funded projects that have been deemed as Regionally Significant. This page includes INDOT’s Statewide Transportation Improvement Program (STIP), which covers state fiscal years 2026–2030. For access to INDOT’s current and historical STIP and to learn more about how the STIP is developed, please visit our [STIP website](#).

The public comment period for the draft 2026–2030 STIP will be open from Tuesday, April 1, to Thursday, May 16, 2025.
The STIP will be posted for review by April 1st.

STIP Public Meetings

No RSVP or pre-registration is necessary for the in-person open houses.

South Bend: Wednesday, April 2, 3:30-5:30 p.m.	Indianapolis: Thursday, April 10, 2:30-5 p.m.
St. Joseph County Public Library Community Learning Center	Indianapolis Public Library
Beutter-Kernan Hall	Ft. Ben Branch
305 S. Michigan St.	9330 E. 56th St.
South Bend, IN 46601	Indianapolis, IN 46216
Fort Wayne: Wednesday, April 16, 2:30-5 p.m.	Bloomington: Wednesday, April 30, 4-6 p.m.
Northeastern Indiana Regional Coordinating Council	Bloomington City Hall Council Chamber
Citizens Square, Omni Room	401 N. Morton St.
200 E. Berry St. Suite 230	Bloomington, IN 47404
Fort Wayne, IN 46802	

Bloomfield: Friday, May 16, 11 a.m. - 12:30 p.m.

Purdue Extension

Virtual open houses will be held on Thursday, April 3, at 1 p.m.

Please click [here](#) to register. A participation link will be shared ahead of the virtual meeting.

Greene Crop Services Room

Virtual open houses will be held on Thursday, April 24, at 5 p.m.

Please click [here](#) to register. A participation link will be shared ahead of the virtual meeting.

4503 W State Rd. 54, Bloomfield, IN 47424

Top FAQs

- [Where do I go to report a concern?](#)
- [Where can I check current traffic conditions?](#)
- [What district am I in and how can I contact it?](#)
- [What are the requirements for state certification as a Disadvantaged Business Enterprise \(DBE\)?](#)
- [How can I apply for a job at INDOT?](#)
- [Where can I obtain current Indiana roadway or other maps?](#)

[More FAQs](#)

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To: BMCMPPO Citizen Advisory, Technical Advisory, and Policy Committees
From: Katie Gandhi, Pat Martin
Date: March 26, 2025 & April 11, 2025
Re: Monroe County FY 2024 - 2028 Transportation Improvement Program (TIP) Amendment

Requested Action: Adoption of one (1) proposed amendment, described below, for the BMCMPPO FY 2024-2028 Transportation Improvement Program (TIP).

1. **Description of Change:** shift FY of federal/state funding
CONTRACT #: 45246
DES#: 2300919 & 2300920
LPA: INDOT
Project(s) Title: Rockport Rd N Bridge over I-69 NB/SB & Tapp Road bridge over I-69 NB/SB
Project(s) Type: bridge thin deck overlay
Purpose: Polymeric overlays (synonymous with bridge thin deck overlays or epoxy overlays) are most often used on existing bridges when their decks require rehabilitation, or when there is a lack of coverage of the deck's steel reinforcement. However, bridge deck overlays can be applied for several applications and for a variety of different reasons. For example, a deck overlay can be placed on a new bridge in order to provide a more durable wearing surface and to add a protective layer against deicing salts and prevent the intrusion of chlorides into the bridge deck. This may give the deck longer service life and sustainability, as it prevents chloride ingress from affecting the structural integrity of the deck.
Additional Details: see attached application and supporting materials
Location(s): [see this google map](#)

CURRENT

CONTRACT: 45246												
DES #2300919 - Rockport Rd N Bridge over I-69 NB/SB												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG									\$ 187,426	\$ 46,856	\$ 234,282
Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,426	\$ 46,856	\$ 234,282
DES #2300920 - Tapp Road bridge over I-69 NB/SB												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG									\$ 196,350	\$ 49,088	\$ 245,438
Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,350	\$ 49,088	\$ 245,438

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

PROPOSED

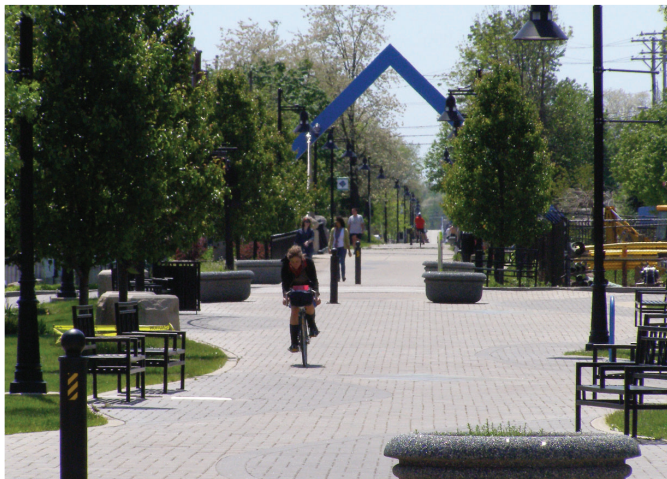
CONTRACT: 45246												
DES #2300919 - Rockport Rd N Bridge over I-69 NB/SB Bridge Thin Deck Overlay												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG							\$ 187,426	\$ 46,856			\$ 234,282
Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,426	\$ 46,856	\$ -	\$ -	\$ 234,282
DES #2300920 - Tapp Road bridge over I-69 NB/SB Bridge Thin Deck Overlay												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG							\$ 196,350	\$ 49,088			\$ 245,438
Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,350	\$ 49,088	\$ -	\$ -	\$ 245,438

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

Note: A amendment was proposed in March 2025 to move DES# 2300919 and #2300920 from FY2028 to FY2027. ***pending Local & Federal Review



Unified Planning Work Program



Fiscal Years 2025 - 2026

Draft FY 2026 Update



*Bloomington-Monroe County
Metropolitan Planning Organization*

BLOOMINGTON • MONROE COUNTY

mpo

Anticipated Adoption:
April 11, 2025

ACKNOWLEDGMENT & DISCLAIMER

The preparation of this report 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.

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Introduction

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Introduction

This **FY 2026** edition of the *Unified Planning Work Program* (UPWP) fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) maintains eligibility for Federal transportation funding.

The *Unified Planning Work Program* study area includes the urbanized area of Monroe County, the Town of Ellettsville, and the City of Bloomington as defined by the U.S. Census Bureau thereby ensuring community representation that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process.

The *Unified Planning Work Program* additionally incorporates a multi-modal transportation planning perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

Overview

The Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area in March 1982. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process as mandated by Federal law. Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects funded by the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA).

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) signed to law on November 15, 2021, currently guides Federal transportation policy and programs related to MPOs. The Bipartisan Infrastructure Law (BIL) provides long-term funding certainty for surface transportation infrastructure planning through the end of Federal Fiscal Year 2026.

Ten (10) national Transportation Planning Factors currently guiding the programs and policies of all MPOs under current Federal legislation include:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users;
- **Security:** Increase the security of the transportation system for motorized and non-motorized users;
- **Mobility:** Increase accessibility and mobility of people and freight;
- **Environment:** 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;
- **System Integration:** Enhance the integration and connectivity of the transportation system across and between modes for people and freight;

- **System Management:** Promote efficient system management and operation;
- **System Preservation:** Emphasize the preservation of the existing transportation system;
- **System Resiliency and Reliability:** Improve the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- **Travel and Tourism:** Increase travel and tourism.

The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2025-2026 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2025 and 2026 (July 1, 2024 to June 30, 2026). **This edition of the BMCMPPO UPWP focuses exclusively on FY 2026 extending from July 1 2025 to June 30, 2026.**

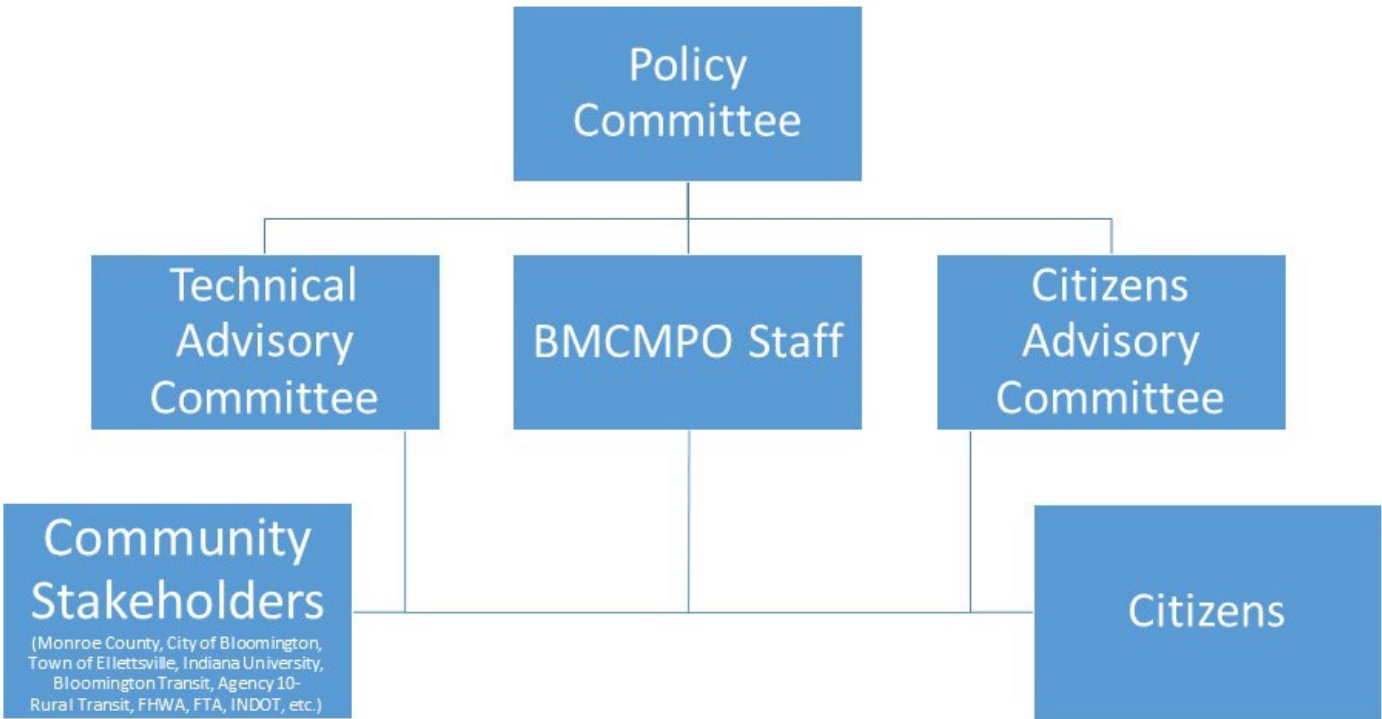
BMCMPPO Organization and Composition

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) consists of a three-part intergovernmental steering committee with the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning and Transportation Department as the lead staff agency.

The three-part intergovernmental steering committee consists of a Policy Committee (PC), which acts as the decision-making body for the MPO; a Technical Advisory Committee (TAC); and a Citizens Advisory Committee (CAC). This arrangement provides for close communication between key policy/decision makers, the representative technical planning staffs, and citizen representatives. **Appendix A** illustrates the current representative BMCMPPO committee membership.

The MPO Staff maintains close working relationships with Monroe County, the City of Bloomington, and the Town of Ellettsville departments and agencies, Rural Transit, the Bloomington Public Transportation Corporation (BPTC, or more simply, BT), Indiana University, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and all residents.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
Organization and Composition**



FHWA-FTA Planning Emphasis Areas

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office issued annual planning emphasis areas (PEAs) for incorporation into the FY 2025-2026 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. The emphasis areas listed below include those that were jointly issued nationally by FHWA and FTA in FY 2025-2026, as well as identified local areas of focus.

FY 2026 PEAs

See Appendix E for more information on Planning Emphasis Areas.

The annual Planning Emphasis Areas (PEAs) for FY 2025-2026 issued by Federal Highway Administration (FHWA), Indiana Division and the Federal Transit Administration Region V (FTA) Office are:

- Institutionalizing Equity, Accessibility, and Safety
- Maximizing Coordination
- Urbanized Area and Metropolitan Planning Area Boundaries

Institutionalizing Equity, Accessibility, and Safety

"The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices, and pursuing new activities that foster equitable outcomes. Specifically, we encourage the use of strategies and activities that:

1. Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities. **The BMCMPO will address this PEA through Element 501 and Element 503 of the FY 2025-2026 UPWP.**
2. Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management. **The BMCMPO will address this PEA through Element 302 and Element 501 of the FY 2025-2026 UPWP.**
3. Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors. **The BMCMPO will address this PEA through Element 303 of the FY 2025-2026 UPWP.**
4. Offer reduced public transportation fares as appropriate. **The BMCMPO will address this PEA with Bloomington Transit through Element 503 of the FY 2025-2026 UPWP.**
5. Target demand- response service towards communities with higher concentrations of older adults and those with poor access to essential services. **In coordination with Bloomington Transit, the BMCMPO will address this PEA through Element 503 of the FY 2025-2026 UPWP.**

6. Consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. **In coordination with Bloomington Transit, the BMCMPPO will address this PEA through Element 503 of the FY 2025-2026 UPWP consistent with the framework or recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal action.**

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Develop a Transit-Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>). **The BMCMPPO will address this PEA through Element 503 of the FY 2025-2026 UPWP.**
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery. **The BMCMPPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Review and/or revise as needed existing documents pertaining to Title VI Implementation, Limited English Proficiency (LEP) assistance, and Title II/Title III ADA procedures (requirements for Places of Public accommodation). **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**
- Encourage LPAs to utilize and adopt Public Right-of-Way Accessibility Guidelines (PROWAG) <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/r3062-public-right-way-accessibility-guidelines-prowag>. **The BMCMPPO will address this PEA through Element 302 of the FY 2025-2026 UPWP.**
- Review/Revise (as needed) Public Participation Plans and incorporate tools for meaningful public involvement. **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices. **The BMCMPPO will address this PEA through Element 101 of the FY 2025-2026 UPWP.**
- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance. **The BMCMPPO will address this PEA pertaining to Section 508 (part of a 1998 amendment to the Rehabilitation Act of 1973) through Element 101 of the FY 2025-2026 UPWP.**
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**

- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. **The BMCMPPO will address this PEA through Element 302 of the FY 2025-2026 UPWP.**
- Incorporate vulnerable road users (VRU) considerations during planning, project development, and delivery processes. **The BMCMPPO will address this PEA for Vulnerable Road User (VRU) considerations through Element 302 of the FY 2025-2026 UPWP.**

Maximizing Coordination

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will improve and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes. **The BMCMPPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices. **The BMCMPPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements. **The BMCMPPO will address this PEA through Element 101 of the FY 2025-2026 UPWP.**

Metropolitan Planning Area and Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions.” **The BMCMPPO will address this PEA through Element 401 of the FY 2025-2026 UPWP.**

FY 2025-2026 Budget

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Fund Use by Matching Agency

The Fund Use by Matching Agency table below highlights the allocation of **FY 2026** Consolidated Planning Program (FHWA PL and FTA 5303) FY 2025-2026 Unified Planning Work Program (UPWP) funding program allocations based on the agency using the programmed funds for the BMCMPPO staff, Bloomington Transit, consultants/supplies, and contract Service Agreements (e.g., Monroe County Highway Department and Bloomington Public Works Department for asset management).

The figures illustrated in the MPO Staff column represent the allocation of resources for individual work elements, including fringe and indirect costs. The Bloomington Transit and Consultant/Supplies columns identify funds set aside for consultant service agreements, the purchase of equipment, and other direct BMCMPPO expenses separate from staff costs. The Contract Service Agreement (CSA) column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPPO FY 2025-2026 UPWP identify additional cost breakdowns of each individual work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
100 Administration & Public Participation					
FY 2025	\$153,510	\$0	\$0	\$1,100	\$154,610
FY 2026	\$128,102	\$0	\$6,100	\$0	\$134,202
200 Data Collection & Analysis					
FY 2025	\$17,527	\$0	\$0	\$3,000	\$20,527
FY 2026	\$32,039	\$0	\$0	\$0	\$32,039
300 Short Range Planning & Management Systems					
FY 2025	\$108,837	\$0	\$0	\$26,000	\$134,837
FY 2026	\$87,026	\$0	\$0	\$26,000	\$113,026
400 Long Range Planning					
FY 2025	\$13,224	\$0	\$34,795	\$0	\$48,019
FY 2026	\$14,415	\$0	\$2,000	\$0	\$16,415
500 2.5% Set Aside for safe and Accessible Options & Bloomington Transit					
FY 2025 (2.5% Y410)	\$9,010	\$0	\$0	\$0	\$9,010
FY 2025	\$28,932	\$52,000	\$0	\$0	\$80,932
FY 2026 (2.5% Y410)	\$10,225	\$0	\$0	\$0	\$10,225
FY 2026	\$38,727	\$9,500	\$0	\$0	\$48,227
600 Other Planning Initiatives & Special Projects					
FY 2025	\$2,589	\$0	\$0	\$0	\$2,589
FY 2026	\$2,731	\$0	\$0	\$0	\$2,731
TOTAL					
FY 2025	\$333,629	\$52,000	\$34,795	\$30,100	\$450,524
FY 2026	\$358,965	\$9,500	\$14,531	\$26,000	\$408,996
TOTAL	\$692,594	\$61,500	\$49,326	\$56,100	\$859,520

Object Class Budget by Funding Source

The Object Class Budget by Funding Source table shown below highlights **FY 2026** and summarizes FY 2025-2026 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the *FY 2026 Cost Allocation Plan* reviewed and approved by the Indiana Department of Transportation (INDOT). Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Supplies, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for additional details on each category.

Object Class	Federal	Local	Total
Direct Chargeable Salary			
<i>FY 2025</i>	\$102,928	\$25,732	\$128,660
<i>FY 2026</i>	\$128,546	\$32,137	\$160,683
Fringe Expenses			
<i>FY 2025</i>	\$92,697	\$23,174	\$115,871
<i>FY 2026</i>	\$111,964	\$27,991	\$139,955
Indirect Expenses			
<i>FY 2025</i>	\$71,277	\$17,819	\$89,097
<i>FY 2026</i>	\$46,662	\$11,666	\$58,328
Bloomington Transit			
<i>FY 2025</i>	\$41,600	\$10,400	\$52,000
<i>FY 2026</i>	\$7,600	\$1,900	\$9,500
Consultants/Supplies			
<i>FY 2025</i>	\$31,116	\$7,779	\$38,895
<i>FY 2026</i>	\$11,625	\$2,906	\$14,531
Contract Service Agreements			
<i>FY 2025</i>	\$20,800	\$5,200	\$26,000
<i>FY 2026</i>	\$20,800	\$5,200	\$26,000
TOTAL			
<i>FY 2025</i>	\$360,418	\$90,104	\$450,523
<i>FY 2026</i>	\$327,197	\$81,799	\$408,996
<i>TOTAL</i>	\$687,615	\$171,903	\$859,518

Summary Budget by Funding Source

The Summary Budget by Funding Source table below highlights **FY 2026** and encapsulates the FY 2025-2026 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match split highlights plus a required 2.5% Safe and Accessible Set Aside requirement. As illustrated in this summary table, the FY 2025 and FY 2026 funding allocations fall within the total available Federal (FHWA and FTA) planning funding assigned to the BMCMPPO for specific individual Fiscal Years.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2025</i>	\$123,688	\$30,922	\$154,610
	<i>FY 2026</i>	\$148,911	\$37,228	\$186,139
200	Data Collection & Analysis			
	<i>FY 2025</i>	\$16,421	\$4,105	\$20,527
	<i>FY 2026</i>	\$30,776	\$7,694	\$38,470
300	Short Range Planning & Management Systems			
	<i>FY 2025</i>	\$107,869	\$26,967	\$134,837
	<i>FY 2026</i>	\$90,421	\$22,605	\$113,026
400	Long Range Planning			
	<i>FY 2025</i>	\$38,415	\$9,604	\$48,019
	<i>FY 2026</i>	\$13,132	\$3,283	\$16,415
500	2.5% Set Aside for Safe and Accessible Transportation Options & Bloomington Transit			
	<i>FY 2025</i>	\$62,943	\$15,736	\$78,679
	<i>2.5% Set Aside (Y410)</i>	\$9,010	\$2,253	\$11,263
	<i>FY 2026</i>	\$33,592	\$8,398	\$41,991
	<i>2.5% Set Aside (Y410)</i>	\$8,180	\$2,045	\$10,225
600	Other Planning Initiatives & Special Projects			
	<i>FY 2025</i>	\$2,071	\$518	\$2,589
	<i>FY 2026</i>	\$2,185	\$546	\$2,731
	TOTAL			
	<i>FY 2025</i>	\$360,417	\$90,105	\$450,523
	<i>FY 2026</i>	\$327,197	\$82,007	\$408,996
	<i>TOTAL</i>	\$687,614	\$172,112	\$859,726

Summary Budget for Active Indiana Department of Transportation (INDOT) Purchase Orders

The Summary Budget for Active INDOT Purchase Orders table below summarizes the current BMCMPPO FY 2025-2026 UPWP purchase order reference number for FY 2025, the expiration date of the purchase order, and the estimated balance of the assigned Fiscal Year at the time of the FY 2025-2026 UPWP submission to the Indiana Department of Transportation.

BMCMPPO FY 2025 Purchase Order Balance & Expenditures			
	Expiration Date	P.O. Balance Before FY 2024 Expenses	P.O. Balance After FY 2025 Expenses*
FY 2025 P.O.	6/30/2026	\$360,418.00	\$213,299.07
Total		\$360,418.00	\$0.00

* Balance as of 01-15-25. Funds are scheduled for total expenditure by 06-30-25.

Contract Service Agreements

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) enters into annual Contract Service Agreements (CSAs) with the Monroe County Highway Department, and the City of Bloomington Public Works Department, and in previous years, the Town of Ellettsville to assist with the completion of specific UPWP work elements and pertaining to asset management.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA additionally follows the scope of work detailed within the final Unified Planning Work Program approved by the BMCMPPO Policy Committee. Finally, each non-MPO government entity entering into a CSA with the BMCMPPO has responsibility for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the BMCMPPO urbanized area boundary defined by the 2020 Census of Population.

Agency		Federal	Local	Total
City of Bloomington Public Works - Asset Management				
	<i>FY 2025</i>	\$10,400	\$2,600	\$13,000
	<i>FY 2026</i>	\$10,400	\$2,600	\$13,000
Monroe County Highway Dept. - Asset Management				
	<i>FY 2025</i>	\$10,400	\$2,600	\$13,000
	<i>FY 2026</i>	\$10,400	\$2,600	\$13,000
Town of Ellettsville - Asset Management				
	<i>FY 2025</i>	\$0	\$0	\$0
	<i>FY 2026</i>	\$0	\$0	\$0
TOTAL				
	<i>FY 2025</i>	\$20,800	\$5,200	\$26,000
	<i>FY 2026</i>	\$20,800	\$5,200	\$26,000
	<i>TOTAL</i>	\$41,600	\$10,400	\$52,000

Work Elements

100 Administration and Public Participation

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101 Intergovernmental Coordination

The BMCMPPO staff will administer the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizens Advisory Committee, and other routine MPO activities. Meetings of the MPO Committees generally occur on a monthly basis. Activities that occur in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings are open to attendance by the public.

Committees

See Appendix A for a list of BMCMPPO Committees.

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council that meets monthly with the FHWA, FTA, and INDOT to discuss and act on matters of mutual interest. The monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with the FHWA, FTA and the BMCMPPO staff will attend and/or participate in these meetings to represent the interests of BMCMPPO on the State and Federal levels.

Each MPO must undergo a certification review by the Federal Highway Administration every four years. The BMCMPPO completed a certification review with INDOT representatives in Fiscal Year 2023.

Responsible Agency and End Products

- MPO Staff to conduct up to ten (10) Policy Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in a Federal MPO Certification Review with INDOT, FHWA, and FTA representatives. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Completion: As Required]
- MPO staff to develop and facilitate information sessions/training with MPO board members regarding equity and related topics/best practices. [Estimated Completion: Ongoing]

- MPO Staff to coordinate with INDOT and U.S. Department of Defense (DOD) representatives in the transportation planning and programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT to coordinate with Federal Land Management Agencies (FMLAs) in the transportation planning and project programming process on infrastructure connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. [Estimated Completion: As Required]
- MPO staff to review/update websites and other electronic platforms in partnership with the City of Bloomington Information Technology Services (ITS) Department and Family Services Department to ensure accessibility, equity, and Section 508 compliance (<https://bloomington.in.gov/accessible>). [Estimated Completion: As Required]
- MPO staff will develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements (<https://www.phmsa.dot.gov/legislative-mandates/bipartisan-infrastructure-law-bil-infrastructure-investment-and-jobs-act-iija>). [Estimated Completion: As Required]

102 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP describes all planning activities anticipated in the BMCMPPO study area over two Fiscal Years and documents anticipated end products with financial support from Federal planning and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal that determines BMCMPPO staff billing rates.

Cost Allocation Plan

See Appendix B for further details.

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2025-2026 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2025-2026 UPWP to INDOT for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Products

- MPO Staff to develop amendment(s) to FY 2025-2026 Unified Planning Work Program as needed. [Estimated Completion: Q1/FY 2026 through Q4/FY 2026]
- MPO Staff to develop FY 2026 and the FY 2027 UPWP. [Estimated Completion: Q4/FY 2025 and Q4/FY 2026]
- MPO Staff to develop the FY 2026 and FY 2027 Cost Allocation Plans as part of the UPWP. [Estimated Completion: Q3/FY 2025 and Q3/FY 2026]
- MPO Staff to prepare and submit the FY 2025 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2026]
- MPO Staff to prepare and submit the FY 2026 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2027]
- MPO Staff to prepare and submit the FY 2025-2026 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY 2025, or with Transportation Improvement Program (TIP) submission]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY 2025 & FY 2026 Quarterly]
- MPO Staff shall prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY 2025 & FY 2026 Quarterly]

103 Staff Training and Education

The ongoing development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training. These educational tools are essential for the continuous professional development of all MPO staff and to enhance local knowledge of regional and national best practices in transportation planning.

Responsible Agency and End Products

- MPO Staff will attend the annual Indiana MPO Conference in successive host communities of FY 2025 and FY 2026. [Estimated Completion: Q2/FY 2025 & Q2/FY 2026 Annually]
- MPO Staff may attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 *Factors Affecting Allowability of Cost*. [Estimated Completion: Ongoing]

104 Public Outreach and Public Participation

The BMCMPPO will continuously review and update as needed the Public Participation Plan (PPP), procedures required by 23 CFR 450.210 and 23 CFR 450.316, and processes to (1) ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process, and (2) ensure continuous and equitable public engagement in the transportation planning and decision making process.

The staff will post meeting notices, agendas, minutes and MPO documents on- line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials to provide diverse representation among CAC participants.

The staff will maintain the BMCMPPO website (<https://bloomington.in.gov/mpo>), a subsection of the City of Bloomington website, as a key point of public engagement with citizens, businesses, and other community members where they easily access and download reports, data, updates, or other information related to the functions of the BMCMPPO, in addition to the traditional forms of correspondence that are available. Staff will continue to use and explore new methods of communication, such as social media, in order to enhance public engagement with the MPO.

Responsible Agency and End Products

- MPO staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: Ongoing]
- MPO staff to implement all procedures required to ensure compliance with the MPO's Public Participation Plan. [Estimated Completion: Ongoing]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: Ongoing]
- MPO staff to coordinate with INDOT and ensure new strategies and tools (e.g., social media and virtual public involvement (VPI) tools), are incorporated into public participation plans and procedures, and that plans include documented evaluation of progress toward plan goals. [Estimated Completion: Ongoing]
- MPO staff to review and/or revise existing documents pertaining to the adopted Public Participation Plan, Title VI Implementation, Limited English Proficiency (LEP) assistance, Title II/Title III ADA procedures pertaining to requirements for places of public accommodation for meaningful public involvement. [Estimated Completion: Ongoing]
- MPO staff will incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2025	FY 2026	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$69,068	\$73,670	\$142,738
	<i>Local Share</i>	\$17,267	\$18,418	\$35,685
	Total	\$86,335	\$92,088	\$178,423
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$32,763	\$41,550	\$74,313
	<i>Local Share</i>	\$8,191	\$10,388	\$18,578
	Total	\$40,953	\$51,938	\$92,891
103	Staff Training & Education			
	<i>Federal Share</i>	\$9,388	\$18,057	\$27,446
	<i>Local Share</i>	\$2,347	\$4,514	\$6,861
	Total	\$11,735	\$22,572	\$34,307
104	Public Outreach			
	<i>Federal Share</i>	\$19,913	\$15,633	\$35,546
	<i>Local Share</i>	\$4,978	\$3,908	\$8,887
	Total	\$24,891	\$19,542	\$44,433
	TOTAL FEDERAL SHARE	\$131,131	\$148,911	\$280,042
	TOTAL LOCAL SHARE	\$32,783	\$37,228	\$70,011
	TOTAL	\$163,914	\$186,139	\$350,053

Work Elements

200 Data Collection and Analysis

201 Traffic Volume Counting

The MPO staff, in conjunction with the City of Bloomington Engineering Department, will conduct vehicular and selective non-motorized volume counts within the established Urban Area Boundary (UAB) for arterial and collector streets/roads on a rotational cycle leading to complete coverage of the MPO's functionally classified roadway network.

The BMCMPPO will additionally conduct special counts upon the request of local entities to assist with engineering alternatives analysis and design decisions (e.g., traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, corridor studies, etc.). The BMCMPPO will conduct traffic volume link and segment counts throughout the urbanized area on a rotating basis of once every three (3) years, or as requested.

The traffic volume sampling program data will support INDOT's Highway Performance Monitoring System (HPMS) data collection efforts continuously refining link volumes, capacities, and speeds for calibration of the BMCMPPO transportation demand forecasting. The City of Bloomington Engineering Department will purchase new counting equipment replacing equipment beyond useful economic life, associated software, and supplies including but not limited to counter battery replacements, a portable traffic analyzer, replacement tubing, nails, padlocks, tape, and other count-related materials as necessary for the maintenance and capital replacement of traffic counting equipment.

Responsible Agency and End Products

- MPO staff to perform approximate coverage counts in conjunction with the City of Bloomington Engineering Department and Monroe County Highway Department. [Estimated Completion: Annually]
- MPO Staff to perform required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- MPO staff to purchase traffic and/or bicycle & pedestrian counting equipment, software (purchase and/or licenses renewals) and supplies to support annual multi-modal traffic counting program needs. [Estimated Completion: As Needed]
- MPO staff shall purchase annual software licenses for Adobe software, MS2 TCDS Modern Traffic Analytics traffic count database system (<https://www.ms2soft.com/products/tcds-traffic-count/>) management software, and GIS Software. [Estimated Completion: Annually]

202 Crash Dashboard

With assistance and support from the City of Bloomington, Information & Technology Services Department (<https://bloomington.in.gov/departments/its>), the BMCMPPO will produce and continuously updated a Crash Dashboard (<https://crashhub.bloomington.in.gov/>) identifying corridors and intersections within the urban area that includes the identification of associated causal factors contributing to aggregate crash data using Indiana State Police data from the Automated Reporting Information Exchange System (ARIES). Crash data analysis allows BMCMPPO local jurisdictions to undertake public roadway safety improvements and to establish longitudinal Measures of Effectiveness (MOE) for the evaluation of alternative actions over time. The Crash Dashboard additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility. The staff shall further assist with development of Local Road Safety Plans (LRSPs) and Traffic Incident Management (TIM) within the BMCMPPO area as necessary.

Responsible Agency and End Products

- MPO staff, in conjunction with the City of Bloomington ITS Department GIS staff, will produce a CY 2019-2024 countywide *Crash Dashboard* (<https://crashhub.bloomington.in.gov/>) highlighting all crashes, Fatality and Serious Incapacitating injuries (FSI) and Vulnerable Road User (VRU) crashes with overview/trends, and selectors to filter crashes by data range, crash type, location, cause of crash, and serious injuries. Data displays will illustrate in map, density map, and tabular views. [Estimated Completion: Ongoing]
- MPO staff to correct the GPS locations of ARIES crash records enabling local jurisdictions and the public to view and query GPS-corrected crash data from the *Crash Dashboard for Bloomington-Monroe County*. [Estimated Completion: Ongoing]
- MPO Staff to assist local public agencies (LPAs) in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries with an emphasis on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, vulnerable road users, vulnerable road user assessments, roadway departures, high frequency corridors, intersections, bicycle-pedestrian focal points, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Annually]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just-in-time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after- action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Annually]
- MPO staff shall optionally renew the annual software license for MS2 Traffic Crash Location System (TCLS) software module (<https://www.ms2soft.com/products/tcls-traffic-crash/>) to analyze traffic local crash patterns, create crash density maps, crash heat maps, intersection collision diagrams, crash rates, and crash severity rates to aid in identifying local problem intersections. [Estimated Completion: Annually]

- MPO staff to support the City of Bloomington Safe Streets and Roads for All (<https://bloomington.in.gov/transportation/ss4a>) Action Plan adopted in December 2024. The SS4A Action Plan includes all components [as outlined by the USDOT](#), including:
 - **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
 - **Planning structure** through a committee, task force, or similar group charged with oversight of the Action Plan development, implementation, and monitoring.
 - **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries.
 - **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups.
 - **Equity considerations** developed using inclusive and representative processes.
 - **Policy and process assessments** of the current policies, plans, guidelines, and/or standards to identify opportunities to improve them.
 - **Strategy and project selections** that identify a set of projects and strategies that will address the safety problems described in the Action Plan.
 - **Progress and transparency methods** that measure progress over time after the Action Plan is developed.
 - [Estimated Completion: Annually]

Work Element 200 Budget

Task		FY 2025	FY 2026	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$4,495	\$9,463	\$13,959
	<i>Local Share</i>	\$1,124	\$2,366	\$3,490
	Total	\$5,619	\$11,829	\$17,448
202	Annual Crash Report & Vulnerable Road Users Assessment			
	<i>Federal Share</i>	\$12,436	\$21,312	\$33,749
	<i>Local Share</i>	\$3,109	\$5,328	\$8,437
	Total	\$15,545	\$26,641	\$42,186
TOTAL FEDERAL SHARE		\$16,932	\$30,776	\$47,707
TOTAL LOCAL SHARE		\$4,233	\$7,694	\$11,927
TOTAL		\$21,165	\$38,470	\$59,634

Work Elements

300 Short Range Planning and Management Systems

301 Transportation Improvement Program (TIP)

The development and maintenance of a Transportation Improvement Program (TIP) represents a major Federal requirement for MPOs implementing projects with federal funds. All Federal-aid projects must have inclusion in the TIP, and the adopted program of projects must have “fiscal constraint” for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP). The BMCMPPO continuously coordinates with all jurisdictional Local Public Agencies (LPAs) for development/administration of a TIP. This work includes requests for project designation identifications, the development of project milestone/funding schedules, the processing of required amendments, management of a Quarterly Project Tracking program, Red Flag Investigations, and fulfilling “*Set-aside for Increasing Safe and Accessible Transportation Options*” required under The Bipartisan Infrastructure Law (BIL) for other activities outlined below and Work Element 501. The BMCMPPO will additionally work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

Responsible Agency and End Products

- MPO Staff to administer the FY 2024-2028 and FY 2026-2030 TIP through coordination with LPAs and INDOT, regarding regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes. fiscal management, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO staff will continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices. [Estimated Completion: Ongoing]
- MPO Staff to develop, adopt and administer the FY 2026-2030 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Q1 FY 2026]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]
- MPO Staff to administer the Quarterly Project Tracking Program for local TIP projects, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2024 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2025]
- MPO Staff to produce the Fiscal Year 2025 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2026]
- MPO Staff will update the adopted BMCMPPO *Complete Streets Policy* to assure safe and adequate accommodations of all users of the transportation system, defined by §11206(a). Staff will identify eligible FY2026-2030 TIP projects for meeting “Increasing Safe and Accessible Transportation

Options” compliance requirements and moving beyond information gathering/screening tools to equitable outcomes in project programming and delivery with reliance upon the City of Bloomington’s *Safe Streets for All Action Plan*

<https://bloomington.in.gov/sites/default/files/2024-11/Bloomington%20SS4A%20-%20PC%20Draft%202.pdf>) adopted in FY 2025. [Estimated Completion: Ongoing]

- The MPO staff will use two (2) key tools for evaluating urbanized area equity analyses in relation to FY2024-2028 TIP LPA Projects and the FY 2026-2030 TIP to include:
 - (1) The BMCMPPO Environmental Justice Viewer
(<https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe152092f3024>) and
 - (2) The Monroe County Social Vulnerability Index Viewer
(<https://gisserver.co.monroe.in.us/portal/apps/dashboards/d1b9dcaf623043fab222c784e38c872d>).

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302 Highway Safety Improvement Program

The BMCMPPO has an established local Highway Safety Improvement Program (HSIP) in compliance with Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. The BMCMPPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with the Indiana Department of Transportation's HSIP qualification criteria.

FY 2025 PEAs

See Appendix E for any detailed requirements.

The MPO will strongly encourage LPAs to implement low-cost systemic improvements to address factors contributing to severe crashes in the community. The MPO will additionally encourage LPAs to program HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

Responsible Agency and End Product

- The MPO will assist the City of Bloomington and Monroe County with their codified use of Public Right-of-Way Accessibility Guidelines (PROWAG) design standards for all facilities as specified under the Americans with Disabilities Act (ADA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. [Estimated Completion: Ongoing]
- MPO staff will administer the FY2026-2030 HSIP funding for the FY 2026-2030 Transportation Improvement Program. [Estimated Completion: Ongoing]
- MPO staff will review current policies, rules, and procedures to determine their impact on safety for all road users, including Vulnerable Road Users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles, and focus on advanced speed management along arterials with reliance on the City of Bloomington's adopted *Safe Streets for All Action Plan* [Estimated Completion: Ongoing]
- MPO staff will incorporate Vulnerable Road User (VRU) considerations during planning, project development, and delivery processes in cooperation with the engineering staffs of Monroe County and the City of Bloomington. [Estimated Completion: Ongoing]

303 Transportation Alternatives Program (TAP)

The Bloomington-Monroe County MPO has an established local Transportation Alternatives Program (TAP) in compliance with the Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. With the adoption of the BIL legislation, program revisions reflect TAP guidance directives. The BMCMPPO staff will administer procedures for the solicitation and funding of all LPA TAP projects in compliance with TAP selection criteria.

Responsible Agency and End Products

- MPO Staff to administer the FY 2026-2030 TIP for Transportation Alternatives project that focuses on established Transportation Demand Management (TDM) alternative modes aimed at reducing system-wide single-occupancy vehicles and concomitant air quality near high-volume corridors through the promotion of public transit, carpooling, vanpooling, biking and walking. [Estimated Completion: Ongoing, Continuous]
- MPO Staff to complete Annual Transportation Alternatives Program report and submit required documentation to INDOT and FHWA partners. [Estimated Completion: Q2/FY 2026 or as Needed]

304 Infrastructure Management Systems

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems using Contract Service Agreements (CSAs). The City of Bloomington and Monroe County regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate asset management software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will undergo continuous updating to ensure maintenance of data, quality and conditions.

Responsible Agency and End Products

- City of Bloomington to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management conferences/training, and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]
- Monroe County to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management presentation/training, and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]

305 Intelligent Transportation System (ITS) Architecture Maintenance

The U.S. Department of Transportation ITS Architecture provides a definitive and consistent framework to guide the planning and deployment of ITS. The program facilitates the ability of jurisdictions to operate collaboratively and to harness the benefits of a regional approach to transportation challenges.”

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington-Monroe County Urbanized Area to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment.

The Bloomington-Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. Updates and revisions as needed shall ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product

- MPO Staff to maintain the established ITS architecture. [Estimated Completion: As needed]

306 Performance Measures

The Bipartisan Infrastructure Law (BIL) along with its predecessor legislation established requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

FY 2025 PEAs

See Appendix E for any detailed requirements.

The national performance goals for Federal Highway programs include:

- **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; and
- **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 eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have established transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance-based approaches to decision-making in support of the national performance goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), 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 (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA 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 to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information. Data collection and analysis evaluations shall determine the success of established targets.

For the FHWA and the FTA to approve any TIP amendments after May 27, 2018, INDOT, Indiana MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, 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.

Responsible Agency and End Products

- MPO Staff and the MPO Policy Committee shall support and adopt Performance Measures as developed by INDOT in accordance with Federal Rules. [Estimated Completion: Annual]

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Work Element 300 Budget

	Task	FY 2025	FY 2026	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$75,312	\$61,417	\$136,729
	<i>Local Share</i>	\$18,828	\$15,354	\$34,182
	Total	\$94,140	\$76,771	\$170,911
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$4,290	\$2,145	\$6,435
	<i>Local Share</i>	\$1,072	\$536	\$1,609
	Total	\$5,362	\$2,681	\$8,044
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$4,290	\$1,234	\$5,524
	<i>Local Share</i>	\$1,072	\$308	\$1,381
	Total	\$5,362	\$1,542	\$6,905
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$20,800	\$20,800	\$41,600
	<i>Local Share</i>	\$5,200	\$5,200	\$10,400
	Total	\$26,000	\$26,000	\$52,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$1,073	\$1,073	\$2,146
	<i>Local Share</i>	\$268	\$268	\$537
	Total	\$1,341	\$1,341	\$2,683
306	Performance Measures			
	<i>Federal Share</i>	\$5,398	\$3,752	\$9,150
	<i>Local Share</i>	\$1,349	\$938	\$2,287
	Total	\$6,747	\$4,690	\$11,437
	TOTAL FEDERAL SHARE	\$111,163	\$90,421	\$201,584
	TOTAL LOCAL SHARE	\$27,791	\$22,605	\$50,396
	TOTAL	\$138,954	\$113,026	\$251,980

Work Elements

400 Long Range Planning

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401 2050 Metropolitan Transportation Plan (MTP)

Federal planning requirements stipulate a minimum twenty-year time horizon for the urbanized area Metropolitan Transportation Plan (MTP). The BMCMPPO therefore developed and adopted a *2050 Metropolitan Transportation Plan* in FY 2025 as a non-technical, consultant-assisted update given the availability of detailed 2020 Census data. The *2050 Metropolitan Transportation Plan* incorporated an extensive public outreach/input community survey as the significant component of the plan's development. The *2050 Metropolitan Transportation Plan* additionally completed a thorough examination of all required federal and state transportation planning elements consistent with the Bipartisan Infrastructure Law (BIL) encompassing all relevant surface travel modes in its evaluation of alternative long-term transportation needs for the Bloomington-Monroe County urbanized area.

The BMCMPPO 2050 Metropolitan Transportation Plan replaces the non-technical *2045 Metropolitan Transportation Plan* adopted by the BMCMPPO Policy Committee in October 2020.

The BMCMPPO maintains a travel forecasting model to predict changes in travel patterns and the utilization of the transportation system in response to changes in regional development, demographics, and transportation supply. The maintenance of this model last used for the *2040 Metropolitan Transportation Plan* by the staff requires an annual software license renewal fee for TransCAD (<https://www.caliper.com/transcad/default.htm>) transportation planning software program upgrades and software support services.

Responsible Agency and End Products

- The BMCMPPO shall maintain the adopted *2050 Metropolitan Transportation Plan* through ongoing and continuous stakeholder engagement reviews of multimodal transportation needs, recommendations, performance-based planning, and long-term financial management. [Estimated Completion: As Needed]
- The BMCMPPO will continue a close working relationship with INDOT, FHWA and the FTA for the Bloomington-Monroe County Metropolitan Planning Area Boundaries and adjusted Urbanized Area (UAB) and Metropolitan Planning Area (MPA) boundaries resulting from the 2020 Census data completed in FY 2024, including a review of existing functional classifications producing any needed revisions where necessary. [Estimated Completion: As Needed]
- The MPO to renew annual TransCAD transportation planning program software (<https://www.caliper.com/transcad/default.htm>) license fees necessary for maintaining the current BMCMPPO multi-modal transportation demand forecast model. [Estimated Completion Annually]

Work Element 400 Budget

Task		FY 2025	FY 2026	Total
401	2050 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$39,368	\$13,132	\$52,500
	<i>Local Share</i>	\$9,842	\$3,283	\$13,125
	Total	\$49,210	\$16,415	\$65,625
TOTAL FEDERAL SHARE		\$39,368	\$13,132	\$52,500
TOTAL LOCAL SHARE		\$9,842	\$3,283	\$13,125
TOTAL		\$49,210	\$16,415	\$65,625

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Work Elements

500 Active Transportation and Bloomington Transit

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501 Active Transportation - Required 2.5% Set-aside for Complete Streets and Transit-Oriented Development

The BMCMPPO **FY 2026** edition of the FY 2025-2026 UPWP shall follow an FHWA, Indiana Division, directive (through the Indiana Department of Transportation Technical Planning & Programming Division) that the 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) “be applied to the consolidated metropolitan planning funds (FHWA PL + FTA 5303)” on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)].

For the purpose of this fulfilling this requirement, the BMCMPPO shall rely on the term “Safe Streets and Roads for all (SS4A) and Complete Streets standards (<https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-24-074.pdf>) and ([https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-02/Complete Streets Trifold 508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-02/Complete%20Streets%20Trifold%20508.pdf)) or policies” meaning the standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [§ 11206(a)].

The BMCMPPO has an adopted Complete Streets Policy that meets federal standards, prioritizes, and identifies a specific list of Complete Streets projects priority criteria to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children and older individuals, individuals with disabilities, motorists, and freight vehicles. The BMCMPPO shall additionally employ guidance from the City of Bloomington’s SS4A Action Plan (https://bloomington.in.gov/onboard/reports/download?report_id=427) with respect to leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process assessments, strategy and project selections, and progress and transparency methods. Taken together, these activities represent a qualifying action for the IIJA Bipartisan Infrastructure Law that requires 2.5% of consolidated PL funds (FHWA PL + FTA 5303) obligations be set-aside for use on increasing safe and accessible transportation options. This activity (to be referenced and reported to INDOT as a Y410 code in FMIS) represents the BMCMPPOs initiative for meeting the federal 2.5% set-aside program requirement.

The BMCMPPO staff in conjunction with the Bloomington Traffic Commission (https://bloomington.in.gov/onboard/committees/info?committee_id=80) will build upon the SS4A Action Plan (https://bloomington.in.gov/onboard/reports/download?report_id=427). Staff will assist the Commission as needed in reviewing development proposals for education/safety programs benefiting the BMCMPPO.

Responsible Agency and End Products

- The BMCMPPO shall use at least 2.5% of its consolidated PL funds (PL + FTA 5303) as a Complete Streets/SS4A set-aside for multiple travel modes targeted at people of all ages and abilities. For the purpose of this requirement, the term “Complete Streets standards or policies and SS4A” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [Estimated Completion: Ongoing, As Needed]

- The BMCMPPO will continuously review and update the BMCMPPO Complete Streets Policy and SS4A Action Plan that prioritizes and identifies specific project guidance and scoring criteria to improve the safety, health and equity, mobility, and accessibility of all public urban area roads and streets as a qualifying action for the IIJA Bipartisan Infrastructure Law. This BMCMPPO activity (referenced as a Y410 billing code in FMIS) will represent the BMCMPPOs fulfillment for meeting the 2.5% set-aside program requirement. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the BMCMPPO will support Monroe County and City of Bloomington consultant-assisted prioritizations for the improvement of safety, mobility, or accessibility of a street or intersection with a multiuse trail corridor ([§ 11206(c) and (e)]). [Estimated Completion: Ongoing, As Needed]
- Where appropriate, MPO staff will support the City of Bloomington’s Vision Zero goal and reducing serious injuries. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the MPO staff will support a Bloomington Transit initiative for transit-Oriented Development (TOD) that shall position the urban area for leveraged federal transportation funding in Calendar Years 2025-2026 and beyond. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will attend City of Bloomington/Monroe County transportation coordination meetings involving bicycle and pedestrian issues. [Estimated Completion: Monthly, As Needed]
- MPO Staff will conduct Monroe County and City of Bloomington bicycle and pedestrian outreach to targeted urbanized area groups. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will work in collaboration with Monroe County, the City of Bloomington, Indiana University, and INDOT to identify best practice opportunities for bicycle/pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State” for bicycle/pedestrian safety. [Estimated Completion: Ongoing, As Needed]

502 Bicycle/Pedestrian Counts

Bicycle and pedestrian data collection is an important component of the overall data collection and analysis program for the MPO. Collecting this data aids LPAs in developing and prioritizing projects and programs that enhance the quality of these transportation modes. The MPO will conduct counts to determine usage of bicycle and pedestrian facilities within the MPO area in order to assist LPAs in this effort.

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multiuse trails and bike lane facilities within the Urbanized Area to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Ongoing, As Needed]
- MPO Staff to report on the results of the seasonal coverage counts on multiuse trails and bike lane facilities. [Estimated Completion: Ongoing, As Needed]

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503 Bloomington Transit Studies

The BMCMPPO will assist Bloomington Transit's implementation and undertaking of transit-oriented planning studies during FY 2025-2026 with the following expected outcomes:

- Implementation of *Transform BT 2022-2030* (<https://bloomingtontransit.com/wp-content/uploads/2023/02/Transform-BT-Strategic-Plan.pdf>) strategies and tactics that involve the following:
 - An ongoing transit system fare (<https://bloomingtontransit.com/fares-and-passes/>) review
 - An ongoing continuation of target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services
 - An ongoing continuation of equitable and sustainable practices while developing transit-oriented development (TOD) including affordable housing strategies and consideration of identified or potential environmental justice populations within federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. Where analysis is included for transparency but is no longer applicable to the impacts for federal projects
 - An ongoing continuation of infrastructure development for non-motorized transit system travel, public transportation access, and public transportation service in underserved areas and communities.
- *A Green Line Priority Service Corridor Feasibility Study*, as identified in *Transform BT 2022-2030*. [Completion: Ongoing, As Needed]
- A Real Estate Appraisal, Real Estate Purchase, and Logistics Feasibility Study examining physical facility expansion/relocation needs as identified in *Transform BT 2022-2030*. [Completion: Continuous through FY 2026]
- An ongoing and periodic review of Bloomington Transit system fares (<https://bloomingtontransit.com/fares-and-passes/>) in accordance with *Transform BT 2022-2030*. [Completion: Ongoing, As Needed]

Responsible Agency and End Products

- Bloomington Transit shall undertake a continuous set of planning study needs identified in *Transform BT 2022-2030* adopted by the Bloomington Public Transportation Corporation (BTPC) Board of Directors in January 2023. These studies shall focus on express corridor service, fleet conversion, micro-transit service (<https://bloomington.in.gov/news/2023/05/03/5606>), private partnerships (<https://bloomingtontransit.com/btlatenite/>), current operations and maintenance facility acquisition, a facility expansion and/or relocation, and a continuous fare review designed to balance revenue streams with operational and capital acquisition costs. [Estimated Completion: Ongoing, As Needed]

504 **Bloomington Transit Ridership Counts**

Bloomington Transit conducts annual transit ridership counts for all of its routes and services. This information aids in establishing annual passenger mile estimates for mass transit, in identifying facilities that are under or over utilized, and in the prioritization of capital improvements. The counts follow Federal Transit Administration (FTA) guidance which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service (i.e., statistically stratified random sample methodology).

Responsible Agency and End Products

- Bloomington Transit to collect operating data required by the Federal Transit Administration (FTA) for estimates of annual passenger miles. [Estimated Completion: Annually]
- Bloomington Transit to report annual passenger mile data estimates for Bloomington Transit fixed route and demand response service to the Federal Transit Administration (FTA). [Estimated Completion: Annually]

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Work Element 500 Budget

Task		FY 2025	FY 2026	Total
501	2.5% Set Aside for Safe and Accessible Transportation Options & Bloomington Transit			
	<i>Federal Share</i>	\$19,091	\$19,091	\$38,182
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$9,010	\$9,010	\$18,021
	<i>Local Share</i>	\$2,967	\$4,773	\$7,740
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$2,253	\$2,253	\$4,505
	Total	\$22,058	\$23,864	\$45,922
	Total 2.5% Set Aside (Billing Code Y410)	\$11,263	\$11,263	\$22,526
502	Bicycle/Pedestrian Counts			
	<i>Federal Share</i>	\$1,960	\$1,960	\$3,920
	<i>Local Share</i>	\$490	\$490	\$980
	Total	\$2,450	\$2,450	\$4,899
503	Bloomington Transit Studies			
	<i>Federal Share</i>	\$41,716	\$41,716	\$83,432
	<i>Local Share</i>	\$10,429	\$10,429	\$20,858
	Total	\$52,145	\$52,145	\$104,290
504	Bloomington Transit Passenger Counts			
	<i>Federal Share</i>	\$1,600	\$1,600	\$3,200
	<i>Local Share</i>	\$400	\$400	\$800
	Total	\$2,000	\$2,000	\$4,000
TOTAL FEDERAL SHARE		\$64,367	\$64,367	\$128,734
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$9,010	\$9,010	\$18,021
TOTAL LOCAL SHARE		\$14,286	\$16,092	\$30,378
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$2,253	\$2,253	\$4,505
TOTAL		\$78,653	\$80,459	\$159,111
Total 2.5% Set Aside (Billing Code Y410)		\$11,263	\$11,263	\$22,526

Note: 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) applied to the BMCMPPO consolidated PL funds (PL + FTA 5303) for planning activities to increase safe and accessible options using multiple travel modes for people of all ages and abilities [§ 11206(b)]. The BMCMPPO consolidated planning grant total funding (PL+ FTA 5303) for FY 2026 equals \$327,196.94. The 2.5% requirement therefore equals a set aside requirements of \$8,179.92 in federal funds, and a set aside of \$2,044.98 in local matching funds resulting with a FY 2025 set aside sum total equaling \$10,224.90. The BMCMPPO FY 2026 UPWP assumes a constant BMCMPPO consolidated funding level and 2.5% Set Aside requirement.

Work Elements

600 Other Planning Initiatives and Special Projects

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601 Title VI Plans

MPOs must ensure that jurisdictional local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) comply with Title VI nondiscrimination requirements. MPOs annually survey local governments to determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process, and steps used to collect and evaluate data on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs must monitor Title VI status going forward and move toward limiting funding to those entities not meeting their requirements as Federal-aid recipients.

FY 2025 PEAs

See Appendix E for any detailed requirements.

Responsible Agency and End Product

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed.
[Estimated Completion: Q4/FY 2025 and Q4/FY 2026]

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Work Element 600 Budget

Task		FY 2025	FY 2026	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$2,185	\$2,185	\$4,370
	<i>Local Share</i>	\$546	\$546	\$1,092
	Total	\$2,731	\$2,731	\$5,462
602	Special Plans			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
TOTAL FEDERAL SHARE		\$2,185	\$2,185	\$4,370
TOTAL LOCAL SHARE		\$546	\$546	\$1,092
TOTAL		\$2,731	\$2,731	\$5,462

Appendix A

BMCMPO Committee Membership

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BMCMPO Committee Membership

Policy Committee

Member	Title	Representing
Lisa Ridge, Chair	Monroe County Highway Director	Monroe County
John Kennedy, Vice Chair	Citizen	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Susan Weber	Transportation Program Specialist	Federal Transit Administration (non-voting)
Margaret Clements	Plan Commission Member	Monroe County
Kerry Thompson	Mayor	City of Bloomington
Michelle Herrell	Division Administrator	Federal Highway Administration (non-voting)
Doug Horn	Board of Directors Member	Bloomington PTC
Jillian Kinzie	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
David G. Henry	County Council Member	Monroe County
Dan Swafford	Town Council Representative	Town of Ellettsville
Jody Madeira	County Commissioner	Monroe County
Hopi Stosberg	Council Member	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington

Technical Advisory Committee

Member	Title	Representing
Nate Nickel, Chair	Data Analyst & Mgr., Public Works Dept.	City of Bloomington
Paul Satterly, PE, Vice Chair	Highway Engineer	Monroe County
John Baeten, PhD, Vice Chair	GIS Coordinator	Monroe County
Meghan Blair	GIS Coordinator	City of Bloomington
Andrew Cibor, PE	Director, Engineering Department	City of Bloomington
Scott Waddell	Director of Transportation	Monroe County Community School Corp.
John Connell	General Manager	Bloomington Transit
Jane Fleig, PE	Assistant Engineer, Utilities Department	City of Bloomington
Cecilia C. Godfrey	Community Planner, Region 5	Federal Transit Administration (non-voting)
Jacqueline N. Jelen, AICP	Director, Planning Department	Monroe County
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
John Kennedy, PhD	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee (non-voting)
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Denise Line	Director, Planning Department	Town of Ellettsville
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Rebecca Packer	Director, Technical Services Division	INDOT - Seymour District
David Hittle, AICP	Director, Planning & Transportation	City of Bloomington
Brianne Gregory	Auditor	Monroe County
Kip Headdy	Street Commissioner, Street Dept.	Town of Ellettsville
Tim Street	Director	City of Bloomington, Parks & Recreation
Jessica McClellan	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Justin Reid VanLeeuwen	Director, Campus Bus Service	Indiana University
Kelli Witmer	Director	Monroe County Parks & Recreation Dept.
Patrick Carpenter	Environmental Specialist, Indiana Div.	Federal Highway Administration (non-voting)

Citizens Advisory Committee

Member	Representing
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

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BMCMPO Staff and Program Support Personnel

Metropolitan Planning Organization and Program Support Staff

Name	Position
Ryan Robling	Planning and Transportation Department, Planning Services - Manager
Pat Martin	Senior Transportation Planner
Katie Gandhi	Transportation Planner

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Appendix B

BMCMPO FY 2025 Cost Allocation Plan Approval Letter

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

January 8, 2025

Pat Martin, Senior Transportation Planner
Bloomington/Monroe County Metropolitan Planning Organization
City of Bloomington Planning and Transportation Department
P. O Box 100
Bloomington, IN 47402

Dear Mr. Martin,

INDOT has reviewed the FY 2026 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2025 through June 30, 2026.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2026 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	87.10%
Indirect	36.30%

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

Sincerely,

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

CC: K. Carmany-George
P. Carpenter
R. Nunnally
J. Mitchell
File

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Appendix C

Abbreviations

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Key Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BIL	Bipartisan Infrastructure Law
BMCMPPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
EJ	Environmental Justice as defined by federal Executive Orders (EO) from January 2025, Including EO 14154, EO 14148 and EO 14173 where analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.
FAST	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment & Jobs Act
INDOT	Indiana Department of Transportation
INSTIP/STIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan

NEVI	National Electric Vehicle Infrastructure Formula Program
PC	Policy Committee
PDP	Program Development Process
PL	Metropolitan Planning Funds
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel
VPI	Virtual Public Involvement

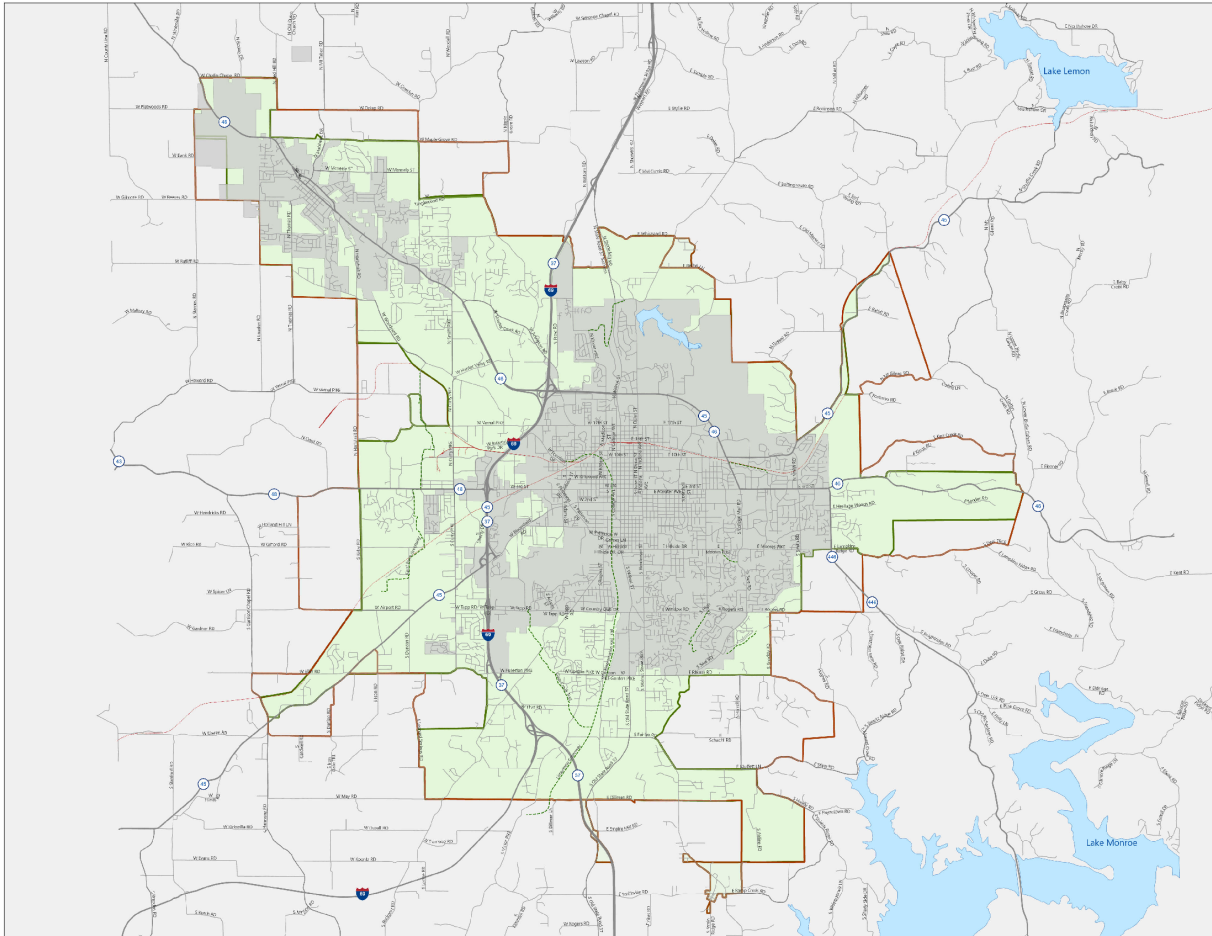
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Appendix D

**BMCMPO 2020 Census Metropolitan Planning Urban Area
And Metropolitan Planning Area Map**
(Approved by FHWA and FTA, July 2024)

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BMCMPPO Metropolitan Planning Area Map



Planning
Department

**City of
Bloomington**

**Bloomington/Monroe
County Metropolitan
Planning Organization**

Adopted Metropolitan Planning Area (MPA)
&
Urban Area Boundary (UAB)

Map Legend

- Metropolitan Planning Area
- Urban Area Boundary
- Incorporated Areas

0 0.5 1 2
Miles

Prepared: 7/6/2024
Layout: MPM/Map, MPM/Map
Project: MPO

This map was prepared by the City of Bloomington for the City of Bloomington and Monroe County. The map is not a legal document and should not be used for legal purposes. The map is not a representation of the City of Bloomington's official position. The map is not a representation of the City of Bloomington's official position. The map is not a representation of the City of Bloomington's official position.

Appendix E

FY 2025 Unified Planning Work Program (UPWP) Planning Emphasis Areas (PEAs)



U.S. Department
of Transportation

Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60608-5253	Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1578
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In Reply Refer To: HAD-IN

January 29, 2024

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office are issuing annual planning emphasis areas (PEAs) for incorporation into the FY 2025 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part I program. They are:

- Institutionalizing Equity, Accessibility, and Safety
- Maximizing Coordination
- Urbanized Area and Metropolitan Planning Area Boundaries

Institutionalizing Equity, Accessibility, and Safety

The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices, and pursuing new activities that foster equitable outcomes. Specifically, we encourage the use of strategies and activities that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Incorporate Transit Oriented Development into plans and project selection
- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>)
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery
- Review/Revise (as needed) existing Title VI, LEP, Title II, and ADA procedures and documents

- Encourage LPAs to utilize and adopt [Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#)
- Review/Revise (as needed) Public Participation Plans and incorporate tools for [meaningful public involvement](#)
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices
- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.)
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Incorporate VRU considerations during planning, project development, and delivery processes

Maximizing Coordination

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will improve and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements


Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from

the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions.

Should you have any questions, please feel free to call Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia C. Godfrey, FTA, at 317-705-1268/cecilia.crenshaw@dot.gov.

Sincerely,

**Erica
Tait**  Digitally signed
by Erica Tait
Date: 2024.01.29
14:11:22 -05'00'

Erica Tait
Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**ANTHONY
W GREEP**  Digitally signed by
ANTHONY W GREEP
Date: 2024.01.29
08:05:46 -06'00'

Anthony Greep
Director, Office of Planning & Program Development
FTA Region V

cc:
Indiana MPO Council
Louis Feagans, INDOT
Roy Nunnally, INDOT
April Leckie, INDOT
Larry Buckel, INDOT
Cecilia Crenshaw-Godfrey, FTA

Appendix F

Transit Operator Local Match Assurance

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Transit Operator Local Match Assurance

FY 2025 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds

The Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCE THAT it shall meet the local matching requirements for its FY 2025 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) shall use federal FY2025 UPWP FTA Section 5303 planning grant funds totaling **\$9,500** for the Bloomington Public Transportation Corporation work elements and study.

The Bloomington Public Transportation Corporation as the Transit Provider shall be responsible for **\$7,600** in federal funds of the total grant, and a **\$1,900** local match requirement as specified in the FY 2025 Unified Planning Work Program (FY 2025 UPWP) for the following FY 2025 UPWP elements:

1. Element 503 - Bloomington Transit Studies
2. Element 504 - Federal Transit Administration (FTA) Annual Passenger Count Data Collection for estimates of annual passenger miles and Operating Data Collection.

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____

John Connell
General Manager
Bloomington Public Transportation Corporation

Appendix G

**Draft FY 2025 - 2026 Unified Planning Work Program (UPWP)
Legal Notice Publication and Record of Public Comments**

PUBLIC PARTICIPATION NOTICE
BMCMPO FY 2025 - 2026 UNIFIED PLANNING WORK PROGRAM

In accordance with its Public Participation Plan, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) will offer a thirty (30) day public review for the Draft FY 2025-2026 Unified Planning Work Program (UPWP). The BMCMPO will accept written comments on the proposed UPWP beginning on February 27, 2025, and ending on March 28, 2025.

The BMCMPO Policy Committee shall vote on adoption of the BMCMPO FY 2025 - 2026 Unified Planning Work Program at their public meeting held on April 11, 2025.

The BMCMPO FY 2025 - 2026 Unified Planning Work Program fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington/Monroe County Metropolitan Planning Organization maintains eligibility for Federal transportation funding.

The FY 2025 - 2026 Unified Planning Work Program study area includes the urbanized area of Monroe County, the Town of Ellettsville, and the City of Bloomington thereby ensuring community representation and that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process.

The FY 2025 - 2026 Unified Planning Work Program additionally incorporates a multi-modal transportation perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

Copies of the FY 2025 - 2026 Unified Planning Work Program are available for review at:

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

Or on-line at <https://bton.in/UPWP1>.

Please submit written comments to the address above or by email to: mpo@bloomington.in.gov.

For additional information please contact Metropolitan Planning Organization (MPO) staff at (812) 349-3423.

###

**BMCMPO Draft FY 2025 - 2025 UPWP PUBLICATION
And RECORD OF PUBLIC COMMENTS
Publish Date: February 27, 2025 and February 28, 2025**

To be completed at the end of the Public Comment period.

DRAFT

Appendix H

BMCMPO Policy Committee Adoption Resolution and Approval Letter

DRAFT



ADOPTION RESOLUTION FY 2025-03 - DRAFT

RESOLUTION ADOPTING THE FISCAL YEAR 2025-2026 UNIFIED PLANNING WORK PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on April 11, 2025.

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 BMCMPPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the identified fiscal programming years and document the work that will be performed with federal highway and transit planning funds; and

WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the Fiscal Year 2025 Unified Planning Work Program

NOW, THEREFORE, BE IT RESOLVED:

1. The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2025-2026 Unified Planning Work Program*; and
2. That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 11th day of April 2025.

Lisa J. Ridge
BMCMPPO Policy Committee Chair

Attest: Patrick P. Martin
BMCMPPO Senior Transportation Planner

Appendix I

FY 2026 Self-Certification Statement


DRAFT

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2026**

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization 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 83;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR 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 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR 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 CFR part 27 regarding discrimination against individuals with disabilities.

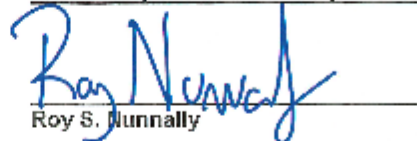
Bloomington Monroe County Metropolitan
Planning Organization


Patrick P. Martin

Senior Transportation Planner
Title

2/24/2025
Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

2/24/2025
Date