# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2024-2028



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### **Disclaimer**

Preparation of the *Bloomington-Monroe County FY 2024-2028 Transportation Improvement Program* (TIP) has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or the Indiana Department of Transportation.

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### **Acknowledgments**

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## Introduction

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

The Fiscal Year (FY) 2024-2028 TIP includes the following check list items for state and federal review partners:

- A complete fiscally-constrained five (5) year list of priority projects for planning, right-ofway acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multiyear timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or "BIL").
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (<u>https://www.rsmeans.com</u>). Local projects assume an annual 4% inflation rate or rates that reflect rates by INDOT.
- FY 2024-2028 TIP projects have consistency with the adopted *BMCMPO 2045 MTP*, Bloomington Transit's *Transit Development Plan*, and other planning studies developed by the BMCMPO for the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.
- FY 2024-2028 TIP projects identify a funding year and federal amount, state amount, and total project identified and included for programmed projects prior to including the TIP in the FY2024-2028 STIP.
- "Total project cost" are illustrated for all projects including the full cost of the project from PE to CN, costs programmed prior to this TIP, and costs that will be programmed beyond this TIP. This paragraph notes "total project cost" as defined by <u>https://www.fhwa.dot.gov/majorprojects/cost\_estimating/process.cfm</u>.
- Operations and maintenance identified in the financial plan narrative "protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services." INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2024-2028 TIP.
- One BMCMPO LPA uses grouped projects as reflected in the program pages for the Vernal Pike Connector (DES#1702957 & DES#1900406) and Fullerton Pike Phase III new road/bridge project (DES#2001721 and DES#180277).

• The FY 2024-2028 TIP includes the Vernal Pike and Fullerton Pike III new road/bridge as major projects carried over from the FY 2022-2026 TIP.

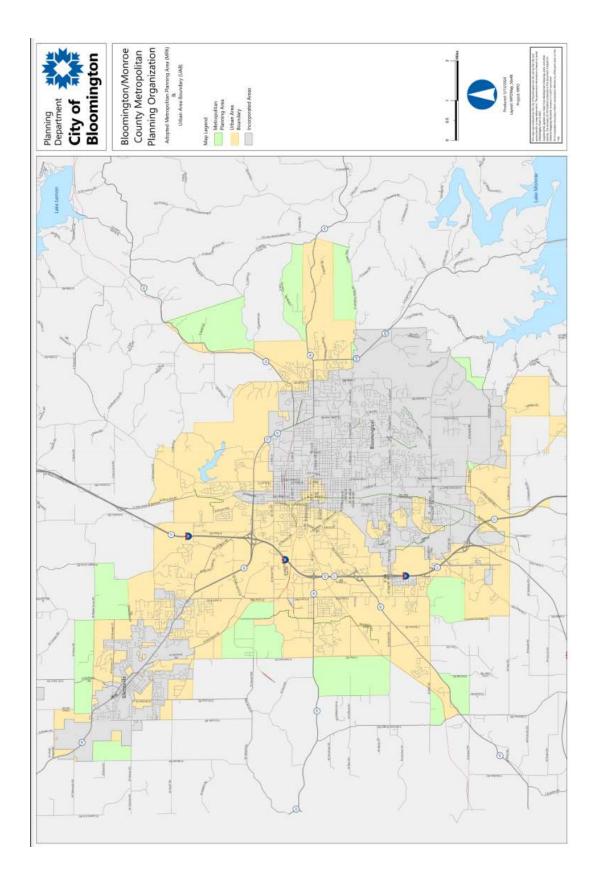
The TIP documents the distribution of all BMCMPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal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

The FY 2024-2028 TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPO FY 2024-2028 TIP match INDOT's Statewide Transportation Improvement Program listings for the same fiscal years).

The STIP identifies the funding and timing of the state's transportation projects by fiscal year. The FY 2024-2028 STIP identifies approximately \$3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations. The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

The BMCMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanizing area of Monroe County. An online electronic map of the urbanized area illustrated on the following page is available at https://bloomington.in.gov/sites/default/files/2017-05/map\_urbanized\_area\_boundary.pdf.



## **Transportation Improvement Programming**

The Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2024-2028 by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2027-2028 projects are illustrative. An "Illustrative Project" means an additional transportation project that may (but is not required to) be included in a financial plan for a Metropolitan Transportation Plan (MTP), TIP, or Statewide Transportation Improvement Program (STIP) if reasonable additional resources were to become available pursuant to 23 CFR 450.104 Definitions. Illustrative projects must achieve conformance with the MTP and the TIP prior to federal action. The formal programming of an illustrative project will be accomplished through the TIP Amendment process to Pursuant to 23 CFR 450.330 (e) TIP action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

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

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

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

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

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

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

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

### **Amendment Process**

TIP amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 2024-2028 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

## **Transportation Improvement Program Projects**

### Background

This discussion provides a central reference point for the identification of recommended Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) *Fiscal Year (FY)* 2024-2028 Transportation Improvement Program (TIP) multimodal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation (INDOT).

#### **Project Cost Estimation**

The *FY 2024-2028 TIP* relies on a "cost to complete" or more precisely a "total project estimated cost" supplied from the Local Planning Agencies (LPAs) and INDOT. This includes all project phases, including any phases that are completed or that extend beyond the four-year TIP period. The official definition from INDOT states:

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

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

The BMCMPO uses this process for the FY 2024-2028 TIP and future TIP publications.

#### **Federal Funding Sources**

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

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

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- Surface Transportation Program (STPB) funds projects to preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including bus terminals. The BMCMPO receives Group II STBG fund allocations based on the 2020 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.
- *Highway Safety Improvement Program* (HSIP) funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads.
- National Highway Performance Program (NHPP) funds construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as "measures") established in a state's asset management plan for the National Highway System.
- Section 164 Penalty (164 Penalty) funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.
- Carbon Reduction Program (CRP) funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.
- PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) formula funds must involve preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.
- Section 130 RR Safety funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
- *Bridge Programs* (BR) funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.

- *Transportation Alternatives Program* (TA) funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- Federal Transit Administration (FTA) funding programs vary according to urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services.
- Indiana Public Mass Transit Fund (PMTF) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- Indiana Trails Program (ITP) funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded "Indiana Recreational Trails Program" in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2024-2028 TIP reflects this administrative program change.

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

\*\*Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway

#### Table 1 - Federal Transportation Funding Programs

Bloomington-Monroe County Metropolitan Planning Organization

Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).

FY 2024-2028 Transportation Improvement Program

### **Red Flag Investigations**

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

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

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

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPO FY 2024-2028 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

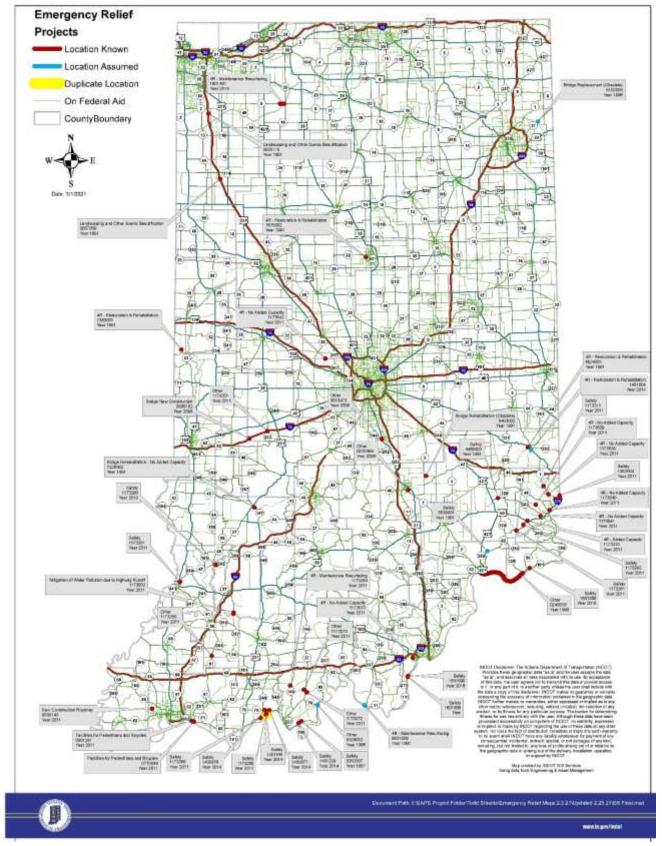
Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency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

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

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

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

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



Bloomington-Monroe County Metropolitan Planning Organization FY 2024-2028 Transportation Improvement Program

## **Transportation Improvement Program Funding**

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

The Fiscal Years (FY) used for the purposes of the TIP begin on July 1 and end on June 30. Therefore, Fiscal Year 2024 begins on July 1, 2023 and Fiscal Year 2028 ends on June 30, 2028.

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

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

The following FY 2024-2028 TIP funding tables summarize the projected revenues and expenditures for the BMCMPO urban area. INDOT's programmed projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPO.

Antic		4-2020 III Ted	ierai i rogram k	evenue Levels	
Program	FY 2024	FY 2025	FY 2026	FY 2027 (Illustrative)	FY 2028 (Illustrative)
CRP	\$339,592	\$346,384	\$353,312	\$0	\$353,312
HSIP	\$596,461	\$571,731	\$584,382	\$0	\$584,382
PROTECT	\$125,693	\$128,207	\$130,771	\$0	\$130,771
SEC 164	\$133,293	\$135,958	\$138,678	\$0	\$138,678
STBG	\$11,835,128	\$3,179,488	\$3,241,261	\$252,000	\$3,241,261
ТА	\$389,209	\$396,993	\$404,933	\$0	\$404,933
STBG Group III	\$9,854,000	\$0	\$0	\$0	\$0
TOTAL	\$ 23,273,376	\$ 4,758,761	\$ 4,853,337	\$ 252,000	\$ 4,853,337

Bloomington-Monroe Couty Metropolitan Planning Organization (BMCMPO) Anticipated FY 2024-2028 TIP Federal Program Revenue Levels\*

\*Source: Indiana MPO Council/INDOT-BMCMPO Local Share of Federal Formula Apportionments, 01-26-23. \*\*HSIP applicable projects.

#### Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) LPA Funding Requests & Funding Type by Fiscal Year (Note: FY 2027 – 2028 are Illustrative Fiscal Years)

	BMCMPO CRP Funding													
		Fiscal Year												
LPA		2024		2025		2026		2027		2028		Totals*		
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
City of Bloomington	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$	1,198,045		
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Total Funding Requested	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$	1,198,045		
Total Available	\$	339,592	\$	346,384	\$	353,312	\$	-	\$	353,312	\$	1,392,600		
Difference	\$	-	\$	166,835	\$	13,860	\$	-	\$	13,860	\$	194,555		

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO HSIP Funding													
					Fis	scal Year					Totals*			
LPA		2024		2025		2026	2027		2028		Totals			
Bloomington Transit										\$	-			
City of Bloomington	\$	419,633	\$	492,625	\$	963,822		\$	571,731	\$	2,447,811			
Monroe County	\$	176,828	\$	36,000	\$	864,000				\$	1,076,828			
Rural Transit										\$	-			
Total Funding Requested	\$	596,461	\$	528,625	\$	1,827,822		\$	571,731	\$	3,524,639			
Special Awards/Grants***					\$	1,279,440				\$	1,279,440			
Total Allocated	\$	596,461	\$	571,731	\$	584,382		\$	584,382	\$	2,336,956			
Funding Available	\$	596,461	\$	571,731	\$	1,863,822		\$	584,382	\$	3,616,396			
Difference	\$	-	\$	43,106	\$	36,000	\$-	\$	12,651	\$	(1,187,683)			

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

\*\*Illustrative fiscal years

\*\*\*Monroe County was awarded \$418,500 and City of Bloomington was awarded \$860,940 for the HSIP Special Call in December 2024. The money is being applied toward projects in 2025 & 2026.

	BMCMPO PROTECT Funding													
				Totals*										
LPA		2024		2025		2026		2027		2028		TOtals		
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
City of Bloomington	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$	503,894		
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Total Funding Requested	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$	503,894		
Total Available	\$	125,693	\$	128,207	\$	130,771	\$	-	\$	130,771	\$	515,442		
Difference	\$	-	\$	-	\$	5,774	\$	-	\$	5,774	\$	11,548		

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO Section 164 Funding													
		Fiscal Year												
LPA		2024		2025		2026		2027		2028		Totals*		
<b>Bloomington Transit</b>	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
City of Bloomington	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$	543,887		
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Total Funding Requested	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$	543,887		
Total Available	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	138,678	\$	546,607		
Difference	\$	-	\$	-	\$	-	\$	-	\$	2,720	\$	2,720		

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO STBG Funding												
								Totals*					
LPA		2024		2025		2026		2027		2028		TOLAIS	
<b>Bloomington Transit</b>	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
City of Bloomington	\$	4,909,753	\$	-	\$	3,095,792	\$	-	\$	849,261	\$	8,854,806	
Monroe County	\$	2,869,217	\$	-	\$	-	\$	252,000	\$	2,392,000	\$	5,513,217	
Rural Transit	\$	7,600	\$	-	\$	-	\$	-	\$	-	\$	7,600	
Total Funding Requested	\$	7,786,570	\$	-	\$	3,095,792	\$	252,000	\$	3,241,261	\$	14,375,623	
Total Available	\$	11,835,128	\$	3,179,488	\$	3,241,261	\$	252,000	\$	3,241,261	\$	21,749,138	
Difference	\$	4,048,558	\$	3,179,488	\$	145,469	\$	-	\$	-	\$	7,373,515	

Note: FY 2027-2028 represent illustrative project years.

		BMCMPO <sup>-</sup>	TA I	Funding			
			Fis	cal Year			Totals*
LPA	2024	2025		2026	2027	2028	Totals
Bloomington Transit	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -
City of Bloomington	\$ 189,312	\$ 207,681	\$	389,047	\$ -	\$ 389,047	\$ 1,175,087
Monroe County	\$ 389,209	\$ -	\$	-	\$ -	\$ -	\$ 389,209
Rural Transit	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -
Total Funding Requested	\$ 578,521	\$ 207,681	\$	389,047	\$ -	\$ 389,047	\$ 1,564,296
Total Available	\$ 389,209	\$ 396,993	\$	404,933	\$ -	\$ 404,933	\$ 1,596,068
Difference	\$ (189,312)	\$ 189,312	\$	15,886	\$ -	\$ 15,886	\$ 31,772

Note: FY 2027-2028 represent illustrative project years.

The following FY 2024-2028 TIP summary funding tables outline the projected revenues and expenditures for FY 2024-2028 for the BMCMPO urban area. The summary tables for the State of Indiana's programmed funds or projects are subject to statewide financial constraints. The programmed expenditures tables demonstrate a fully constrained list of proposed expenditures for FY 2024-2026. FY 2027-2028 shall remain "illustrative" and therefore not subject to federal fiscal constraint requirements.

The following tables summarize funding sources for Monroe County, the City of Bloomington, Rural Transit, Bloomington Transit (BT), Indiana University (IU), and INDOT projects by programmed fiscal year.

	Мо	nroe	e County FY	′ 2C	)24 - 2028 TI	P S	ummary Tal	ble		
				F	iscal Year					Totals*
<b>Funding Source</b>	2024		2025		2026		2027		2028	Totals
HSIP	\$ 176,828	\$	36,000	\$	864,000	\$	-	\$	-	\$ 1,076,828
Local	\$19,993,198	\$	156,775	\$	2,200,368	\$	621,100	\$	628,215	\$ 23,599,656
Local Bridge	\$ 3,477,573	\$	611,099	\$	5,832,090	\$	2,232,398	\$	120,860	\$ 12,274,019
STBG	\$ 2,869,217	\$	-	\$	-	\$	252,000	\$	2,392,000	\$ 5,513,217
STBG III	\$ 9,854,000	\$	-	\$	-	\$	-	\$	-	\$ 9,854,000
ТА	\$ 389,209	\$	-	\$	-	\$	-	\$	-	\$ 389,209
Totals	\$36,760,025	\$	803,874	\$	8,896,457	\$	3,105,498	\$	3,141,075	\$ 52,706,929

For greater detail regarding individual projects, please visit the <u>Project Descriptions folder</u>, on Google Drive, which reflects the most updated descriptions for local projects.

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

Note: FY 2027-2028 represent illustrative project years.

		City of	f Bl	oomington	FY	2024 - 2028	TIP	Summary 1	「ab	le	
					F	iscal Year					Totals*
<b>Funding Source</b>		2024		2025		2026		2027		2028	TOLAIS
CRP	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$ 1,198,045
HSIP	\$	419,633	\$	492,625	\$	963,822	\$	-	\$	571,731	\$ 2,447,811
Local	\$	6,801,004	\$	820,433	\$	8,934,159	\$	4,949,633	\$	2,394,672	\$ 23,899,901
PROTECT	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$ 503,894
Sec 164	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$ 543,887
STBG	\$	4,909,753	\$	-	\$	3,095,792	\$	-	\$	849,261	\$ 8,854,806
ТА	\$	189,312	\$	207,681	\$	389,047	\$	-	\$	389,047	\$ 1,175,087
Totals	\$1	12,918,280	\$	1,964,452	\$	13,985,947	\$	4,949,633	\$	4,805,118	\$ 38,623,430

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

Note: FY 2027-2028 represent illustrative project years.

	Ru	ıral	Transit FY 2	202	4 - 2028 TIP	Sui	nmary Tabl	е		
				F	iscal Year					Totals*
<b>Funding Source</b>	2024		2025		2026		2027		2028	TULAIS
Fares & In-Kind	\$ 629,133	\$	654,298	\$	680,470	\$	707,689	\$	735,997	\$ 3,407,587
FTA 5311	\$ 891,641	\$	927,036	\$	964,399	\$	1,002,975	\$	1,043,094	\$ 4,829,145
Local	\$ 1,900	\$	-	\$	-	\$	-	\$	-	\$ 1,900
PMTF	\$ 309,812	\$	322,204	\$	335,093	\$	348,496	\$	361,436	\$ 1,677,041
STBG	\$ 7,600	\$	-	\$	-	\$	-	\$	-	\$ 7,600
Totals	\$ 1,840,086	\$	1,903,538	\$	1,979,962	\$	2,059,160	\$	2,140,527	\$ 9,923,273

Note: FY 2027-2028 represent illustrative project years.

	Bloom	ington Transit	FY 2024 - 2028	TIP Summary T	able	
			Fiscal Year			Totals*
<b>Funding Source</b>	2024	2025	2026	2027	2028	Totals
Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
FTA 5307	\$ 2,457,481	\$47,641,780	\$ 2,634,051	\$ 2,668,923	\$ 2,673,824	\$ 58,076,059
FTA 5310	\$-	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,466	\$ 906,754
FTA 5339	\$ 1,100,000	\$-	\$-	\$ 4,400,000	\$ 4,500,000	\$ 10,000,000
Local	\$ 2,556,591	\$14,720,321	\$ 3,597,975	\$ 3,814,826	\$ 3,994,766	\$ 28,684,479
STBG	\$-	\$-	\$-	\$-	\$-	\$-
PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
Totals	\$10,425,804	\$66,963,950	\$10,925,912	\$15,671,513	\$16,052,110	\$ 120,039,289

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

Note: FY 2027-2028 represent illustrative project years.

							Indian	a Department	t of '	Transportatio	on FY 2024 - 20	28 TIP Summa	ary Table							
								Fisc	al Y	ear										
Funding Source		20	)24		20	25		2	026		202	27	2	028		To	tal Federal*	Total Stat	e*	Total*
		Federal		State	Federal		State	Federal		State	Federal	State	Federal		State					
Safety											\$ 883,125					Ś	883,125	Ś	-	\$ 883,125
Construction											\$ 885,125					Ş	005,125	ç	-	\$ 885,125
NHPP	\$	1,196,812	\$	194,904	\$ 33,720	\$	8,430	\$ 6,520,710	\$	725,635	\$ 10,575,431	\$ 2,643,858	\$ 1,678,630	\$	419,657	\$	20,005,303	\$ 3,992,4	184	\$ 23,997,787
NEVI	\$	800,000	\$	200,000	\$ 7,269,120	\$	1,817,280	\$ 15,958,569	\$	3,989,642	\$ 21,794,319	\$ 5,448,580	\$ 15,190,289	\$	3,797,572	\$	61,012,297	\$ 15,253,0	)74	\$ 76,265,371
STBG	\$	2,360,000	\$	590,000	\$ 4,532,462	\$	1,133,116	\$ 7,404,921	\$	1,848,732	\$ 2,564,508	\$ 641,127	\$ 1,036,801	\$	259,201	\$	17,898,692	\$ 4,472,1	176	\$ 22,370,868
Bridge ROW																\$	-	\$	-	\$-
Bridge	ć	1,049,676														Ś	1,049,676	ć	_	\$ 1,049,676
Construction	Ŷ	1,043,070														Ŷ	1,045,070	Ŷ	-	\$ 1,045,070
Road	ć	800,000	ć	200,000												ć	800,000	\$ 200,0	000	\$ 1,000,000
Construction	Ŷ	800,000	Ŷ	200,000												Ŷ	800,000	φ 200,0	000	\$ 1,000,000
Mobility											\$ 5,671,000					Ś	5,671,000	ć		\$ 5,671,000
Construction											\$ 3,071,000					Ŷ	3,071,000	Ŷ	-	\$ 5,071,000
Statewide	Ś	106,327			\$ 167,200	¢	41,800									Ś	273,527	\$ 41,8	200	\$ 315,327
Construction	Ŷ	100,327			÷ 107,200	Ŷ	41,000									Ŷ	2,3,321	γ 41,0	,00	\$ 515,527
Totals	\$	6,312,815	\$	1,184,904	\$ 12,002,502	\$	3,000,626	\$ 29,884,200	\$	6,564,009	\$ 41,488,383	\$ 8,733,565	\$ 17,905,720	\$	4,476,430	\$	107,593,620	\$ 23,959,5	534	\$ 131,553,154

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

## FY 2024-2028 Project List Monroe County

		Vernal	Pik	e Conne	ctor	[1702957	& 19	00406]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
CE	STBG III	\$ 812,320	\$	-	\$	-	\$	-	\$ -	\$ 812,320
CE	Local	\$ 203,080	\$	-	\$	-	\$	-	\$ -	\$ 203,080
CN	STBG III	\$ 9,041,680	\$	-	\$	-	\$	-	\$ -	\$ 9,041,680
CN	Local	\$ 2,155,013								\$ 2,155,013
Т	otals	\$ 12,212,093	\$	-	\$	-	\$	-	\$ -	\$ 12,212,093

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

Note: FY 2027-2028 represent illustrative project years.

		Fullerto	n Pi	ke - Pha	se III	- Roadwa	ay [18	302977]		
Project	Funding				Fis	cal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
CE	Local	\$ 757,101	\$	-	\$	-	\$	-	\$ -	\$ 757,101
CN	STBG	\$ 2,806,645	\$	-	\$	-	\$	-	\$ -	\$ 2,806,645
CN	Local	\$ 3,250,160	\$	-	\$	-	\$	-	\$ -	\$ 3,250,160
T	otals	\$ 6,813,906	\$	-	\$	-	\$	-	\$ -	\$ 6,813,906

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

Note: FY 2027-2028 represent illustrative project years.

		Liberty D	rive	Connect	tion	to Karst T	rail [	1900405]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
RW	Local	\$ 295,000	\$	-	\$	-	\$	-	\$ -	\$ 295,000
CE	Local	\$ 247,000	\$	-	\$	-	\$	-	\$ -	\$ 247,000
CN	ТА	\$ 389,209	\$	-	\$	-	\$	-	\$ -	\$ 389,209
CN	Local	\$ 1,966,950	\$	-	\$	-	\$	-	\$ -	\$ 1,966,950
T	otals	\$ 2,898,159	\$	-	\$	-	\$	-	\$ -	\$ 2,898,159

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

Note: FY 2027-2028 represent illustrative project years.

		Pedestria	n Tra	il Crossi	ng li	mproveme	ents	[1900493]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	TOLAIS
CE	HSIP	\$ 22,500	\$	-	\$	-	\$	-	\$ -	\$ 22,500
CE	Local	\$ 2,500	\$	-	\$	-	\$	-	\$ -	\$ 2,500
CN	STBG	\$ 62,572	\$	-	\$	-	\$	-	\$ -	\$ 62,572
CN	HSIP	\$ 154,328	\$	-	\$	-	\$	-	\$ -	\$ 154,328
CN	Local	\$ 27,947	\$	-	\$	-	\$	-	\$ -	\$ 27,947
T	otals	\$ 269,847	\$	-	\$	-	\$	-	\$ -	\$ 269,847

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

Note: FY 2027-2028 represent illustrative project years.

		Rockport R	loa	d, Bridge	#30	8 Replacer	nen	t [1902772	]		
Project	Funding				Fi	iscal Year					Totals*
Phase	Source	2024		2025		2026		2027		2028	Totals
PE	Local Bridge	\$ 256,500	\$	-	\$	-	\$	-	\$	-	\$ 256,500
PE	Local	\$ 64,140	\$	-	\$	-	\$	-	\$	-	\$ 64,140
RW	Local Bridge	\$ -	\$	120,000	\$	-	\$	-	\$	-	\$ 120,000
RW	Local	\$ -	\$	30,000	\$	-	\$	-	\$	-	\$ 30,000
CE	Local Bridge	\$ -	\$	-	\$	336,000	\$	-	\$	-	\$ 336,000
CE	Local	\$ -	\$	-	\$	214,000	\$	-	\$	-	\$ 214,000
CN	Local Bridge	\$ -	\$	-	\$	1,324,800	\$	-	\$	-	\$ 1,324,800
CN	Local	\$ -	\$	-	\$	852,200	\$	-	\$	-	\$ 852,200
T	otals	\$ 320,640	\$	150,000	\$	2,727,000	\$	-	\$	-	\$ 3,197,640

Note: FY 2027-2028 represent illustrative project years.

		Fullert	on l	Pike - Ph	ase	III - Bridge	[20	01721]		
Project	Funding				Fi	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	TUtais
CE	Local	\$ 1,177,227	\$	-	\$	-	\$	-	\$ -	\$ 1,177,227
CE	Local Bridge	\$ 222,000	\$	-	\$	-	\$	-	\$ -	\$ 222,000
CN	Local	\$ 9,713,812	\$	-	\$	-	\$	-	\$ -	\$ 9,713,812
CN	Local Bridge	\$ 1,480,000	\$	-	\$	-	\$	-	\$ -	\$ 1,480,000
Т	otals	\$ 12,593,039	\$	-	\$	-	\$	-	\$ -	\$ 12,593,039

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

Note: FY 2027-2028 represent illustrative project years.

	2022-2026 Bridge Safety Inspection & Inventory [2100084]													
Project	Funding					Fis	cal Year						Totals*	
Phase	Source	2024 2025 2026 2027 2						2028		TOLOIS				
PE	Local Bridge	\$	109,873	\$	35,259	\$	-	\$	-	\$	-	\$	145,132	
PE	Local	\$	27,468	\$	8,815	\$	-	\$	-	\$	-	\$	36,283	
То	otals	\$	137,341	\$	44,074	\$	-	\$	-	\$	-	\$	181,415	

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

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to increase PE funding for FY2025.

	Dillman Road, Bridge #83 Replacement [2101712]														
Project	Funding				Fi	iscal Year					Totals*				
Phase	Source		2024	2025		2026		2027	2028		Totals				
PE	Local	\$	105,800							\$	105,800				
PE	Local Bridge	\$	423,200							\$	423,200				
RW	Local				\$	32,000				\$	32,000				
RW	Local Bridge				\$	128,000				\$	128,000				
CE	Local						\$	84,000		\$	84,000				
CE	Local Bridge						\$	336,000		\$	336,000				
CN	Local						\$	470,600		\$	470,600				
CN	Local Bridge						\$	1,882,400		\$	1,882,400				
Т	otals	\$	529,000	\$ -	\$	160,000	\$	2,773,000	\$-	\$	3,462,000				

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to year of funding was approved by the Policy Committee on September 13, 2024.

		Eagleso	n Avenue Br	idge	e over IN R	R [220014	46]		
Project	Funding			Fi	scal Year				Totals*
		2024	2025		2026		2027	2028	
PE	Local Bridge	\$ 986,000							\$ 986,000
PE	Local								\$ -
RW	Local Bridge		\$ 455,840						\$ 455,840
RW	Local		\$ 113,960						\$ 113,960
RR	Local Bridge			\$	110,807				\$ 110,807
RR	Local			\$	25,297				\$ 25,297
CE	Local Bridge			\$	336,000				\$ 336,000
CE	Local			\$	84,000				\$ 84,000
Utilities	Local Bridge			\$	80,000				\$ 80,000
Utilities	Local			\$	20,000				\$ 20,000
CN	Local Bridge			\$ 3	3,387,400				\$ 3,387,400
CN	Local			\$	844,600				\$ 844,600
Totals		\$ 986,000	\$ 569,800	\$ 4	4,888,104	\$	-	\$-	\$ 6,443,904

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on August 9, 2024.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on September 13, 2024.

	2024-2028 Bridge Safety Inspection & Inventory [2300141]														
Project	Funding					Fi	scal Year						Totals*		
Phase	Source		2024 2025 2026 2027 2028												
PE	Local Bridge	-		-		\$	129,083	\$	13,998	\$	120,860	\$	263,941		
PE	Local	-		-		\$	32,271	\$	3,500	\$	30,215	\$	65,985		
T	otals	\$	-	\$	-	\$	161,354	\$	17,498	\$	151,075	\$	329,926		

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

Note: FY 2027-2028 represent illustrative project years.

	Old SR 37 South and Dillman Road Intersection Improvement [2500061]														
	anticipated letting date: 10/14/2027														
Project	Funding					Fis	scal Year						Totals*		
Phase	Source		2024		2025		2026		2027		2028		TUTAIS		
PE	HSIP	\$	-	\$	-	\$	481,500	\$	-	\$	-	\$	481,500		
PE	Local	\$	-	\$	-	\$	53,500	\$	-	\$	-	\$	53,500		
RW	STBG	\$	-	\$	-	\$	-	\$	39,326	\$	-	\$	39,326		
RW	Local	\$	-	\$	-	\$	-	\$	155,674	\$	-	\$	155,674		
UT	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
UT	Local	\$	-	\$	-	\$	-	\$	120,000			\$	120,000		
CE	STBG	\$	-	\$	-	\$	-	\$	-	\$	312,000	\$	312,000		
CE	Local	\$	-	\$	-	\$	-	\$	-	\$	78,000	\$	78,000		
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	2,080,000	\$	2,080,000		
CN	Local	\$	-	\$	-	\$	-	\$	-	\$	520,000	\$	520,000		
Т	otals	\$	-	\$	-	\$	535,000	\$	315,000	\$	2,990,000	\$	3,840,000		

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 adjusting RW and UT funding levels for 2027. \*\*PENDING FEDERAL APPROVAL

<b>High Frict</b>	igh Friction Surface Treatment on Fairfax Road [DES #2401515]													
Project	Funding				Fis	cal Year					Totola*			
Phase	Source	2024		2025		2026	2	2027	2	2028	Totals*			
PE	HSIP		\$	36,000							\$36,000			
PE	Local		\$	4,000							\$4,000			
CN	HSIP				\$	382,500					\$382,500			
CN	Local				\$	42,500					\$42,500			
То	tals	\$0.00	\$	40,000	\$	425,000	\$	-	\$	-	\$465,000			

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

Note: FY 2027-2028 represent illustrative project years.

Note: This was a new project added to the FY2024-2028 TIP in February 2025 as a result of HSIP special call funding awarded in December 2024. \*\*PENDING FEDERAL APPROVAL

## FY 2024-2028 Project List City of Bloomington

		B-	Line Trail Co	nnec	tion [17007	35]				
Project	Funding Source			Fi	scal Year				То	tals*
Phase	Funding Source	2024	202	25	2026		2027	2028	10	Lais
CE	Local	\$ 257,410	\$-	\$	-	\$	-	\$ -	\$ 2	257,410
CN	Local	\$ 1,702,605	\$-	\$	-	\$	-	\$ -	\$ 1,7	702,605
CN	STBG	\$ 242,110	\$-	\$	-	\$	-	\$ -	\$ 2	242,110
CN	CRP	\$ 339,592	\$-	\$	-	\$	-	\$ -	\$ 3	339,592
CN	PROTECT	\$ 125,693	\$-	\$	-	\$	-	\$ -	\$ 1	125,693
	Totals	\$ 2,667,410	\$-	\$	-	\$	-	\$ -	\$ 2,6	567,410

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

Note: FY 2027-2028 represent illustrative project years.

	Covenanter Protected Bike Lanes and Intersection Improvements														
Project	Funding Source			Fiscal Year			Totals*								
Phase	Funding Source	2024	2025	2026	2027	2028	Totals								
PE	Local						\$-								
RW	Local						\$-								
CE	Local						\$-								
CN	Local						\$-								
	Totals	\$ -	\$ -	\$-	\$ -	\$ -	\$ -								

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

Note: FY 2027-2028 represent illustrative project years.

Note: Project will not proceed; funding was moved to 1st Reconstruction (1900399)

		1st	Stree	et Recons	truct	ion [1900]	399]			
Project	Funding Source				Fis	cal Year				Totals*
Phase	Funding Source	2024		2025		2026		2027	2028	Totals
CN	Local	\$ 1,598,663	\$	-	\$	-	\$	-	\$ -	\$ 1,598,663
CN	STBG	\$ 4,601,337	\$	-	\$	-	\$	-	\$ -	\$ 4,601,337
	Totals	\$ 6,200,000	\$	-	\$	-	\$	-	\$ -	\$ 6,200,000

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

Note: FY 2027-2028 represent illustrative project years.

		S	igna	l Timing P	roje	ect [190040	0]				
Project	Funding Source				Fi	scal Year				-	Fotals*
Phase	Funding Source	2024		2025		2026		2027	2028		I OLDIS '
PE	HSIP	\$ 382,050	\$	-	\$	-	\$	-	\$ -	\$	382,050
PE	Local	\$ 42,450	\$	-	\$	-	\$	-	\$ -	\$	42,450
	Totals	\$ 424,500	\$	-	\$	-	\$	-	\$ -	\$	424,500

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

Note: FY 2027-2028 represent illustrative project years.

	С	ross	walk Safet	ty Ir	nproveme	nts	Project - P	hase	2 [220001	4]			
Project	Funding Source						scal Year					-	Fotals*
Phase			2024		2025		2026		2027		2028		
PE	Local	\$	99,511	\$	-	\$	-	\$	-	\$	-	\$	99,511
PE	HSIP	\$	37,583	\$	-	\$	-	\$	-	\$	-	\$	37,583
PE	STBG	\$	66,306	\$	-	\$	-	\$	-	\$	-	\$	66,306
CE	Local	\$	-	\$	6,480	\$	-	\$	-	\$	-	\$	6,480
CE	HSIP	\$	-	\$	58,320	\$	-	\$	-	\$	-	\$	58,320
CN	Local	\$	-	\$	21,232	\$	-	\$	-	\$	-	\$	21,232
CN	HSIP	\$	-	\$	183,557	\$	-	\$	-	\$	-	\$	183,557
CN	Sec 164	\$	-	\$	135,958	\$	-	\$	-	\$	-	\$	135,958
	Totals	\$	203,400	\$	405,547	\$	-	\$	-	\$	-	\$	608,947

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to decrease 2025 CE and CN funding by \$188,917.65 (and reallocate some of the money to 2400041).

	Crosswalk Safety Improvements Project - Phase 3 [2400041]													
Project	Funding Source				Fiscal Year					-	Fotals*			
Phase		2024		2025	2026		2027		2028					
PE	Local		\$	27,861						\$	27,861			
PE	HSIP		\$	250,747						\$	250,747			
RW	Local					\$	50,000							
CE	Local							\$	112,500	\$	112,500			
CN	Local							\$	127,311	\$	127,311			
CN	HSIP							\$	571,731	\$	571,731			
CN	Sec 164							\$	135,958	\$	135,958			
	Totals	\$-	\$	278,608	\$-	\$	50,000	\$	947,500	\$	1,226,108			

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

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to increase 2025 HSIP PE funding by \$109,811.20 (money moving from 2200014).

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

Note: FY 2027-2028 represent illustrative project years.

Note: Amendment approved by MPO committees in February 2025 to increase funding as a result of HSIP special call funding awarded in December 2024. \*\*PENDING FEDERAL REVIEW

		Dowr	Downtown Curb Ramps - Phase 5 [TBD]														
Project	Funding Source				Fi	scal Year					_	「otals*					
Phase	Funding Source	2024		2025		2026		2027		2028		Oldis					
PE	HSIP	\$ -	\$	-	\$	102,882	\$	-	\$	-	\$	102,882					
PE	Sec 164	\$ -	\$	-	\$	138,678	\$	-	\$	-	\$	138,678					
PE	Local	\$ -	\$	-	\$	11,440	\$	-	\$	-	\$	11,440					
	Totals	\$ -	\$	-	\$	253,000	\$	-	\$	-	\$	253,000					

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

Note: FY 2027-2028 represent illustrative project years.

	High S	treet Intersect	ion Moderniz	ations and Mu	Itiuse Path [22	200020]									
		antici	pated letting o	date: October	8, 2025										
Project	Funding Source			Fiscal Year			Totals*								
Phase	Funding Source	2024	2024 2025 2026 2027 202												
PE	Local		\$ 47,328				\$ 47,328								
PE	ТА		\$ 189,312				\$ 189,312								
RW	Local	\$ 1,100,000													
CE	Local			\$ 500,000			\$ 500,000								
CN	Local			\$ 1,050,712			\$ 1,050,712								
CN	STBG			\$ 2,095,792			\$ 2,095,792								
CN	ТА			\$ 389,047			\$ 389,047								
CN	CRP			\$ 339,452			\$ 339,452								
CN	PROTECT			\$ 124,997			\$ 124,997								
	Totals	\$-	\$ 1,336,640	\$ 4,500,000	\$-	\$-	\$ 5,600,000								

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

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in in February 2025 to add money to existing purchase order for PE (\$189,312 TA/\$47,328 local match for 2024); reduce 2026 CE local funding; and, to reduce federal and local CN funds by \$1,000,000 (money is being shifted to 2200012 - 2nd Street project).

Go Blo	oomington, Trans	port	ation Dem		d Managen onroe Cou			ogra	m for Bloo	mir	ngton and l	Jrbanize	d
Project													
Phase			2024		2028								
PE	Local	\$	400,000	\$	416,000	\$	432,640	\$	449,633	\$	467,618	\$ 2,165	,891
PE	CRP	\$ - \$ - \$ - \$ -										\$	-
	Totals	\$	400,000	\$	416,000	\$	432,640	\$	449,633	\$	467,618	\$ 2,165	,891

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 to increase local PE funding for 2025, 2026, and 2028; and, to remove federal PE funding for 2025, 2026, 2028 because project was not considered eligible for funding by Federal Highway. \*\*PENDING FEDERAL REVIEW

			North D	Duni	n Street M	ulti	use Path [2	2400042]							
	anticipated letting date: October 14, 2027														
Project	Funding Source					Fi	scal Year				-	fotals*			
Phase	Funding Source			otais											
PE	Local	\$	-	\$	128,860						\$	128,860			
PE	TA			\$	207,681						\$	207,681			
PE												179,549			
PE	PROTECT		\$ 128,207									128,207			
RW	Local					\$	100,000				\$	100,000			
CE	Local								\$	390,000	\$	390,000			
CN	Local								\$ 1	L,297,243	\$ 1	1,297,243			
CN	STBG								\$	849,261	\$	849,261			
CN	TA								\$	389,047	\$	389,047			
CN	CRP								\$	339,452	\$	339,452			
CN	PROTECT								\$	124,997	\$	124,997			
	Totals	\$	-	\$	644,297	\$	100,000	\$-	\$ 3	3,390,000	\$ 4	1,134,297			

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

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 to move local PE 2024 funding to 2025, to add \$515,437 federal (TA, CRP, RPOTECT) PE 2025 funding, to increase local RW 2026 funding, to decrease CN local and TA 2028 funding, and to increase CN CRP and PROTECT 2028 funding. \*\*PENDING FEDERAL REVIEW

West 2nd Street Modernization and Safety Improvements [2200012]															
	anticipated letting date : August 6, 2025														
Project	Funding Source					Totals*									
Phase			2024	8											
PE	Local	\$	739,787								\$	739,787			
RW	Local	\$	111,285	\$	130,000						\$	241,285			
CE	Local			\$	-	\$ 74	3,707				\$	743,707			
CE	STBG										\$	-			
CN	Local			\$	-	\$ 6,00	0,000				\$	6,000,000			
CN	STBG			\$	-	\$ 1,00	0,000				\$	1,000,000			
CN	ТАР			\$	-						\$	-			
CN	CRP			\$	-						\$	-			
CN	PROTECT			\$	-						\$	-			
	Totals	\$	851,072	\$	130,000	\$ 7,74	3,707	\$	-	\$-	\$	8,724,779			

Note: FY 2027-2028 represent illustrative project years.

Note: A modification to funding amounts and project phases was processed by staff in November 2024

Note: A modification was processed by staff in February 2025 to remove all federal and local 2025 CN and CE funding, add local CE funding to 2026; and, add federal and local CN funding to 2026, (transferring from the 2200020 (High Street) project). \*\*PENDING FEDERAL REVIEW

## FY 2024-2028 Project List Rural Transit

			[BLO-24				perations 0, BLO-26-0		BD]						
Project	Project Funding Fiscal Year														
Phase	Iotals*														
PE															
PE	PMTF	\$	309,812	\$	322,204	\$	335,093	\$3	48,496	\$	361,436	\$1,677,041			
	Fares &														
PE	In-Kind	\$	629,133	\$	654,298	\$	680,470	\$7	07,689	\$	735,997	\$3,407,587			
Tot	tals	\$	1,830,586	\$1	,903,538	\$	1,979,962	\$2,0	59,160	\$2	,140,527	\$9,913,773			

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

Note: FY 2027-2028 represent illustrative project years.

			Four Ca	mera v	v/DVR S	Systems for	10	RT [TBD]							
Project															
Phase	Source		2024	2028		OLDIS									
CN	STBG	\$	7,600								\$	7,600			
CN	Local	\$	1,900								\$	1,900			
To	tals	\$	9,500	\$	-	\$-		\$-	\$	-	\$	9,500			

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

Note: FY 2027-2028 represent illustrative project years.

## FY 2024-2028 Project List Bloomington Transit

	Federal, State and Local Assistance for Services Including Late Weeknight Service [BLO-24-001, BLO-25-001, BLO-26-001, TBD]														
Funding Fiscal Year															
<b>Project Phase</b>	roject Phase Source 2024 2025 2026 2027 2028														
Operations															
Operations	PMTF	\$	2,700,000	\$	2,754,000	\$	2,809,080	\$	2,865,262	\$	2,922,567	\$	14,050,909		
Operations	Local	\$	2,242,221	\$	2,287,065	\$	2,441,192	\$	2,600,568	\$	2,765,342	\$	12,336,388		
Operations	Fares	\$	1,611,732	\$	1,627,849	\$	1,660,406	\$	1,693,614	\$	1,727,487	\$	8,321,088		
Tot	als	\$	8,853,953	\$	9,014,914	\$	9,303,598	\$	9,600,222	\$	9,904,990	\$	46,677,677		

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

Note: FY 2027-2028 represent illustrative project years.

	Pur	chase o	of 40-foot	Batter	y Electric	Buses	s & Chargi	ng E	Equipment [	TBD	]	
	Funding					Fisc	al Year					Totals*
<b>Project Phase</b>	Source		2024 2025 2026 2027 2028									TOLDIS
Capital	FTA 5339	\$	-	\$	-	\$	-	\$	4,400,000	\$	4,500,000	\$ 8,900,000
Capital Local		\$	-	\$	-	\$	-	\$	1,100,000	\$	1,125,000	\$ 2,225,000
Tot	als	\$	-	\$	-	\$	-	\$	5,500,000	\$	5,625,000	\$ 11,125,000

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

Note: FY 2027-2028 represent illustrative project years.

	Purchas	e of Bu	ses & Ch	argi	ng Equipme	nt [	BLO-22-005/	BLO-	23-004/BLC	-26-0	004]				
	Funding Fiscal Year Totals*														
<b>Project Phase</b>	Source		2024	2028		Totals									
Capital	Flex-STP	\$	-	\$	4,217,244	\$	4,161,600	\$	-	\$	-	\$	8,378,844		
Capital	Local	\$	-	\$	1,054,311	\$	1,040,400	\$	-	\$	-	\$	2,094,711		
Tot	als	\$	-	\$	5,271,555	\$	5,202,000	\$	-	\$	-	\$	10,473,555		

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by the Policy Committee on November 8, 2024.

	Purcha	se Bloo	omington	Tra	nsit Access	Vehi	cles [BLO-2	5-00	3, BLO-26-0	03, T	BD]	
	Funding					Fi	scal Year					Totals*
<b>Project Phase</b>	Source		2024	2028	TULAIS							
Capital	FTA 5310	\$	-	\$	220,000	\$	224,400	\$	228,888	\$	233,466	\$ 906,754
Capital	Local	\$	-	\$	55,000	\$	56,100	\$	57,222	\$	58,366	\$ 226,688
Tot	als	\$	-	\$	275,000	\$	280,500	\$	286,110	\$	291,832	\$ 1,133,442

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

Note: FY 2027-2028 represent illustrative project years.

		La	nd Acqu	isition for Servi	ce & Fleet Expa	nsion [TBD]		
	Funding				Fiscal Year			Totals*
<b>Project Phase</b>	Source		2024	2025	2026	2027	2028	TOTALS
Capital	FTA 5307	\$	-	\$ 10,000,000	\$-	\$ -	\$ -	\$ 10,000,000
Capital	Local	\$	-	\$ 2,500,000	\$-	\$-	\$-	\$ 2,500,000
Tot	als	\$	-	\$ 12,500,000	\$-	\$-	\$-	\$ 12,500,000

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by the Policy Committee on November 8, 2024.

	Capitalize t	he Pi	urchase of I	Ingi	ine/Transmis	ssio	n Rebuilds, I	Hybr	id Energy U	nits	, & Tires				
			[BLO-	24-	002, BLO-25-	002	, BLO-26-002	, тв	D]						
	Funding Fiscal Year Tota														
<b>Project Phase</b>															
Capital	FTA 5307	\$	157,481	\$	163,780	\$	170,331	\$	177,145	\$	184,230	\$	852,967		
Capital	Local	\$	39,370	\$	40,945	\$	42,583	\$	44,286	\$	46,058	\$	213,242		
Tot	als	\$	196,851	\$	204,725	\$	212,914	\$	221,431	\$	230,288	\$	1,066,209		

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

 $Note: {\tt FY\,2027-2028\,represent\,illustrative\,project\,years}.$ 

		P	urchase	of Si	upport & M	aint	enance Veh	icles	s [TBD]		
	Funding					Fi	iscal Year				Totals*
<b>Project Phase</b>	Source		2024		2025		2026		2027	2028	TOLDIS
Capital	FTA 5307	\$	-	\$	132,000	\$	70,800	\$	51,000	\$ -	\$ 253,800
Capital	Local	\$	-	\$	33,000	\$	17,700	\$	12,750	\$ -	\$ 63,450
Tot	als	\$	-	\$	165,000	\$	88,500	\$	63,750	\$ -	\$ 317,250

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on November 8, 2024.

		Design a	and Cons	truction of Grin	nes Lane Facilit	y Expansion [TB	D]	
	Funding				Fiscal Year			Totals*
Project Phase	Source		2024	2025	2026	2027	2028	Totals
Capital	FTA 5307	\$	-	\$ 35,000,000	\$-	\$-	\$-	\$ 35,000,000
Capital	Local	\$	-	\$ 8,750,000	\$-	\$-	\$ -	\$ 8,750,000
Tot	als	\$	-	\$ 43,750,000	\$-	\$-	\$ -	\$ 43,750,000

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

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025, changing the federal funding source of this project from FTA 5339 to FTA 5307 \*\*PENDING FEDERAL APPROVAL

		Six (6)	Paratr	ansit/Mic	rotra	ansit Vehicle	es (T	BD]		
	Funding				Fis	scal Year				Totals*
<b>Project Phase</b>	Source	2024		2025		2026		2027	2028	TOLDIS
Capital	FTA 5339	\$ 500,000	-		\$	-	\$	-	\$ -	\$ 500,000
Capital	Local	\$ 125,000	-		\$	-	\$	-	\$ -	\$ 125,000
Tot	als	\$ 625,000	\$	-	\$	-	\$	-	\$ -	\$ 625,000

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

Note: FY 2027-2028 represent illustrative project years.

	Replace	emen	t of CAD/A	VL ha	rdware, eo	quipn	nent, and a	ssoc	iated syste	ms [T	'BD]	
	Funding					Fis	scal Year					Totals*
<b>Project Phase</b>	Source		2024		2025		2026		2027		2028	Totals
Capital	FTA 5339	\$	600,000	-		\$	-	\$	-	\$	-	\$ 600,000
Capital	Local	\$	150,000	-		\$	-	\$	-	\$	-	\$ 150,000
Tot	als	\$	750,000	\$	-	\$	-	\$	-	\$	-	\$ 750,000

Note: FY 2027-2028 represent illustrative project years.

## FY 2024-2028 Project List **Indiana Department of Transportation**

The Indiana Department of Transportation FY2024-2028 Statewide Transportation Improvement Program (STIP) (https://www.in.gov/indot/files/STIP\_2024-2028-draft.pdf) will achieve final federal approvals in July-August, 2023.

The BMCMPO FY 2024-2028 TIP includes the following INDOT projects.

							SR 45/46 From	n .2	mi E of I-69 (	Arli	ington) to 0.9	ßm	ni E of I-69 (Ki	inse	er) [1700198]						
Project											Fiscal	Ye	ar								Totals*
-	Funding Source 2024 2025 2026 2027 2028															Totals					
Filase	Federal State Federal State Federal State Federal State Federal State State Federal Stat															State					
CN	NHS	\$	9,031,706	\$	2,257,926	\$	-	\$		\$		\$		\$	-	\$ -	\$ 	\$	-	\$	11,289,632
RW	NHS	\$	659,187	\$	164,797	\$	-	\$		\$		\$		\$	-	\$ -	\$ 	\$	-	\$	823,984
PE	NHS	\$	300,400	\$		\$	-	\$		\$		\$		\$	-	\$ -	\$ 	\$	-	\$	300,400
	Totals	\$	12,414,016	\$	2,422,723	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	12,414,016

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

				S	R 45 Added 1	Frave	l Lane on SR	t 45 f	from the Blo	omi	ngton Bypass	s to	the Intersect	tio	n on Pete Ellis	Dri	ve [1800086]					
Project											Fiscal	l Ye	ar									
Phase	Funding Source		2	024			20	25			20	26			20	27			2	028		Totals*
Filase	Federal				State		Federal		State		Federal		State		Federal		State	F	ederal		State	
CN	NHS	\$	-	\$		\$	225,000	\$	25,000	\$	1,278,110	\$	319,528	\$	-	\$	-	\$	-	\$	-	\$ 1,847,638
	Totals	\$	-	\$	-	\$	225,000	\$	25,000	\$	1,278,110	\$	319,528	\$	-	\$	-	\$	-	\$	-	\$ 1,847,638
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																				

									SR	45 At the inte	erse	ection of Pete	Ell	is Dr [180019	9]							
Project												Fiscal	Ye	ar								Totals*
Phase	Funding Source 2024 2025 2026 2027 2028															Totals						
Flidse			Federa	al		State		Federal		State		Federal		State		Federal	State	F	ederal	State		
CN	HSIP	\$		-	\$	-	\$	135,000	\$	15,000	\$	4,622,860	\$	513,651	\$	-	\$ -	\$	-	\$ -	\$	5,286,511
	Totals	\$		-	\$	-	\$	135,000	\$	15,000	\$	4,622,860	\$	513,651	\$	-	\$ -	\$	-	\$ -	\$	5,286,511
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

							S	R 37	7 at Intersect	ion	n with Dillman	Ro	ad [1800371]									
Project											Fiscal	Ye	ar									
-	Funding Source		20	2024 2025 2026 2027 2028															1	Fotals*		
Phase		F	ederal																			
CN	HSIP	\$	18,000	\$	2,000	\$	2,207,390	\$	245,266	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	2,472,656
	Totals	\$	18,000	\$	2,000	\$	2,207,390	\$	245,266	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	2,472,656

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

Note: An amendment to FY 2025 funding amounts was approved by the Policy Committee pre-June 2024.

					S	R 37	7 - 3.65 Miles	Sou	uth of SR 45 or	ver	Abandoned F	Railr	oad Northbo	ound	Lane [1801]	L71]						
Project											Fiscal	Yea	ar									
-	Phase Funding Source 2024 2025 2026 2027 2028 To															Totals*						
Filase		State		Federal		State		Federal		State		Federal		State	1	Federal	State					
CN	NHPP	\$	329,854	\$	82,464	\$		\$		\$	-	\$	-	\$	-	\$	-	\$		\$ -	\$	412,318
	Totals	\$	329,854	\$	82,464	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$ -	\$	412,318
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																				

						SR 37	03.6	5 miles S of	SR	45 over Aban	don	ed RR SBL [1	8011	172]								
Project	Funding Source									Fiscal	Ye	ar										Totals*
Phase	Fulluling Source	20	2024 2025 2026 2027 2028																	Totals		
Phase		Federal		State		Federal		State		Federal		State		Federal		State	F	Federal		State	1	
CN	Bridge Construction	\$ 206,159	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	206,159
	Totals	\$ 206,159	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	206,159

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

	Seymour District ITS & Signal Maintenance Contract - FY 24 [1801358]																						
Project	Funding Source		Fiscal Year															Totals*					
Phase		2024				2025			2026			2027			2028				Totals				
Phase		Federal		State		Federal		State		Federal		State		Federal		State		Federal		State			
CN	Statewide Construction	\$	106,327	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	-	\$	106,327
Totals		\$	106,327	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	106,327
*Estimated Total Project Cost [23 GFR 45.326(g)[2])																							

Bloomington-Monroe County Metropolitan Planning Organization FY 2024-2028 Transportation Improvement Program

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					CCTV/	DMS	from 3.0 mi	iles	N of SR 68 to	Lib	erty Church F	₹d, 2	.5 miles of S	R 39	9 (Sect. 1-5) [1	802	086]					
Project											Fisca	l Ye	ar									
Phase	Funding Source		20	24			20	25			20	)26			20	27			20	)28		Totals*
FildSe		-	Federal		State		Federal		State		Federal		State		Federal		State	1	Federal		State	
PE	NHPP	\$	562,500	\$	62,500	\$		\$		\$		\$		\$	-	\$		\$	-	\$	-	\$ 625,000
CE	NHPP	\$		\$		\$		\$		\$	180,000	\$	20,000	\$	-	\$	-	\$	-	\$	-	\$ 200,000
CN	NHPP	\$		\$		\$		\$		\$	6,332,710	\$	703,635	\$	-	\$		\$	-	\$	-	\$ 7,036,345
	Totals	\$	562,500	\$	62,500	\$		\$		\$	6,512,710	\$	723,635	\$		\$	-	\$	-	\$	-	\$ 7,861,345

			SR	<b>46</b>	Bridge Sup	ers	tructure Rep	lac	ement at 6	5.0	4 Miles W of S	R 3	87 at Jacks De	efe	at Creek (W	BL)	[1900098]				
Project											Fiscal	Ye	ar								
•	Funding Source		202	24			202	25			202	6			202	27		20	)28		Totals*
Phase			Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	
PE	NHPP	\$	60,000	\$	15,000					Γ											\$ 75,000
CN	STBG					\$	1,424,642	\$	356,161												\$ 1,780,803
	Totals	\$	60,000	\$	15,000	\$	1,424,642	\$	356,161	Ş	\$ -	\$	-	\$	-	\$	-	\$ -	ç	5 -	\$ 1,855,803
*Estimated Tota	al Project Cost (23 CFR 45.32	26(g)	)(2))																		
Note: A modific	ation was approved in Marc	:h 20	025 to decrease	FY20	25 CN funding																

	VA VARI Various locations on US 31 and US 421 in the Seymour District [1901701] iect Funding Source Tod																					
Project	ect Funding Source 2024 2025 2026 2027 2028																Totals*					
Phase	Funding Source		20	24			20	25			20	26			202	27		20	28			Totals.
Phase		1	Federal		State		Federal		State		Federal		State		Federal		State	Federal		State		
CN	HSIP	\$	859,622	\$	95,513	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	955,135
	Totals	\$	859,622	\$	95,513	\$		\$	-	\$	-	\$		\$	-	\$	-	\$ -	\$	-	\$	955,135
STational of Ta	tal Droject Cost (33 CEP 45 336)	-1(2))																				

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

						VA VARI	Se	ymour Distric	t Pl	laceholder for	RPI	Ms in FY 2024	¥[1	901791]						
Project	Funding Source									Fiscal	l Yea	ar								Totals*
Phase	Fulluling Source		20	24		20	25			20	26			20	27		20	28		Totals
Flidse		-	Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	644,891	\$	71,655	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	\$		\$ 716,546
	Totals	\$	644,891	\$	71,655	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 716,546
*Estimated Te	ntal Project Cost (23 CFR 45 326)	e)(2))																		

(23 CFR 45.326(g)(2)

						SF	R 45	From the SR	46	bypass to N R	usse	II Rd [200023	31]							
Project	Funding Source									Fiscal	l Yea	ar								Totals*
Phase	Funding Source		20	)24		20	25			20	26			20	27		20	28		Totals
Filase			Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
PE	NHS	\$	-	\$	-	\$ 360,000	\$	90,000	\$		\$		\$		\$		\$ -	\$		\$ 450,000
RW	NHS	\$	-	\$	-	\$	\$	-	\$	- 1	\$		\$	360,000	\$	40,000	\$ -	\$		\$ 400,000
	Totals	\$	-	\$	-	\$ 360,000	\$	90,000	\$	; -	\$		\$	360,000	\$	40,000	\$ -	\$		\$ 850,000
*Estimated Tota	al Project Cost (23 CFR 45.326(g)	(2))																		

			SR 46 Bridge	Superstructure	Replacement	at 4.83 Miles W o	of SR 37 at Jack	s Defeat Creek	[2000311]			
Project						Fiscal	Year					
	Funding Source	20	24	202	25	202	26	202	27	20	28	Totals*
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG			\$ 842,460	\$ 210,615							\$ 1,053,075
PE	STBG			\$ 5,360	\$ 1,340							\$ 6,700
	Totals	\$ -	\$ -	\$ 847,820	\$ 211,955	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,059,775

\*stimated Total Project Cost (23 CFR 45.326(g)(2)) Note: A change was approved in March 2025 to move previously approved CN and PE funding from FY 2024 to FY 2025, increasing FY2025 CN funding to \$1,053,075 and decreasing FY2025 PE funding to \$6,700.

							SR 48	Bridg	ge Over Rich	nland (	Creek, 01.1	L5 mil	e E SR 43 [2	00035	i9]							
Project	Funding Source										Fiscal	l Yea	r									Totals*
	Fulluling Source	20			20	25			20	026			20	)27			20	)28		Totals		
Flidse	Phase Federal State						ederal		State	Fe	ederal		State	F	ederal		State	Fe	ederal		State	
CN	Bridge Construction	\$	823,517	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$ 823,517
PE	Bridge Construction	\$	20,000	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$ 20,000
	Totals	\$	843,517	\$		\$		\$		\$		\$		\$	-	\$		\$		\$		\$ 843,517

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

						SR 45 E	rid	lge over BR In	diaı	n Creek, 3.62	mil	e S of SR 37 [	200	00365]						
Project										Fisca	Yea	ar								
Phase	Funding Source		20	24		20	25			20	26			20	27		2	028		Totals*
Flidse			Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	1,160,000	\$	290,000	\$ -	\$		\$		\$	-	\$	-	\$	-	\$ -	\$		\$ 1,450,000
	Totals	\$	1,160,000	\$	290,000	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 1,450,000
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																		

									SR 46 05	.65 r	ni E of SR 446	[20	01983]										
Desired	Funding Source										Fiscal	Yea	ar										Totals*
Project Phase	Funding Source			2024			20	25			20	26			20	27			20	28			Totals.
Phase			Federal		State		Federal		State		Federal		State		Federal		State		Federal		State		
CN	STBG	\$	-	\$		\$	-	\$	-	\$	375,692	\$	93,924	\$	-	\$		\$		\$		\$	469,616
	Totals	\$	-	\$	-	\$	-	\$	-	\$	375,692	\$	93,924	\$	-	\$	-	\$	-	\$	-	\$	469,616
*Estimated Te	Totals tal Project Cost (23 CFR 45.326)	ş)(2))	-	Ş	-	Ş	-	Ş	-	Ş	375,692	Ş	93,924	Ş	-	Ş	-	Ş	-	Ş	-	Ş	469

	e Funding Source 2024 2025 2026 2027 2028 Totals*																						
Project	tt Funding Source 2024 2025 2026 2027 2028																						
Project	Funding Source		20	)24			20	25			20	26			202	27			20	028		1	Totals*
Phase		Fe	deral		State	-	Federal		State		Federal		State		Federal		State	F	ederal		State		
CN	STBG	\$	-	\$	-	\$		\$		\$	220,422	\$	55,106	\$	-	\$		\$	-	\$	-	\$	275,528
	Totals	\$	-	\$	-	\$	-	\$		\$	220,422	\$	55,106	\$	-	\$		\$	-	\$	-	\$	275,528

					V	A VAP	RI Seymoui	r Dis	strict Placeho	lde	r for Traffic Si	gnal	Modernizat	ions	2026 [21001	.57]					
Proiect	2024 2025 2026 2027 2028																Totals*				
Project	ct Funding Source 2024 2025 2026 2027 2028															1	Totals.				
Phase	See Federal State Federal State Federal State Federal State Federal															State	1				
CN	HSIP	\$		\$	-	\$	-	\$		\$	1,242,000	\$	138,000	\$		\$	-	\$ -	\$ -	\$	1,380,000
	Totals	\$	-	\$	-	\$	-	\$		\$	1,242,000	\$	138,000	\$		\$	-	\$ -	\$ -	\$	1,380,000

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

						VAV	ARI Seymo	our D	District Place	hold	er for RPM F	Refu	rbishments f	or 20	26 [2100189	]					
Project	Funding Source										Fiscal	l Yea	ır								Totals*
-	Phase 2024 Federal State							)25			20	)26			20	27		20	28		Totals
Flidse	Federal State					F	ederal		State		Federal		State	_	Federal		State	Federal		State	
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ -	\$	-	\$ 750,000
	Totals	\$	-	\$	-	\$	-	\$		\$	675,000	\$	75,000	\$		\$	-	\$	\$	-	\$ 750,000
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																			

					VA	VA	RI Seymour Di	istr	ict Placeholde	er fo	or 2026 Traffic	: Otl	ner Type Syst	tem	nic Safety [210	019	<del>]</del> 5]						
Project	Funding Source										Fisca	l Yea	ar										Totals*
	Funding Source		20	024			20	25			20	26			20	27			20	28			Totals
Phase	Phase Federal State						Federal		State		Federal		State		Federal		State		Federal		State	1	
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$	1,800,000	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	2,000,000
	Totals	\$	-	\$	-	\$	-	\$	-	\$	1,800,000	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	2,000,000
L	Totals	Ş	-	Ş	-	Ş	-	Ş		Ş	1,800,000	Ş	200,000	Ş	-	Ş	-	Ş	-	Ş	-	Ş	2,000,00

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

							ŀ	-69 N	IBL over UN	T Cle	ar Creek, 2.1	12 S	SR 37 [21005	90]						
Project	Funding Source										Fiscal	Yea	ar							Totals*
Phase	Funding Source		2	2024 2025 2026 2027 2028														Totals		
FildSe		Fe	2024         2025         2026         2027         2028           deral         State         Federal         State         Federal         State         Federal         State         S																	
CN	STPG	\$	-	\$	-	\$	-	\$		\$	243,668	\$	60,917	\$	-	\$	-	\$ -	\$ -	\$ 304,585
	Totals	\$	-	\$	-	\$	-	\$		\$	243,668	\$	60,917	\$	-	\$	-	\$ -	\$ -	\$ 304,585

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

								-69 5	5BL over UN	r Cle	ar Creek, 2.1	L2 S :	SR 37 [210059	91]								
Project	Funding Source										Fiscal	Yea	ır									Totals*
Phase	2024						20	25			20	26			20	27			2	028		Totals
Flidse	e Federal State		State	Fe	ederal		State		Federal		State		Federal		State	-	ederal		State			
CN	STPG	\$	-	\$	-	\$	-	\$	-	\$	243,668	\$	60,917	\$		\$	-	\$	-	\$	-	\$ 304,585
	Totals	\$	-	\$		\$	-	\$	-	\$	243,668	\$	60,917	\$		\$	-	\$	-	\$	-	\$ 304,585
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																				

							1	-691	NBL over UN	T Cle	ear Creek, 1.2	20 S	SR 37 [21005	92]								
Project	Funding Source										Fiscal	l Yea	r									Totals*
Phase	Fulluing Source		20	)24			20	25			20	26			20	27			20	28		Totals
Filase		Fe	deral		State	F	ederal		State		Federal		State	F	ederal		State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$		\$	252,845	\$	63,211	\$	-	\$	-	\$		\$	-	\$ 316,056
	Totals	\$	-	\$	-	\$	-	\$	-	\$	252,845	\$	63,211	\$	-	\$	-	\$	-	\$	-	\$ 316,056

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

						1	I-69	SBL over UN	T Cl	ear Creek, 1.2	20 S	SR 37 [21005	93]								
Project	Funding Source									Fisca	l Yea	ar									Totals*
Project	Funding Source		20	)24		20	25			20	026			20	27			20	128		Totals.
Phase		I	Federal		State	Federal		State		Federal		State		Federal		State	-	Federal		State	
CN	STBG	\$	-	\$		\$ -	\$	-	\$	252,845	\$	63,211	\$	-	\$		\$		\$		\$ 316,056
	Totals	\$	-	\$		\$ -	\$	-	\$	252,845	\$	63,211	\$	-	\$	-	\$	-	\$	-	\$ 316,056

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

								16	9 NBL over Inc	lian	Creek, 1.70 l	N SF	R 445 [2100594	1]							
Project	Funding Source										Fiscal	Ye	ar								Totals*
Phase	Funding Source		20	024			20	25			20	26			20	27		20	028		Totals.
Phase		F	ederal		State	_	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ -	\$	-	\$ 328,710
	Totals	\$		\$	-	\$	-	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ 	\$	-	\$ 328,710
*Estimated To	otal Project Cost (23 CFR 45.326	g)(2))																			

		I 69 SBL over Inc	lian Creek, 1.70 N SR 445 [210059	5]
Project	Funding Source		Fiscal Year	

Project	Funding Source									Fisca	l Ye	ar								Totals*
Phase	Funding Source		20	)24			20	25		20	026		20	27			2	028		Totals
Flidse			Federal		State	-	Federal		State	Federal		State	Federal		State	I	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$ 262,968	\$	65,742	\$ -	\$	-	\$	-	\$	-	\$ 328,710
	Totals	\$	-	\$	-	\$	-	\$	-	\$ 262,968	\$	65,742	\$ 	\$	-	\$	-	\$	-	\$ 328,710
*Estimated 1	otal Project Cost (23 CFR 45.326	(g)(2))																		

						16	9 NBL over Inc	diar	n Creek, 2.68 I	N SP	R 445 [210059	6]							
Project	Funding Source								Fiscal	l Ye	ar								Totals*
Phase	Funding Source	20	)24		20	25			20	26			20	27		20	28		Totals
Phase		State	Federal		State		Federal		State		Federal		State	Federal		State			
CN	STBG	\$ -	\$		\$ -	\$	-	\$	272,728	\$	68,182	\$	-	\$	-	\$ -	\$	-	\$ 340,910
	Totals	\$ -	\$	-	\$ -	\$	-	\$	272,728	\$	68,182	\$	-	\$	-	\$ -	\$	-	\$ 340,910

								169	SBL over Inc	dian	Creek, 2.68 M	N SR	445 [2100597	<b>'</b> ]									
Project	Funding Source										Fiscal	l Yea	ır										Totals*
Phase	Fulluing Source		20	)24			20	25			20	26			20	27			20	28			Totals
Phase		Fe	deral		State	Fe	ederal		State		Federal		State	F	ederal		State	F	ederal		State	1	
CN	STBG	\$	-	\$	-	\$		\$		\$	272,728	\$	68,182	\$		\$	-	\$	-	\$	-	\$	340,910
	Totals	\$	-	\$	-	\$	-	\$	-	\$	272,728	\$	68,182	\$		\$	-	\$	-	\$	-	\$	340,910

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

								169	9 NBL over Bre	ede	en Rd, 02.79 I	N SF	445 [210059	8]								
Project	Funding Source										Fiscal	l Yea	ar									Totals*
Phase	Fulluling Source		20	024			20	)25			20	26			20	27				2028		Totals
Phase		Fee	deral		State	Fe	ederal		State		Federal		State		Federal		State	1	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$	-	\$	-	\$ 280,184
	Totals	\$	-	\$	-	\$	-	\$	-	\$	224,147	\$	56,037	\$		\$	-	\$	-	\$		\$ 280,184
*Estimated To	otal Project Cost (23 CFR 45.326	g)(2))																				

							1 69	SBL over Bre	ede	n Rd, 02.79 N	I SR	445 [2100599	9]							
Project	Funding Source									Fiscal	Yea	r								Totals*
Phase	Funding Source		2	024		20	25			20	26			20	27			2028		Totals.
Phase		Fe	deral		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$ -	\$		\$ 280,184
	Totals	\$	-	\$	-	\$ -	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$ -	\$	-	\$ 280,184
*Estimated To	otal Project Cost (23 CFR 45.326	(g)(2))																		

						SR 3	7 NB ram	p to l·	-69 SB bridg	e ov	ver I-69 NB/SB	3, 2.9	91 miles S of	SR-	45 [2100600]							
Proiect	Funding Source										Fiscal	Yea	ar									
Phase	Funding Source		20	24			20	)25			20	26			20	27			20	28		Totals*
Phase		Fee	deral		State	Fe	deral		State		Federal		State		Federal		State	I	Federal	:	State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	186,095	\$	46,524	\$	-	\$	-	\$	-	\$	-	\$ 232,619
	Totals	\$	-	\$		\$	-	\$	-	\$	186,095	\$	46,524	\$	-	\$	-	\$	-	\$	-	\$ 232,619

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

								I-1	69 NBL over l	Bolir	n Lane, 00.59	SR	37 [2100628]							
Project	Funding Source										Fiscal	Yea	ır							
Phase	Funding Source		2	024			20	25			20	26		20	27		2	028		Totals*
Phase	ise Federal Sta						Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$ 198,014
	Totals	\$	-	\$	-	\$	-	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$	-	\$ 198,014
*Estimated To	tal Project Cost (23 CFR 45.326(	g)(2))																		

							1	-69 SBL over I	Bolir	n Lane, 00.59	SR	37 [2100629]								
Project	Funding Source									Fiscal	l Yea	ar								
Project	Funding Source		20	24		20	25			20	)26		20	27		20	28		1	Totals*
Phase		F	ederal		State	Federal		State		Federal		State	Federal		State	Federal		State		
CN	STBG	\$	-	\$	-	\$	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$	198,014
	Totals	\$	-	\$	-	\$	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$	198,014

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

							ŀ	-69 SB ramp t	o S	R 37 SB Bridge	e ov	er I-69 NB/SB	i, 3.	.00 miles S of	SR-	-45 [2100658]						
Project	Funding Source											Fiscal	Ye	ar								
Phase	Funding Source			202	24			20	25			20	26			202	27		20	28		Totals*
Flidse			State		Federal		State		Federal		State		Federal		State	Federal		State				
CN	STBG	\$	-		\$	-	\$	-	\$	-	\$	198,901	\$	47,225	\$	-	\$	-	\$	\$	-	\$ 246,126
	Totals	\$	-		\$	-	\$		\$	-	\$	198,901	\$	47,225	\$	-	\$	-	\$	\$	-	\$ 246,126
*Estimated To	tal Droject Cost (33 CEP 45 336)	a)(2))																				

d Total Project Cost (23 CFR 45.326(g)(2))

									I-69 SBL over S	Lod	ge Rd, 3.03 S	S SR	R 37 [2100659]							
Project	Funding Source										Fiscal	l Ye	ar							
-	Funding Source		20	24			20	25			20	026		20	27		20	028		Totals*
Flidse	Phase		ederal		State	F	ederal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$ -	\$	-	\$ -	\$	-	\$ 186,887
	Totals	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$ -	\$	-	\$ -	\$	-	\$ 186,887
*Estimated To	tal Project Cost (23 CFR 45.326(	g)(2))																		

							-	-69	NBL over W 1	Tram	nway Rd, 01.7	79 S	SR 37 [21006	50]							
Project	Funding Source										Fiscal	Ye	ar								
Phase	Funding Source		20	)24			20	)25			20	26			20	27		2	2028		Totals*
Filase		Fe	deral		State	F	ederal		State		Federal		State		Federal		State	 Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$ -	\$	-	\$ 195,715
	Totals	\$	-	\$	-	\$	-	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$ -	\$	-	\$ 195,715
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

Bloomington-Monroe County Metropolitan Planning Organization FY 2024-2028 Transportation Improvement Program

							-69	SBL over W	ram	nway Rd, 01.7	9 S :	SR 37 [210066	51]								
Project	Funding Source									Fiscal	l Yea	ar									
Project	Funding Source		20	24		20	25			20	26			202	27		20	28		1	Totals*
Phase		Fe	deral		State	Federal		State		Federal		State		Federal		State	Federal		State		
CN	STBG	\$		\$	-	\$ -	\$	-	\$	156,572	\$	39,143	\$	-	\$		\$	\$	-	\$	195,715
	Totals	\$		\$	-	\$ -	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$	\$	-	\$	195,715

								16	59 NBL over S	i Lod	lge Rd, 3.03 S	SR	37 [2100662]										
Project	Funding Source										Fiscal	Yea	r										Totals*
Project	Funding Source		20	)24			20	25			20	26			20	27			20	028		1	Totals.
Phase		Fe	deral		State	Fe	ederal		State		Federal		State	F	Federal		State	Fe	deral	1	State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$		\$	-	\$	-	\$	-	\$	186,887
	Totals	\$	-	\$	-	\$	-	\$		\$	149,510	\$	37,377	\$		\$	-	\$	-	\$	-	\$	186,887

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

								I 69	NBL over S Re	ockp	ort Rd, 5.21	N SI	R 445 [210066	3]								
Project	Funding Source										Fiscal	l Yea	ar									Totals*
Phase	ase 2024						20	)25			20	026			20	27			203	8		Totals
Phase		Fee	deral		State	Fe	ederal		State		Federal		State		Federal		State	Federal		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$	-	\$-	\$	208,651
	Totals	\$	-	\$	-	\$	-	\$		\$	166,921	\$	41,730	\$	-	\$		\$		\$-	\$	208,651
*Estimated To	otal Project Cost (23 CFR 45.326	g)(2))																				

							16	9 SBL over S R	ock	port Rd, 5.21	N SF	445 [210066	4]								
Project	Funding Source									Fisca	l Yea	ar									Totals*
Phase	Funding Source		20	024		20	25			20	26			20	27		20	28			Totals
Phase		F	ederal		State	Federal		State		Federal		State		Federal		State	Federal		State	1	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$ -	\$	-	\$	208,651
	Totals	\$	-	\$	-	\$ -	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$ -	\$	-	\$	208,651
		\$		\$	-	\$ -	\$	-	\$		\$	,		-	\$	-	\$ -	\$	-	\$	

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

							I-69 W \	Vern	al Pike Bridg	ge ov	er I-69, 0.59	mil	s S of SR 46	[210	0682]							
Project	Funding Source										Fiscal	Yea	r									
Phase	Fullung Source		20	)24			20	25			20	26			20	27			20	28		Totals*
Filase		F	ederal		State	Fe	deral		State	_	Federal		State	I	Federal		State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	262,466	\$	65,617	\$		\$	-	\$	-	\$	-	\$ 328,083
	Totals	\$	-	\$	-	\$	-	\$	-	\$	262,466	\$	65,617	\$	-	\$	-	\$	-	\$	-	\$ 328,083

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

						I 69 S Bur	:h F	Rd bridge ove	r I-6	9 NB/SB, 7.0	2 m	les N of SR 5	4[2	2100684]							
Project	Funding Source									Fiscal	Ye	ar									Totals*
Project	Funding Source		2	024		20	25			20	26			20	27		20	28		1	Totals.
Flidse		State	Federal		State		Federal		State		Federal		State	ederal		State	1				
CN	STBG	\$	-	\$		\$ -	\$	-	\$	189,036	\$	47,259	\$	-	\$		\$	\$	-	\$	236,295
	Totals	\$	-	\$	-	\$ -	\$	-	\$	189,036	\$	47,259	\$	-	\$	-	\$ -	\$	-	\$	236,295
*Estimated To	tal Project Cost (23 CFR 45.326(	g)(2))																			

					SF	₹ 46 B	ridge Deck	Ove	rlay on SR 46	ove	r Stephens C	reel	, 3.00 Miles	E of S	R 446 [2100	)688	1						
Project											Fiscal	Yea	r										
Project	Funding Source		20	)24			20	25			20	26			20	27			2	028		1	Totals*
Phase		F	ederal		State		Federal		State		Federal		State	F	ederal		State	F	ederal		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$		\$	700,455	\$	175,114	\$	-	\$		\$		\$		\$	875,569
	Totals	\$	-	\$	-	\$	-	\$	-	\$	700,455	\$	175,114	\$	-	\$	-	\$	-	\$	-	\$	875,569

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

							I 69 S Harm	on	y Rd Bridge ov	ver	I-69 NB/SB, 8	.95	miles N of SR	54	[2100726]						
Project	Funding Source										Fiscal	l Ye	ar								Totals*
Project	Funding Source			20	)24		20	25			20	26			202	27		20	28		Totals.
Phase		Feder	al		State	Federal		State		Federal		State		Federal		State	Federal		State		
CN	STBG	\$		-	\$		\$	\$	-	\$	343,574	\$	85,894	\$	-	\$	-	\$ -	\$	-	\$ 429,468
	Totals	-	\$		\$	\$	-	\$	343,574	\$	85,894	\$	-	\$	-	\$ -	\$		\$ 429,468		
STANIA AND A	tal Project Cost (33 CER 45 336)	-1(2))																			

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

			SR 4	6 Bridge De	ck C	overlay on SR	46	at N. Hartstrai	it Rd	l over branch	Jac	ks Defeat Cre	ek,	, 0.02 miles S	of	SR 46 [210075	2]					
Project										Fiscal	Ye	ar										
Project	Funding Source	20	024		Γ	20	25			20	26			20	27			20	28		1	Totals*
Phase		State		Federal		State		Federal		State		Federal		State	I	Federal		State	1			
CN	STBG	\$	\$		\$	-	\$	-	\$	862,400	\$	215,600	\$		\$	-	\$	-	\$	-	\$	1,078,000
	Totals	\$ -	\$	-	\$	-	\$	-	\$	862,400	\$	215,600	\$	-	\$	-	\$	-	\$	-	\$	1,078,000

					SR 37	7 Sm	all Structure	Pip	oe Lining on S	R 37	over UNT Cl	ear	Creek, 1.45 N	۱ile	es S of I-69 [21	007	/66]						
Project											Fiscal	Yea	ar										
Project	Funding Source		2	024			20	25			20	26			202	27			20	)28		1	Totals*
Phase		F	ederal		State		Federal		State		Federal		State		Federal		State	F	ederal		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	509,442	\$	127,361	\$	-	\$	-	\$	-	\$	-	\$	636,803
	Totals	\$	-	\$	-	\$		\$	-	\$	509,442	\$	127,361	\$	-	\$		\$	-	\$	-	\$	636,803
*Estimated To	tal Project Cost (23 CFR 45.326(	g)(2))																					

					SR 48	Smal	I Structure	Rep	placement or	n ST (	over Unnam	ed D	itch, 2.34 Mi	les E	of SR 43 [21	00808	3]						
Ducient											Fiscal	Yea	r										
Project	Funding Source		20	024			20	25			20	26			20	27			20	028			Totals*
Phase		Fe	deral	Ι	State	F	ederal		State		Federal		State	F	Federal		State	Fee	deral		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	256,234	\$	64,058	\$	-	\$	-	\$	-	\$	-	\$	320,292
	Totals	\$	-	\$	-	\$	-	\$	-	\$	256,234	\$	64,058	\$	-	\$	-	\$	-	\$	-	\$	320,292

				VA VA	RI R	epair or repla	ce li	ighting with	LED	) at various lo	cati	ons in the Se	ymo	our District [2	2101	785]					
Project										Fiscal	Yea	ar									
Phase	Funding Source	20	124			20	25			20	26			20	)27			20	28		Totals*
Phase		Federal																			
CN	STBG	\$ -	\$	-	\$	2,080,000	\$	520,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 2,600,000
	Totals	\$ -	\$		\$	2,080,000	\$	520,000	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$ 2,600,000

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

							Var	rious location	ıs in	the Seymou	r Di:	strict [220000	5]								
Project	Funding Source									Fisca	Ye	ar									
Phase	Fulluling Source		20	124		20	25			20	26			20	27		20	28			Totals*
Phase		F	Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	1	
CN	Mobility Construction	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	1,134,200	\$	-	\$ -	\$	-	\$	1,134,200
CN	Mobility Construction	\$	-	\$		\$	\$	-	\$	-	\$		\$	1,134,200	\$		\$	\$	-	\$	1,134,200
CN	Mobility Construction	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$	1,134,200	\$	-	\$ 	\$	-	\$	1,134,200
CN	Mobility Construction	\$	-	\$		\$	\$	-	\$	-	\$		\$	1,134,200	\$		\$ -	\$	-	\$	1,134,200
CN	Mobility Construction	\$	-	\$		\$	\$	-	\$	-	\$		\$	1,134,200	\$		\$ -	\$	-	\$	1,134,200
	Totals	\$	-	\$		\$	\$	-	\$	-	\$		\$	5,671,000	\$		\$ -	\$	-	\$	5,671,000

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

							IDIQ, V	ario	ous locations t	thro	oughout the S	ieyn	our District	[2200	)476]							
Proiect	Funding Source										Fiscal	Yea	r									
	Fulluling Source		20	24			20	25			20	26			20	)27				202	3	Totals*
Phase	Phase Federal State						Federal		State		Federal		State	F	Federal		State		Federal		State	
CN	Road Construction	\$	800,000	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		\$-		\$ -	\$ 1,000,000
	Totals	\$	800,000	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Τ	\$-	1	ŝ -	\$ 1,000,000
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

							SR 4	46 (	Over Unname	ed Di	itch, 5.1 mile	s N	of SR 58 [220	0572	2]							
Project	Funding Source										Fiscal	Yea	r									
	Funding Source		20	)24			20	25			20	26			20	27			20	)28		Totals*
Phase	Phase Federal State								State		Federal		State		Federal		State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$		\$		\$		\$	453,785	\$	113,446	\$	-	\$		\$ 567,231
	Totals	\$	-	\$	-	\$	-	\$	-	\$		\$		\$	453,785	\$	113,446	\$	-	\$	-	\$ 567,231
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

						I-6	i9 W	est Arlingto	n Ro	oad, 0.07 mile	No	f SR 46 [2200	619]							
Ducient	Funding Course									Fiscal	Yea	r								
Project Phase	Funding Source		20	24		20	25			20	26			20	27		20	28		Totals*
Phase		F	ederal		State	Federal		State		Federal		State	1	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	728,319	\$	182,080	\$ -	\$	-	\$ 910,399
	Totals	\$		\$	-	\$ 	\$	-	\$		\$	-	\$	728,319	\$	182,080	\$ 	\$	-	\$ 910,399

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

							I-6	) NBL	over Griffy	Creek,	2.97 mile	s N of	f SR 46 [220	0632]	]					
Project											Fisca	l Year	•							
Phase	Funding Source		20	24			20	25			20	026			20	27	20	028		Totals*
Phase		Fe	deral		State	Fe	deral		State	Fe	deral		State	F	Federal	State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	279,397	\$ 69,849	\$ -	\$	-	\$ 349,246
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	279,397	\$ 69,849	\$ -	\$	-	\$ 349,246

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

							I-6	9 SE	BL over Griffy	Cre	eek, 2.97 miles	s N (	of SR 46 [220	0633	8]							
Project											Fiscal	Yea	ar									
Project	Funding Source			2024			20	125			20	26			20	27			20	28		Totals*
Phase		1	Federal		State	F	ederal		State		Federal		State		Federal		State	I	Federal		State	
CN	STBG	\$	-	\$		\$		\$	-	\$	-	\$		\$	279,397	\$	69,849	\$	-	\$	-	\$ 349,246
	Totals	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	279,397	\$	69,849	\$	-	\$	-	\$ 349,246
*Estimated T	atal Project Cost (23 CER 45 326	(a)(2))																				

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

						H	59 Walnut	Stre	eet SB Ramp o	over I-6	9 NB/SB,	2.92	miles N of S	R 46	[2200634]						
Project											Fisca	l Yea	ır								
Phase	Funding Source		20	024			20	)25			20	026			20	27		20	28		Totals*
Phase	Federal Stat						ederal		State	Fe	deral		State		Federal	State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	165,892	\$ 41,473	\$	-	\$	-	\$ 207,365
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	165,892	\$ 41,473	\$	-	\$	-	\$ 207,365
*Estimated Te	otal Project Cost (23 CFR 45.326(	g)(2))																			

						I-69 Ov	er	Bean Blossom	٥١	verflow, 3.28	nile	s N of SR 46	[220	0635]					
Duralia at										Fisca	Ye	ar							
Project	Funding Source		2	024		20	)25			20	26			20	27	20	28		Totals*
Phase			Federal		State	Federal		State		Federal		State		Federal	State	Federal		State	
CN	STBG	\$	-	\$	-	\$	\$	-	\$	-	\$	-	\$	261,934	\$ 65,484	\$ -	\$		\$ 327,418
	Totals	\$	-	\$	-	\$	\$	-	\$	-	\$	-	\$	261,934	\$ 65,484	\$ -	\$		\$ 327,418
*Estimated Te	tal Project Cost (23 CFR 45.326	g)(2))																	

						ŀ	-69 Kinser Pik	e, 2	2.47 miles N o	f SR	46 [2200734]							
Project									Fiscal	Ye	ar							
Phase	Funding Source	20	024		20	25			20	26		20	27		20	28		Totals*
Phase		Federal		State	Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 165,892	\$	41,473	\$ -	\$	-	\$ 207,365
	Totals	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 165,892	\$	41,473	\$ -	\$	-	\$ 207,365
										-								

								1 69	Sample Roa	ad, 6.30	miles N c	of SR	46 [2200744	]						
Project	Eunding Course										Fiscal	l Yea	r							Totals*
Phase	Funding Source 2024 2025 2026 2027 2028															Totals				
Filase	2024         2025         2026         2027         2028           Federal         State         Federal         State         Federal         State         S																			
CN	STBG	\$	-	\$		\$	-	\$	-	\$		\$	-	\$	165,892	\$ 41,4	73	\$ -	 ÷ -	\$ 207,365
	Totals	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	165,892	\$ 41,4	73	\$ -	 s -	\$ 207,365

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

						VA VA	ARI Seym	our D	District Place	holde	r for RPM F	Refu	bishments f	or 20	27 [2200935	5]						
Project	Funding Source										Fiscal	Yea	r									Totals*
Phase	Funding Source		20	24			2	025			20	26			20	27			20	028		Totals
Flidse		F	ederal		State	Fe	deral		State	F	ederal		State	F	Federal		State	Fe	ederal		State	
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ 750,000
	Totals	-	\$	-	\$	-	\$		\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ 750,000			
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

					VA	VA	RI Seymour D	Dist	rict Placehold	er f	for Traffic Sigr	nal I	Modernizatio	onst	for 2027 [220	0937	1				
Project	Funding Source										Fiscal	Yea	ar								Totals*
Phase	Funding Source		20	)24			20	25			20	26			20	27		20	28		Totals
Filase		F	Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	2,300,895	\$	255,655	\$	\$		\$ 2,556,550
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,300,895	\$	255,655	\$ -	\$	-	\$ 2,556,550
*Estimated To	tal Broject Cost /33 CEB 45 336/	a)(2))																			

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

						Se	eymour Distri	ct S	ystemic Safe	ty - I	New or Slott	ed L	eft Turn (No	RC	W) [2200940]							
Project											Fiscal	Yea	r									
-	Funding Source		20	24			20	25			20	26			20	27		20	28		1	Totals*
Phase		F	Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	1	
CN	HSIP	\$	-	\$		\$		\$	-	\$		\$		\$	2,916,000	\$	324,000	\$ -	\$	-	\$	3,240,000
PE	HSIP	\$	450,000	\$	50,000	\$		\$	-	\$		\$		\$	-	\$	-	\$ -	\$	-	\$	500,000
	Totals	\$	450,000	\$	50,000	\$		\$		\$		\$		\$	2,916,000	\$	324,000	\$ -	\$	-	\$	3,740,000

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

							1	District Wide	Pe	destrian Cros	sin	gs [2200995]									
Project										Fiscal	Ye	ar									
Phase	Funding Source	20	)24			20	25			20	26			20	27			20	028		Totals*
Phase		Federal		State		Federal		State		Federal		State		Federal		State		Federal		State	
CN	Safety Construction	\$ -	\$		\$	-	\$	-	\$	-	\$		\$	883,125	\$	-	\$	-	\$	-	\$ 883,125
	Totals	\$ 	\$		\$	-	\$	-	\$	-	\$		\$	883,125	\$	-	\$	-	\$		\$ 883,125
					· ·								· ·	,			· ·		<u> </u>		 

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

						Seymour	Dist	rict ITS & Sig	nal N	Aaintenance	e Co	ntract - FY 2	5 [2	201139]							
Project										Fiscal	Yea	r									
Phase	Funding Source		20	)24		20	25			202	26			20	27			20	)28		Totals*
Phase		Federal		State	Federal		State	F	ederal		State		Federal		State	F	ederal		State		
CN	Statewide Construction	\$	-	\$	-	\$ 167,200	\$	41,800	\$	-	\$		\$	-	\$		\$	-	\$	-	\$ 209,000
	Totals	\$	-	\$	-	\$ 167,200	\$	41,800	\$	-	\$		\$	-	\$		\$	-	\$	-	\$ 209,000
*Estimated To	otal Project Cost (23 CFR 45.326(	g)(2))																			

					Tr	raffic Signal I	Мо	dernizations	at va	arious locatio	ns i	n Seymour D	istric	t [2201149]											
										Fiscal	Yea	ar													
Funding Source		20	24			20	25			20	26			20	27			20	)28			Totals*			
	Fe	deral		State		Federal		State		Federal		State	I	Federal		State	Fe	deral		State					
ISIP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	855,000	\$	95,000	\$	-	\$	-	\$	950,000			
Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	855,000	\$	95,000	\$	-	\$	-	\$	950,000			
1	SIP	Fe SIP \$	Federal SIP \$ -	Federal           SIP         \$         -         \$	Federal         State           SIP         \$         -         \$         -	Funding Source 2024 Federal State SIP \$ - \$ - \$	Funding Source         2024         2020           Federal         State         Federal           SIP         \$ -         \$ -         \$ -	Funding Source         2024         2025           Federal         State         Federal         State           SIP         \$ -         \$ -         \$ -         \$ \$	Funding Source         2024         2025           Federal         State         Federal         State           SIP         \$ -         \$ -         \$ -         \$ -	Funding Source         2024         2025           Federal         State         Federal         State           SIP         \$ -         \$ -         \$ -         \$ -         \$ 5	Funding Source         Fiscal           Funding Source         2024         2025         20           Federal         State         Federal         State         Federal           SIP         \$ -         \$ -         \$ -         \$ -         \$ -         \$ -	Fiscal Ye:           Funding Source         Z024         Z025         Z026           Federal         State         Federal         State         Federal           SIP         \$	Fiscal Year           Fiscal Year	Fiscal Year           Fiscal Year           Funding Source         Z024         Z025         Z026           Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Sta	Fiscal Year           Fiscal Year	Funding Source         2024         2025         2026         2027           Federal         State         Federal         State         Federal         Federal         State         Federal         State         State	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           2024         2027           Federal         State         Federal         State           SIP         \$         - 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        <td< td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         &lt;</td></td<></td></th></td></th></td></td<>	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         State         State         State         State         Federal         State         <	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2027         2027         2027         2027         2027         2027         202           Federal         State         State         State <th colspa="&lt;/td"><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           2027         2028           Federal         State         Federal         Colspan="2"&gt;2027         2028           Fiscal Year         2027         2028           Federal         State         S         <th <="" colspan="2" td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         2026         2027         2028           Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Federal         State           SIP         \$         -         <td< td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         &lt;</td></td<></td></th></td></th>	<td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           2027         2028           Federal         State         Federal         Colspan="2"&gt;2027         2028           Fiscal Year         2027         2028           Federal         State         S         <th <="" colspan="2" td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         2026         2027         2028           Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Federal         State           SIP         \$         -         <td< td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         &lt;</td></td<></td></th></td>	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           2027         2028           Federal         State         Federal         Colspan="2">2027         2028           Fiscal Year         2027         2028           Federal         State         S <th <="" colspan="2" td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         2026         2027         2028           Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Federal         State           SIP         \$         - 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        <td< td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         &lt;</td></td<></td>		Fiscal Year           Fiscal Year           Fiscal Year           State         2026         2027         2028           Federal         State         Federal         State         Federal         State         Federal         State         Federal         State         Federal         State           SIP         \$         - <td< td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         &lt;</td></td<>	Fiscal Year           Fiscal Year           Fiscal Year           State         Federal         2027         2028           Federal         State           SIP         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         5         -         \$         -         \$         -         \$         \$         5         -         \$         5         -         \$         5         -         \$         \$         5         -         \$         \$         5         -         \$         \$         <

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

							V	A VA	ARI Various lo	ocati	ions in Seym	our	Distrct [2201	216]							
Project											Fiscal	Ye	ar								
Phase	Funding Source		20	024			20	25			20	26			20	)27		2	028		Totals*
Phase	Federal State						Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	-	\$	-	\$	405,000	\$	45,000	\$		\$	-	\$		\$	-	\$ -	\$		\$ 450,000
	Totals	\$	-	\$	-	\$	405,000	\$	45,000	\$		\$	-	\$	-	\$	-	\$ -	\$	-	\$ 450,000
*Estimated To	tal Project Cost (23 CFR 45.326)	g)(2))																			

							VA VARI IDI	Q, 1	various locatio	ons th	nroughout	the S	ieymour Dist	trict	[2300013]					
Project	Funding Course										Fisca	l Yea	ır							Totals*
Phase	2024 2025 2026 2027 2028																Totals			
Phase	se Federal State																			
CN	STBG	\$	800,000	\$	200,000	\$		\$	-	\$	-	\$		\$	-	\$ -	\$ -	\$ -	\$	1,000,000
	Totals	\$	800,000	\$	200,000	\$		\$	-	\$	-	\$		\$	-	\$ -	\$ -	\$ -	\$	1,000,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))																				

					Electric	veł	nicle chargin	gint	frastructure	at v	arious locatio	ns a	long Indiana	Int	erstates [230	0274	l]			
Project											Fiscal	Yea	ır							
-	Funding Source 2024 2025 2026 2027 2028 1															Totals*				
Plidse		F	ederal		State		Federal		State		Federal		State		Federal		State	Federal	State	
CN	NEVI									\$	15,958,569	\$	3,989,642	\$	21,794,319	\$	5,448,580	\$ 15, 190, 289	\$ 3,797,572	\$ 66,178,971
PE	NEVI	\$	800,000	\$	200,000	\$	6,669,120	\$	1,667,280											\$ 9,336,400
	Totals	\$	800,000	\$	200,000	\$	6,669,120	\$	1,667,280	\$	15,958,569	\$	3,989,642	\$	21,794,319	\$	5,448,580	\$ 15, 190, 289	\$ 3,797,572	\$ 75,515,371

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on September 13, 2024.

						Pro	tect Program	n De	velopment	for In	frastructur	e Inv	estment & J	obs	Act [230067:	l]					
Project											Fisca	l Yea	r								
Phase	Funding Source 2024 2025 2026 2027 2028																Totals*				
Phase	ee Federal State Federal State Federal State State Federal																				
PE	STBG	\$	400,000	\$	100,000	\$		\$	-	\$		\$	-	\$		\$	-	\$ -	\$ -	\$	500,000
	Totals	\$	400,000	\$	100,000	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	500,000
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

CONTRA	CT: 45246											
DES #2300	919 - Rockport Rd I	N Bridge over	I-69 NB/SB B	ridge Thin De	ck Overlay							
Project						Fiscal	Year					
Phase	Funding Source	202	24	20	25	202	26	2027		202	28	Totals*
Flidse		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 #2300	920 - Tapp Road br	idge over I-69	NB/SB Bridg	e Thin Deck O	verlay							
Project						Fiscal	Year					
Phase	Funding Source	202	24	20	25	202	26	2027		202	28	Totals*
Phase		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: An amendment was approved by the BMCMPO Policy Committee on April 11, 2025 to move the existing DES#2300919 and #2300920 funding from FV2028 to FV2027. \*\*\*CURRENTLY PENDING STATE/FEDERAL REVIEW

									I-69 Cl	han	nbers Pike [23	8009	21]							
Project	Eunding Course										Fisca	Yea	r							Totals*
Phase	<u>2024</u> <u>2025</u> <u>2026</u> <u>2027</u> <u>2028</u>																Totals			
Flidse	ase rederal State Federal Stat																			
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$ -	\$ 205,275	\$ 51,319	\$	256,594
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$ -	\$ 205,275	\$ 51,319	\$	256,594

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

								S	R 45 Small St	ruc	ture Replacer	nen	t [2300998]									
Project	Funding Source										Fiscal	Yea	ar									Totals*
-	Fulluling Source		20	24			20	25			20	26			20	27		20	28			Totals
Filase	Phase Federal State Federal State Federal State Federal State Federal State St																					
PE	STBG	\$	-	\$	-	\$	180,000	\$	45,000	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	225,000
RW	STBG	\$	-	\$	-	\$	-	\$		\$	12,000	\$	3,000	\$	-	\$		\$ -	\$	-	\$	15,000
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	64,000	\$	16,000	\$ 447,750	\$	111,938	\$	639,688
	Totals	\$	-	\$	-	\$	180,000	\$	45,000	\$	12,000	\$	3,000	\$	64,000	\$	16,000	\$ 447,750	\$	111,938	\$	879,688

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

|                |              |                           |  |  |  | S  | R 44  | 6 S of SR 4  | 16 [2  | 301124] - con   | ntra   
  | ct #45232  
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| Funding Source |              |                           |  |  |  |  |   |  |  | Fiscal  | Yea  
  | ar   
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  |   |  |  |  |  |  |   
   |   | Totals*   |  |
|                |              | 20                        | 24   |  |  | 202  | 25  |  |  | 202   | 26   
  |  
  |  
   
  | 202   | 27   |  |  | 20   | 28   | | | | | |
   |   |   |  |
|                | Fed          | eral                      |  | State  |  | Federal  |   | State  |  | Federal   |  
  | State  
  | F  
   
  | ederal  |  | State  |  | Federal  |  | State   
   |   |   |  |
| NHPP           | \$           |                           | \$   | -  | \$   | -  | \$  | -  | \$   | -   | \$   
  | -  
  | \$   
   
  | -   | \$   | -  | \$   | -  | \$   | -   
   | \$  | -   |  |
| NHPP           | \$           |                           | \$   | -  | \$   | -  | \$  | -  | \$   |   | \$   
  |  
  | \$   
   
  | 8,000   | \$   | 2,000  | \$   | 1,678,630  | \$   | 419,657   
   | \$  | 2,108,287   |  |
| Totals         | \$           |                           | \$   | -  | \$   | -  | \$  | -  | \$   | -   | \$   
  |  
  | \$   
   
  | 8,000   | \$   | 2,000  | \$   | 1,678,630  | \$   | 419,657   
   | \$  | 2,108,287   |  |
|                | NHPP<br>NHPP | Fed<br>NHPP \$<br>NHPP \$ | 20           Federal           NHPP         \$ -           NHPP         \$ - | 2024           Federal         S           NHPP         \$         -         \$           NHPP         \$         -         \$ | ZO24           Federal         State           NHPP         \$ -         \$ -           NHPP         \$ -         \$ - | 2024           Federal         State           NHPP         \$ -         \$           \$         -         \$         -         \$           NHPP         \$ -         \$         -         \$ | Funding Source         2024         200           Federal         State         Federal           NHPP         \$         -         \$           NHPP         \$         -         \$ | Funding Source           2024         2025           Federal         State         Federal         NHPP           \$\$<-\$\$\$<-\$\$\$<-\$\$\$ | Funding Source           2024         2025           Federal         State         Federal         State           NHPP         \$         -         \$         \$         -         \$         -         \$         -         \$         -         \$         -         \$         -         \$         - | Funding Source           2024         2025           Federal         State         Federal         State           NHPP         \$         -         \$         -         \$ | Funding Source         Fiscal           Federal         State         Federal         NHPP         \$         \$         \$         >         Fiscal         202         COL         Federal         State         Federal         NHPP         \$         >         >         Fiscal         202         COL         S         >         Pole         Pole <th colsp<="" td=""><td>Funding Source         Fiscal Yes           Fiscal Yes           2024         2025         2026           Federal         State         Federal         State         Federal         S           NHPP         \$         -         \$         -         \$         -         \$           NHPP         \$         -         \$         -         \$         -         \$         <t< td=""><td>2024         2025         2026           Federal         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source         Fiscal Year           Fiscal Year           2024         2025         Z026           Image: Pederal         State         Federal         State         State</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         200           Federal         State         Federal         State         Federal           NHPP         S         -         S         S         S         S         S         -         S         -         S</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         2027           Federal         State         Federal         State         Federal         State         Federal         NHPP         \$         \$         \$         \$         \$         \$         \$         Colspan="2"&gt;Colspan="2"Colspan="2</td><td>Fiscal Year           Fiscal Year           Fiscal Year           CO24         2025         2026         2027           Federal         State         Federal         State           Federal         State         Federal         State         Federal         State         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source           Fiscal Year           Fiscal Year           Colspan="2"&gt;Colspan="2"&gt;State           Federal         State         State           PPP         S         <ths< td=""><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2027         2027         2027         2027         2027         2027         2027         2027         202           NHPP         S         -</td><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2028           Federal         State         Federal         2026         2027         2028           NHPP         S         S         S         S         S         S         Federal         State         Federal         State         Federal         State         Federal         NHP         S</td></ths<></td></t<><td>Funding Source           Fiscal Year           Fiscal Year           CO26         2027         2028           Federal         State         Federal         State         Federal         State           NHPP         \$         -         \$         <th< td=""><td>Funding Source         Fiscal Year           Fiscal Year           Fiscal Year           Prederal         State         Colspan="5"&gt;Colspan="5"&gt;Colspan=5           Fiscal Year           Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State         State           NHPP         \$         -         &lt;</td></th<></td></td></th> | <td>Funding Source         Fiscal Yes           Fiscal Yes           2024         2025         2026           Federal         State         Federal         State         Federal         S           NHPP         \$         -         \$         -         \$         -         \$           NHPP         \$         -         \$         -         \$         -         \$         <t< td=""><td>2024         2025         2026           Federal         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source         Fiscal Year           Fiscal Year           2024         2025         Z026           Image: Pederal         State         Federal         State         State</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         200           Federal         State         Federal         State         Federal           NHPP         S         -         S         S         S         S         S         -         S         -         S</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         2027           Federal         State         Federal         State         Federal         State         Federal         NHPP         \$         \$         \$         \$         \$         \$         \$         Colspan="2"&gt;Colspan="2"Colspan="2</td><td>Fiscal Year           Fiscal Year           Fiscal Year           CO24         2025         2026         2027           Federal         State         Federal         State           Federal         State         Federal         State         Federal         State         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source           Fiscal Year           Fiscal Year           Colspan="2"&gt;Colspan="2"&gt;State           Federal         State         State           PPP         S         <ths< td=""><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2027         2027         2027         2027         2027         2027         2027         2027         202           NHPP         S         -</td><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2028           Federal         State         Federal         2026         2027         2028           NHPP         S         S         S         S         S         S         Federal         State         Federal         State         Federal         State         Federal         NHP         S</td></ths<></td></t<><td>Funding Source           Fiscal Year           Fiscal Year           CO26         2027         2028           Federal         State         Federal         State         Federal         State           NHPP         \$         -         \$         <th< td=""><td>Funding Source         Fiscal Year           Fiscal Year           Fiscal Year           Prederal         State         Colspan="5"&gt;Colspan="5"&gt;Colspan=5           Fiscal Year           Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State         State           NHPP         \$         -         &lt;</td></th<></td></td> | Funding Source         Fiscal Yes           Fiscal Yes           2024         2025         2026           Federal         State         Federal         State         Federal         S           NHPP         \$         -         \$         -         \$         -         \$           NHPP         \$         -         \$         -         \$         -         \$ <t< td=""><td>2024         2025         2026           Federal         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source         Fiscal Year           Fiscal Year           2024         2025         Z026           Image: Pederal         State         Federal         State         State</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         200           Federal         State         Federal         State         Federal           NHPP         S         -         S         S         S         S         S         -         S         -         S</td><td>Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         2027           Federal         State         Federal         State         Federal         State         Federal         NHPP         \$         \$         \$         \$         \$         \$         \$         Colspan="2"&gt;Colspan="2"Colspan="2</td><td>Fiscal Year           Fiscal Year           Fiscal Year           CO24         2025         2026         2027           Federal         State         Federal         State           Federal         State         Federal         State         Federal         State         State         Federal         State           NHPP         \$         -         \$</td><td>Funding Source           Fiscal Year           Fiscal Year           Colspan="2"&gt;Colspan="2"&gt;State           Federal         State         State           PPP         S         <ths< td=""><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2027         2027         2027         2027         2027         2027         2027         2027         202           NHPP         S         -</td><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2028           Federal         State         Federal         2026         2027         2028           NHPP         S         S         S         S         S         S         Federal         State         Federal         State         Federal         State         Federal         NHP         S</td></ths<></td></t<> <td>Funding Source           Fiscal Year           Fiscal Year           CO26         2027         2028           Federal         State         Federal         State         Federal         State           NHPP         \$         -         \$         <th< td=""><td>Funding Source         Fiscal Year           Fiscal Year           Fiscal Year           Prederal         State         Colspan="5"&gt;Colspan="5"&gt;Colspan=5           Fiscal Year           Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State         State           NHPP         \$         -         &lt;</td></th<></td> | 2024         2025         2026           Federal         State         Federal         State           NHPP         \$         -         \$ | Funding Source         Fiscal Year           Fiscal Year           2024         2025         Z026           Image: Pederal         State         Federal         State         State | Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         200           Federal         State         Federal         State         Federal           NHPP         S         -         S         S         S         S         S         -         S         -         S | Funding Source           Fiscal Year           Fiscal Year           2024         2025         2026         2027           Federal         State         Federal         State         Federal         State         Federal         NHPP         \$         \$         \$         \$         \$         \$         \$         Colspan="2">Colspan="2"Colspan="2 | Fiscal Year           Fiscal Year           Fiscal Year           CO24         2025         2026         2027           Federal         State         Federal         State           Federal         State         Federal         State         Federal         State         State         Federal         State           NHPP         \$         -         \$ | Funding Source           Fiscal Year           Fiscal Year           Colspan="2">Colspan="2">State           Federal         State         State           PPP         S <ths< td=""><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2027         2027         2027         2027         2027         2027         2027         2027         202           NHPP         S         -</td><td>Funding Source           Fiscal Year           Fiscal Year           2026         2027         2028           Federal         State         Federal         2026         2027         2028           NHPP         S         S         S         S         S         S         Federal         State         Federal         State         Federal         State         Federal         NHP         S</td></ths<> | Funding Source           Fiscal Year           Fiscal Year           2026         2027         2027         2027         2027         2027         2027         2027         2027         2027         202           NHPP         S         - | Funding Source           Fiscal Year           Fiscal Year           2026         2027         2028           Federal         State         Federal         2026         2027         2028           NHPP         S         S         S         S         S         S         Federal         State         Federal         State         Federal         State         Federal         NHP         S | Funding Source           Fiscal Year           Fiscal Year           CO26         2027         2028           Federal         State         Federal         State         Federal         State           NHPP         \$         -         \$ <th< td=""><td>Funding Source         Fiscal Year           Fiscal Year           Fiscal Year           Prederal         State         Colspan="5"&gt;Colspan="5"&gt;Colspan=5           Fiscal Year           Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State         State           NHPP         \$         -         &lt;</td></th<> | Funding Source         Fiscal Year           Fiscal Year           Fiscal Year           Prederal         State         Colspan="5">Colspan="5">Colspan=5           Fiscal Year           Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State         State           NHPP         \$         -         < |

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

Note: A change was approved in March 2025 to remove FY2025 PE funding (funding being given to 2301227)

			SR 446 to	Moores Pike s	dewalk replac	ement and cons	truction [2301	227] - contract #	45232			
Project	Funding Source					Fiscal	Year					Totals*
Phase		20	24	20	25	202	26	20	27	20	28	
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
PE	HSIP			\$ 694,458	\$ 77,162	\$-						\$ 771,620
RW	HSIP					\$ 31,500	\$ 3,500					\$ 35,000
CN	HSIP					\$ -		\$ 18,000	\$ 2,000	\$ 1,606,500	\$ 178,500	\$ 1,805,000
	Totals	\$-	\$-	\$ 694,458	\$ 77,162	\$ 31,500	\$ 3,500	\$ 18,000	\$ 2,000	\$ 1,606,500	\$ 178,500	\$ 2,611,620

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

Note: A change was approved in March 2025 to increase federal and state PE funds for FY 2025

		I-69 W	ron	g Way Signag	ge wi	ith LED Light:	s at	the Intersect	tion	s of I-69 & Fu	ller	ton Pike and	I-69	& SR 45/W E	Bloo	omfield Rd [2	2400	027]					
										Fiscal	Ye	ır											
et Funding Source 2024 2025 2026 2027 2028															I	Totals*							
asse Federal State															1								
NHPP	\$	188,458	\$	20,940	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	209,398	
Totals	\$	188,458	\$	20,940	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	209,398	
	NHPP	NHPP \$	Funding Source 20 Federal NHPP \$ 188,458	Funding Source         2024           Federal	Funding Source         Z024           Federal         State           NHPP         \$ 188,458         \$ 20,940	Funding Source         Z024         Federal           Federal         State         NHPP         \$ 188,458         \$ 20,940         \$	Funding Source         2024         200           Federal         State         Federal           NHPP         \$ 188,458         \$ 20,940         \$ -	Funding Source         2024         2025           Federal         State         Federal           NHPP         \$ 188,458         \$ 20,940         \$ -         \$	Funding Source         2024         2025           Federal         State         Federal         State           NHPP         \$ 188,458         \$ 20,940         \$ -         \$ -	Funding Source           Ederal         State         Federal         State           NHPP         \$         188,458         \$         20,940         \$         -         \$         -         \$         -         \$         -         \$ <t< td=""><td>Fiscal           Fiscal           Fiscal           Colspan="2"&gt;Fiscal           Pederal         State           PP         S         188,458         S         20,940         S         -         S         -         Federal</td><td>Fiscal Yea           Fiscal Yea           Fiscal Yea           Fiscal Yea           Federal         State         State         Federal         State         <th colspan<="" td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State           PPP         S         188,458         S         20,940         S         -         S</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Federal         State         Federal         State           Fiscal Year           NHPP         \$ 188,458         \$ 20,940         \$ -         \$ -         \$ -         \$ -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         \$ \$         \$</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Total Year           Pederal         State         Federal         20           P         S         188,458         S         20,940         S         -         &lt;</td><td>Fiscal Year           Fiscal Year</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Piederal         State         2027           Pederal         State         Pederal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td><td>Fiscal Year           Fiscal Year</td><td>Funding Source         2023         2025         2026         2027</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State         Pederal         State         Federal         State         S         S         S         S         S         S         S         S         S         S         S         S         S         S         S</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Pederal         State         2027         2028           Federal         State         Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Power           Fiscal Year           Power           Power           Fiscal Year           Power           Power     </td></th></td></t<>	Fiscal           Fiscal           Fiscal           Colspan="2">Fiscal           Pederal         State           PP         S         188,458         S         20,940         S         -         S         -         Federal	Fiscal Yea           Fiscal Yea           Fiscal Yea           Fiscal Yea           Federal         State         State         Federal         State         State <th colspan<="" td=""><td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State           PPP         S         188,458         S         20,940         S         -         S</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Federal         State         Federal         State           Fiscal Year           NHPP         \$ 188,458         \$ 20,940         \$ -         \$ -         \$ -         \$ -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         \$ \$         \$</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Total Year           Pederal         State         Federal         20           P         S         188,458         S         20,940         S         -         &lt;</td><td>Fiscal Year           Fiscal Year</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Piederal         State         2027           Pederal         State         Pederal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td><td>Fiscal Year           Fiscal Year</td><td>Funding Source         2023         2025         2026         2027</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State         Pederal         State         Federal         State         S         S         S         S         S         S         S         S         S         S         S         S         S         S         S</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Pederal         State         2027         2028           Federal         State         Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td><td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Power           Fiscal Year           Power           Power           Fiscal Year           Power           Power     </td></th>	<td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State           PPP         S         188,458         S         20,940         S         -         S</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Federal         State         Federal         State           Fiscal Year           NHPP         \$ 188,458         \$ 20,940         \$ -         \$ -         \$ -         \$ -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         \$ \$         \$</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Total Year           Pederal         State         Federal         20           P         S         188,458         S         20,940         S         -         &lt;</td> <td>Fiscal Year           Fiscal Year</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Piederal         State         2027           Pederal         State         Pederal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>Fiscal Year           Fiscal Year</td> <td>Funding Source         2023         2025         2026         2027</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State         Pederal         State         Federal         State         S         S         S         S         S         S         S         S         S         S         S         S         S         S         S</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Pederal         State         2027         2028           Federal         State         Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Power           Fiscal Year           Power           Power           Fiscal Year           Power           Power     </td>	Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State           PPP         S         188,458         S         20,940         S         -         S	Fiscal Year           Federal         State         Federal         State           Fiscal Year           NHPP         \$ 188,458         \$ 20,940         \$ -         \$ -         \$ -         \$ -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         -         \$ \$         \$ \$         \$	Fiscal Year           Fiscal Year           Fiscal Year           Total Year           Pederal         State         Federal         20           P         S         188,458         S         20,940         S         -         <	Fiscal Year           Fiscal Year	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Piederal         State         2027           Pederal         State         Pederal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Fiscal Year           Fiscal Year	Funding Source         2023         2025         2026         2027	Fiscal Year           Fiscal Year           Fiscal Year           Tederal         State         Pederal         State         Federal         State         S         S         S         S         S         S         S         S         S         S         S         S         S         S         S	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Pederal         State         2027         2028           Federal         State         Federal         State         Federal         State           Pederal         State         Federal         State         Federal         State           NHPP         \$ 188,458         \$ 20,940         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Fiscal Year           Power           Fiscal Year           Power           Power           Fiscal Year           Power           Power

								SR 45 a	ıt Li	berty Drive [2	400	106]							
Project	Funding Source									Fisca	l Ye	ar							Totals*
Phase	Fulluling Source		20	)24		20	25			20	26		20	)27		20	28		Totals
Phase			Federal		State	Federal		State		Federal		State	Federal		State	Federal		State	
RW	HSIP	\$	-	\$	-	\$ -	\$	-	\$	9,000	\$	1,000	\$ -	\$		\$	\$		\$ 10,000
CN	HSIP	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$ -	\$		\$ 722,700	\$	80,300	\$ 803,000
	Totals	\$	-	\$	-	\$ -	\$	-	\$	9,000	\$	1,000	\$ -	\$	-	\$ 722,700	\$	80,300	\$ 813,000
*Estimated Tota	al Project Cost (23 CFR 45.326(g	(2))																	

					Ŀ	69 S	lide Correctio	n fr	om SR 37 to 3	3.9	6 miles S of SR	252	(Indian Cree	ek B	Bridge) [23011	L45]				
Project	Funding Source										Fiscal	Yea	ar							Totals*
	hase 2024 2025 2026 2027 2028															Totals				
Plidse			Federal		State		Federal		State		Federal		State		Federal		State	Federal	State	
PE	NHS	\$	-	\$	-	\$	576,000	\$	64,000	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$ 640,000
RW	NHS	\$	-	\$	-	\$	-	\$	-	\$	90,000	\$	10,000	\$	-	\$	-	\$ -	\$ -	\$ 100,000
CN	NHS	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,000	\$	1,000	\$ 5,594,468	\$ 621,608	\$ 6,226,076
	Totals	\$	-	\$	-	\$	576,000	\$	64,000	\$	90,000	\$	10,000	\$	9,000	\$	1,000	\$ 5,594,468	\$ 621,608	\$ 6,966,076
*Estimated Tot	al Project Cost (23 CFR 45.326(g)	(2))																		

\*New project approved by the Policy Committee on September 13, 2024. First appeared in FY2024-2028 TIP on November 14, 2024.

			Electric v	ehicle charging	infrastructure	at 370 N Jacob D	Dr, Bloomingto	on, IN 47404 [240	0606]			
Project	Funding Course					Fiscal	Year					Totals*
	Funding Source	20	24	20	25	202	26	202	27	20	28	Totals.
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NEVI			\$ 600,000	\$ 150,000							\$ 750,000
	Totals	\$ -	\$ -	\$ 600,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000

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

Note: The addition of this new project was approved by the Policy Committee in September 2024. The update of the STIP was finalized in November 2024.

Soil repair on MSE failures – South Districts [DES #2400591]													
Project	Funding Source		Fiscal Year										
-	Fulluling Source	20	24	202	25	202	26	20	27	20	Totals*		
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	STP					\$ 1,600,000	\$ 400,000					\$ 2,000,000	
	Totals	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	

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

Note: A new project approved by the Policy Committee in February 2025 \*\*\*PENDING FEDERAL REVIEW

Section 130 Railroad Safety Project [DES #2000804]												
Project	Funding Source	Fiscal Year										Totals*
-		20	024	20	25	202	6	202	27	202	28	Totals
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	HSIP					\$ 2,030,632						\$ 2,030,632
	Totals	\$-	\$-	\$-	\$-	\$ 2,030,632	\$-	\$-	\$-	\$-	\$-	\$ 2,030,632

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

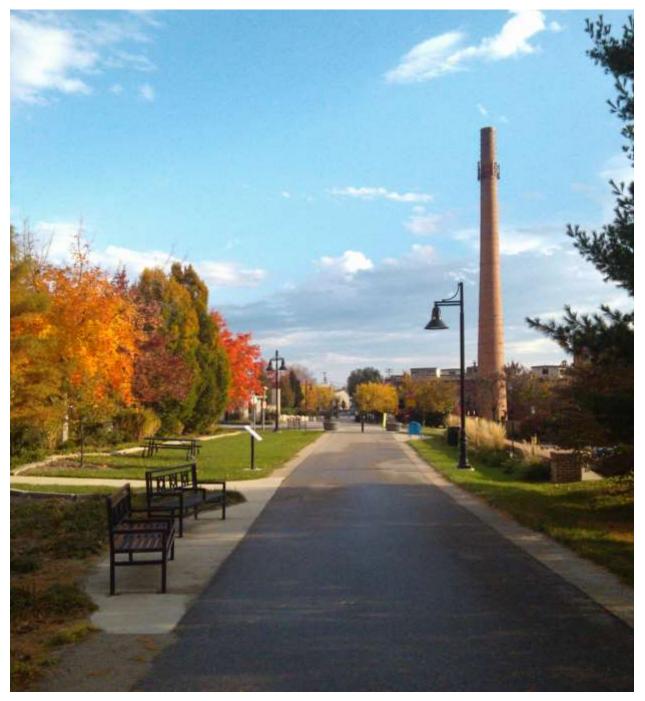
Note: This project includes work at the following railroad crossings: 292192Y, 292180E, 292178D, 292172M, 2923975, 292313U, 292187C. Only locations 292180E, 292172D locations are within the BMCMPO's planning area - those three projects alone total \$830,754.

Note: A new project approved by the Policy Committee in February 2025 \*\*\*PENDING FEDERAL REVIEW

SR 46 HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135																								
CONTRACT: 45308																								
DES # 1900331																								
Project	Project Fiscal Year																							
Phase	Funding Source	2024				2025			2026			2027			2028					Totals*				
Phase			Federal		State		Federal		State		Federal		State		Federal		State	Fe	edera	ıl		State		
RW	NHPP	\$	56,000	\$	14,000	\$	33,720	\$	8,430														\$	112,150
UT	NHPP									\$	8,000	\$	2,000										\$	10,000
CN	NHPP													\$	9,669,991	\$	2,417,498						\$ :	12,087,489
	Totals	\$	56,000	\$	14,000	\$	33,720	\$	8,430	\$	8,000	\$	2,000	\$	9,669,991	\$	2,417,498	\$		-	\$	-	\$ :	12,209,639
DES # 25000	88																							
Ducient			Fiscal Year																					
Project Phase	Funding Source		2024				2025		2026			2027			2028				Totals*					
Phase			Federal		State		Federal		State		Federal		State		Federal		State	Fe	edera	al		State		
CN	NHPP													\$	897,440	\$	224,360						\$	1,121,800
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	897,440	\$	224,360	\$		-	\$	-	\$	1,121,800
*Estimated Total Project Cost (23 CFR 45.326(g)(2))																								

Note: A modification was made by staffin February 2025 for DES# 1900331 (adding 2025 RW and 2026 UT funding, moving CN road funds to 2027) and moving CN bridge funds to 2027 and a new DES# 2500088. \*pending Federal Review

# Appendices



# Appendix A: Financial Analysis Assumptions

#### Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) project selection and implementation. This appendix defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21 and FAST) continued this requirement and permitted the inclusion of "illustrative" transportation projects for potential implementation if additional funding were to become available during the established final program FY 2028 planning period.

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

- *eSafety and Security* represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments.
- Facility Maintenance and Preservation protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.
- *Capacity Expansion* adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- *New Facilities* represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

#### **Federal Resource Programs**

The Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) governs current federal funding for highway, transit, and railroad facilities. The BIL provides \$550 billion over fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The BIL apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid *Bloomington-Monroe County Metropolitan Planning Organization FY 2024-2028 Transportation Improvement Program* 

apportionment. These sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

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

- National Highway Performance Program (NHPP): This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- Surface Transportation Block Grant Program (STBG): This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** Within the STBG, the HSIP serves as a core federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPO.
- **Metropolitan Planning Program (PL):** Under the FAST Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit

Administration responsibility. The FAST Act continues to require metropolitan transportation plans (MTPs) and TIPs to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

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

#### **Federal Funding Projections**

#### Surface Transportation Block Grant (STBG)

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

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

The projected FY 2024 STBG fund allocation for the BMCMPO as of January 2023 was \$3.12 million. The forecast of STBG funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

#### Highway Safety Improvement Program (HSIP)

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The BMCMPO will receive an allocation of \$559,000 in FY 2024. The forecast of HSIP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

#### **Transportation Alternatives (TA) Program**

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The BMCMPO will receive an allocation of \$389,000 in FY 2024. The forecast

of TA funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

#### Section 164 Penalty Program Funds

The BMCMPO will receive a FY 2024 Section 164 program fund allocation of approximately \$133,300 in FY 2024 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

#### **Carbon Reduction Program (CRP) Funds**

CRP funds represent a new federal-aid program under the BIL, and may be obligated for projects that support the reduction of transportation emissions. The BMCMPO will receive a CRP allocation of \$339,600 in FY 2024. The forecast of CRP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

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

PROTECT funds represent another new federal-aid program under the BIL directed at project activities that promote resilience to climate change and natural disasters. The BMCMPO will receive a PROTECT fund allocation of \$125,700 in FY 2024. The forecast of PROTECT funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### State of Indiana Investments

With the exception of geometric safety improvements along the SR 45 corridor on Bloomington's east side, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County between FY 2024 and FY 2048 given the recent completion of the I-69 corridor through the MPA.

A majority of INDOT's investment priorities shall focus on safety enhancements and system preservation and maintenance of existing state corridors.

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

 Federal Transit Administration (FTA) funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services. • Indiana Public Mass Transit Fund (PMTF) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.

#### **Local Resources**

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

#### **Fiscal Constraint**

The BMCMPO FY 2024-2028 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) year program timeframe. Illustrative projects have been included as additional resources become available. The BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit remain strong with economic growth and capital investment levels exceeding urban area pre-pandemic levels.

# Appendix B: Transportation Planning Requirements

#### Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPO) 2045 Metropolitan Transportation Plan (MTP) and the Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) were prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2024-2028 TIP incorporates each core planning factor from the 2045 MTP.

## **Federal Transportation Planning Factors**

• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The FY 2024-2028 TIP based on the BMCMPO *2045 MTP* supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The *2045 MTP* and the FY 2024-2028 TIP promote a safe and efficient multimodal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The *2045 MTP* and the FY 2024-2028 TIP address and incorporate connectivity and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

# Increase the safety of the transportation system for motorized and nonmotorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.

The FY 2024-2028 TIP mirrors the *2045 MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2024-2028 TIP and the *2045 MTP* fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2024-2028 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2024-2028 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2024-2028 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2024-2028 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPOspecific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

# • Increase the security of the transportation system for motorized, nonmotorized, and transit users.

The 2045 MTP enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

# • Increase the accessibility and mobility options available to people and freight.

The 2045 MTP and the FY 2024-2028 TIP create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The FY 2024-2028 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The FY 2024-2028 TIP is consistent with the 2045 MTP through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current Americans with Disabilities Act (ADA) standards, side-paths, multi-use pathways, and trails.

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

The FY 2024-2028 TIP and the 2045 MTP clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The FY 2024-2028 TIP focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2024-2028 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

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

The FY 2024-2028 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2024-2028 TIP additionally builds upon the multimodal plans and programs of the *2045 MTP* and previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multimodal travel while reducing congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

#### • Promote efficient system management and operation.

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

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

Bloomington Transit, IU Campus Bus, and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

#### • Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the 2045 MTP guiding principles vision and goals. The 2045 MTP advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2024-2028 TIP reflects this policy approach. All newly proposed FY 2024-2028 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2024-2028 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle, and pedestrian users.

# • Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

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

#### • Enhance travel and tourism.

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

- Arts and Cultural Opportunities within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD).
   BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to stay" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites;
- Outdoor Recreation Opportunities given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State Forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors;
- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University (IU) academic calendar, including the women's and men's

Little 500 Bike Races on the IU Bloomington Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride;

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

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

# Appendix C: Performance-Based Transportation Planning Targets

#### Introduction

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following national performance goals meet established in seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

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

The following discussion notes each of these key areas.

#### **Performance Measures**

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

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

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

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

### Safety Target Performance Measures

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

Most Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.

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

INDOT completed the annual process in 2022 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for the Year 2023.

The Indiana Statewide Targets that were established are 5 year averages as follows:

- Number of Fatalities = 894.2
- Rate of Fatalities = 1.088
- Number of Suspected Serious Injuries = 3348.1
- Rate of Suspected = 4.068
- Number of Non-Motorized Fatalities and Serious Injuries = 399.6

The BMCMPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2045 Metropolitan Transportation Plan and the FY 2024-2028 TIP. The BMCMPO Policy Committee approved this action at a regularly scheduled meeting on February 10, 2023.

### **Pavement Condition Target Performance Measures**

The BMCMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

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

#### Bridge Performance Measures

The BMCMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

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

## System Performance

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

#### NHS Truck Travel Time Reliability Targets

The BMCMPO will support the NHS Truck Travel Time Reliability targets established by the INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

These targets include:

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

#### Interstate Freight Reliability Targets

The BMCMPO will support the Interstate Freight Reliability targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

Perform	ance Measure	2023 Target		
	Total Fatalities	894.2		
	VMT/(Hundred Million VMT)	823.07		
Safety	Rate of Fatalities (Per HMVMT)	1.088		
Safe	Number of Serious Injuries	3348.1		
	Rate of Serious Injuries (Per HMVMT)	4.068		
	Number of Non-Motorized Fatalities & Serious Inj.	399.6		
Perform	ance Measure	2024 2- Year Target	2026 4- Year Target	Measured Units
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
Brid	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
Pavement	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
Pave	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
reight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System nance/F	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System Performance/Freight	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

# **INDOT - BMCMPO Performance Measure Targets**

Source: INDOT Technical Planning Section and BMCMPO, 03-20-23.

#### **Transit Performance Measures**

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The FT initially extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The adopted BMCMPO *2045 MTP* includes the following FY 2021 targets established by Bloomington Transit (BT) in the following categories:

- **Bloomington Transit Rolling Stock (Revenue Vehicles):** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
  - FY 2021 Rolling Stock Target = 25%
  - FY 2021 Cutaway Bus Target = 0%
  - FY 2021 Minivan Target = 0%
- **Bloomington Transit Equipment:** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - FY 2021 Non-revenue automobiles = 35%
  - FY 2021 Trucks = 0%
  - FY 2021 Vans = 70%
  - FY 2021 Bus Wash = 100%
  - FY 2021 Forklift = 100%
- **Bloomington Transit Facility:** Percent of facilities rated below 3 on the condition scale.
  - FY 2021 Administration/Maintenance facility = 0%
  - FY 2021 Passenger facility (downtown transit center) = 0%

#### Conclusion

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2024 and into future fiscal years. The BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.

# Appendix D: Environmental Justice

# Introduction

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

## **Federal Statutes**

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

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

The institution of EJ ensures equal protection under federal laws, including the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252);
- The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;
- The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601;
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.) as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age); and
- The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.)*, (prohibits discrimination on the basis of disability).

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

The underlying principle of Title VI for the 2045 Metropolitan Transportation Plan (MTP) is that minority and low-income residents will:

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

The 2045 MTP estimated growth patterns using 2010 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed. The anticipated 2050 MTP shall use 2020 Census data.

# **Methodology & Results**

The 2045 MTP EJ methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, American Community Survey (ACS) 2013-2017 Five-Year Estimate, and Poverty Status for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status.

The BMCMPO FY 2024 - 2028 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key environmental justice characteristics:

- High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations; and
- Low income tracts where 50 percent or more of the individuals within the tract as a living below poverty level classification.

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

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

*Figure 1* illustrates FY 2024 2028 TIP projects with current urbanized area census tracts that have 50 percent or more of the two (2) environmental justice characteristics subject to compliance for current or future transportation system projects.

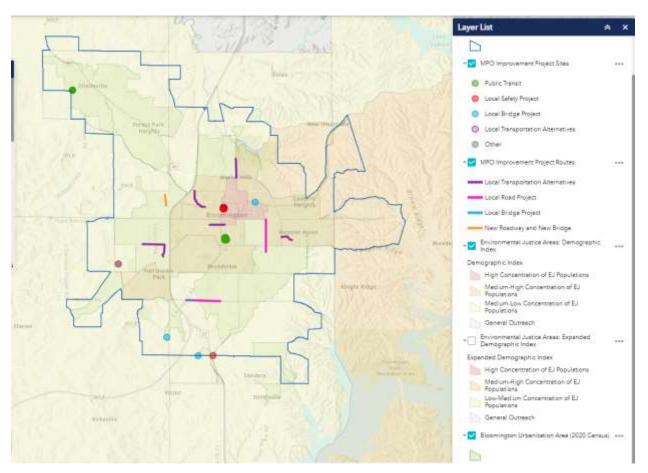


Figure 1 – BMCMPO Environmental Justice GIS Map

The adopted BMCMPO 2045 MTP did not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified EJ census tracts. Similarly, the BMCMPO FY 2024-

2028 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified Environmental Justice (EJ) census tracts.

The EJ census tracts identified for the BMCMPO 2045 MTP using 2010 Census data and the BMCMPO FY 2024-2028 TIP (using 2020 Census data) encompass large areas of the Indiana University campus housing and/or illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tracts very likely reflects the large number of undergraduate and graduate students residing within geographically established Indiana University campus boundaries.

The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are highly responsive to TIP programming needs in these areas and recognize the priority need to address specific EJ concerns as a project move forward with implementation.

Taken together, Bloomington Transit (with high-level regular scheduled service coupled with micro-transit, paratransit services, and supplemental contractual support partnerships with Uber and Lyft), IU Campus Bus, and Rural Transit provide a very comprehensive range of public transportation services to all Environmental Justice census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the *2045 MTP* and the BMCMPO FY 2024-2028 TIP shall continue maintain and to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvement projects programmed within the BMCMPO 2045 *MTP* and the BMCMPO FY 2024-2028 TIP will benefit areas with a concentration of low-income households through improved mobility and accessibility without "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2045 *MTP* and the FY 2024-2028 TIP will program multimodal transportation investment commitments within the identified Environmental Justice areas thereby ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these multiple consideration factors, the 2045 *MTP* and the FY 2024-2028 TIP are in compliance with Title VI relative to EJ.

The BMCMPO developed a geographic information systems (GIS) map for the FY 2024 – 2028 TIP that displays a collection of current and future transportation projects in relation to the USEPA's Environmental Justice demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data. The USEPA Environmental Justice website (https://www.epa.gov/ejscreen) provides additional data information. The FY 2024 - 2028 TIP Environmental Justice GIS map displays local MPO improvement project sites (e.g., public transit, local safety projects, local bridge projects, local transportation alternative projects, and more) and local MPO improvement project routes (e.g. local transportation alternatives, local road projects, local bridge projects, new roadways, and new bridge structure projects) in comparison to demographic indexes (including people of color and low-income demographics). The demographic indexes break into four categories: high concentration of EJ populations, shown in red; medium-high concentration of EJ populations, shown in orange; medium-low concentration of EJ populations, shown in yellow; and general outreach, shown in grey.

The Demographic Index represents the average of low-income and people of color percentages for each Census tract. Executive Order 12898 for Environmental Justice explicitly names these two demographic factors. The GIS map for the BMCMPO FY 2024 - 2028 TIP has the following City of Bloomington GIS data portal:

https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe 152092f3024. As previously noted in F**igure 1**, the GIS map highlights all FY 2024-2028 local public agency (LPA) projects in relation to identified Environmental Justice tracts from the 2020 Census.

## **Environmental Justice Area Projects**

The BMCMPO continuously undertakes projects steps to improve services within Environmental Justice census tracts. Using 2010 Census data, previous BMCMPO Transportation Improvement Program (TIP) projects targeted a Bloomington neighborhood west of the downtown area given a population that did not have a vehicle and therefore used sidewalks for transportation. The City installed or improved ADA ramps and several thousand linear feet of new sidewalks in this neighborhood, eliminating more than two hundred (200) trip hazards.

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

- Improved and/or replaced downtown curb ramps;
- Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;
- Improved numerous Bloomington Transit and IU Campus Bus passenger stops, including the replacement and/or installation of passenger shelters;
- Ensured that all new sidewalks and curb ramps comply with current ADA standards;
- Improved public transit by maintaining, improving and expanding an accessible, safe and efficient public transportation system;
- Designed, maintained and constructed pedestrian facilities in compliance with the Public Rights of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA);

- Installed pedestrian push buttons at City maintained traffic signals and pedestrian hybrid beacons (15 intersections), and;
- Used a comprehensive data-driven asset management approach to directly target areas of sidewalk repair for Environmental Justice census tracts.

The BMCMPO shall continue to pursue projects where the local planning agencies identify need. The BMCMPO shall continuously update the FY 2024 - 2028 TIP Environmental Justice GIS map as local planning agencies pursue projects.

### **Environmental Justice – Future Reassessments**

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

# Appendix E: Air Quality and Climate Change Assessments

## Overview

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

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

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

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for  $PM_{2.5}$  is 12.0 micrograms per cubic meter ( $\mu$ g/m<sup>3</sup>). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of  $PM_{2.5}$  concentrations from a single monitor must be less than or equal to 12.0  $\mu$ g/m<sup>3</sup>. A monitor that measures 12.05  $\mu$ g/m<sup>3</sup> or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."

IDEM's PM<sub>2.5</sub> Annual Monitoring Data from April 2009 through December 31, 2022 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM<sub>2.5</sub> decline within the urban area from 10.62  $\mu$ g/m<sup>3</sup> to 7.1  $\mu$ g/m<sup>3</sup>. As previously noted, a monitor that measures 12.05  $\mu$ g/m<sup>3</sup> or higher achieves nonattainment status.

The 2020 - 2022 three-year design value for the Bloomington-Monroe County PM<sub>2.5</sub> monitor is 7.74 μg/m<sup>3</sup>. Reference data are publically available at https://www.in.gov/idem/airmonitoring/files/monitoring\_quick\_view\_pm25.xlsx.

# **Air Quality Compliance**

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

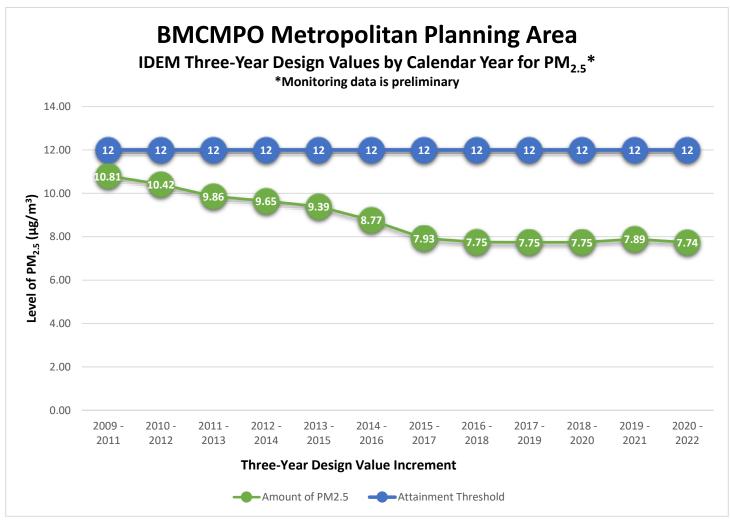


Figure E1: Annual Air Quality Monitoring Data within the BMCMPO Metropolitan Panning Area.

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the 2045 MTP should therefore result in an improvement to air quality given a system-wide investment focus on multimodal safety, maintenance and preservation, public transit, and bicycle/pedestrian facilities. The travel demand model analysis completed for the 2040 MTP indicates that vehicle miles of travel will increase for the "No-Build, Do-Nothing" (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide roadway network volume-to-capacity ratios;
- Roadway network miles operating below Level-of-Service "C";
- Vehicle-miles of travel on facilities operating on below Level-of-Service "C";
- Congested vehicle-hours of travel; and
- Total vehicle-miles of travel.

The BMCMPO travel demand forecast model suggests that air quality could degrade over the Year 2045 forecast period if agencies within the Bloomington and Monroe County MPA make no further major transportation investments for system preservation. This finding assumes (1) continued growth of vehicles miles of travel, (2) a correlation of congestion and air quality to vehicle speeds, (3) total vehicles, and (4) vehicle miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) could occur under a "no-build" Transportation Plan alternative scenario.

Conversely, the most favorable of the Travel Demand Model scenario alternatives for air quality (e.g., "Peak Oil", a quantitative decrease of overall urban area vehicle miles traveled or a dedicated policy of a compact urban form, e.g., "Urban Infill") documented in the 2040 MTP and the 2045 MTP focus on (1) public transportation and alternative transportation without adding capacity and (2) emphasizing system-wide capacity preservation and maintenance that could result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratios;
- Congested roadways;
- Vehicle miles of travel on congested roadways;
- Congested vehicle hours of travel; and
- Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as "CAFE").

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the Bloomington and Monroe County MPA during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 MTP* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multimodal system growth of the public transportation, bicycle, and pedestrian systems.

Updated Corporate Average Fuel Economy (CAFE) standards became effective July 1, 2022 (<u>https://www.federalregister.gov/documents/2022/05/02/2022-07200/corporate-average-fuel-economy-standards-for-model-years-2024-2026-passenger-cars-and-light-trucks</u>). This federal rule directs manufacturers to achieve an 8% annual increase in vehicle fuel efficiency in model years 2024 – 2025 as well as a 10% annual increase in vehicle fuel efficiency in model year 2026. The transportation sector of the national economy is the largest source of climate change greenhouse gases in the United States according to USEPA scientifically documented data.

In April 2022, the Council on Environmental Quality (CEQ) published in the <u>Federal Register</u> a Final Rule to "amend certain provisions of its regulations for implementing the National Environmental Policy Act (NEPA), addressing the purpose and need of a proposed action,

agency NEPA procedures for implementing CEQ's NEPA regulations, and the definition of 'effects.' The amendments generally restore provisions that were in effect for decades before being modified in 2020."

## **Climate Change Scientific Assessments**

Climate change is a critical concern of the BMCMPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the *2045 MTP* means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The Indiana Climate Change Impacts Assessment (<u>https://docs.lib.purdue.edu/climatetr/2/</u>) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana's residents, Indiana's food system, and the state's economic viability. The conclusion of this March 2018 scientific study notes:

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

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

## **Climate Change Scientific Assessment Conclusions**

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

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

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

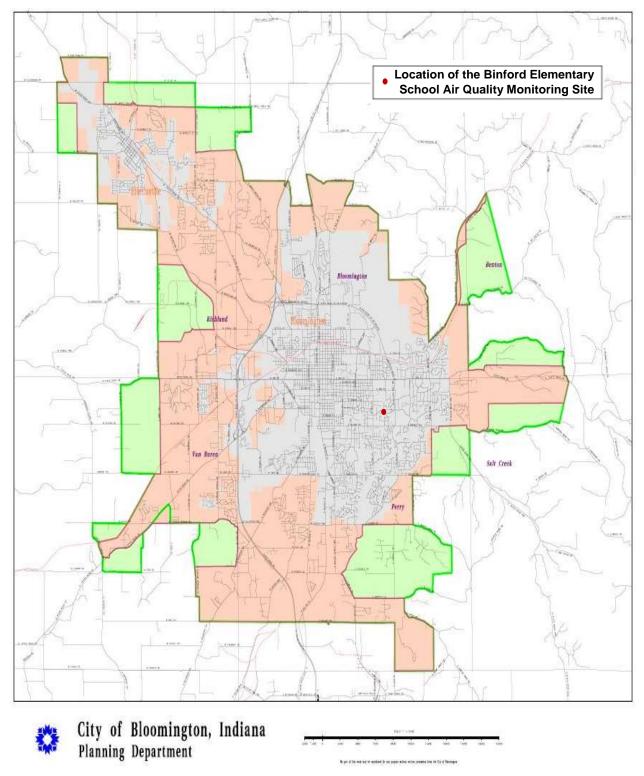


Figure E2: Location of the Binford Elementary School Air Quality Monitoring Site

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

The list of *FY 2024-2028 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

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

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

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

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

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

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

Source: BMCMPO, Complete Streets Policy, November 2019.

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

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

	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)		
Project addresses a maintenance need (e.g. repaving, bridge repair)	15%	
Project is located within existing right of way	Takal	0
Safety	Total	U
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	
Geometrical Improvement for non-motorized safety		
Signalization I improvement	-	
Signage/Wayfinding Project improves safe travel to nearby schools (within 1 mile)	-	
Other improvements with rationale as to how the project reduces crash risk	-	
	Total	0
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service		
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	4	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)	20%	
Project includes sidewalk improvements	-	
Project includes bicycle facility improvements Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	-	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	-	
Project makes a connection to an existing active mode facility	-	
	Total	0
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	-	
Improvements to access management	-	
Signalization improvement	10%	
Improves parallel facility or contributes to alternative routing Provides capacity for non-motorized modes	-	
Adds transit capacity	-	
Other strategies		
	Total	0
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	-	
Project corrects ADA non-compliance	-	
Project promotes physical activity	10%	
Project reduces vehicle emissions Project will not have a negative impact for a natural resource	-	
Project with other a negative impact for a socio-cultural resources	-	
	Total	0
Consistency with Adopted Plans		
Project located along planned transit service		
Project located along planned pedestrian/bicycle facility	4	
Local Master Thoroughfare Plan Priority	4	
Transit Plan Priority	10%	
Bicycle/Pedestrian Plan Priority Project supports goals and principles of MPO Metropolitan Transportation Plan	-	
Project supports goals and principles of local land use plans	1	
Other applicable planning documents	1	
	Total	0
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	4	
Project in volves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)	4	
Project is seen as adding lasting value to the community	15%	
Project supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment	1	
Project contributes to transportation network grid development/roadway network connectivity	1	
	Total	0
Qve	rall Total	0

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3

### BMCMPO FY 2024-2028 TIP: New Projects Evaluated for Complete Streets Policy Compliance

Project	Project Brief Description		Exempt	N/A
Crosswalk Safety Improvements – Phase III	<ul> <li>Safety - Safe Streets &amp; Roads for All - Install or enhance existing pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized focused on areas of low accessibility compliance and high crash risk.</li> </ul>			
Downtown Curb Ramps - Phase VSafety - Safe Streets & Roads for All - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas of high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.		•		
Covenanter Protected Bike Lanes	Protected Bike This project is part of the Transportation Plan's High Priority Bicycle Network which is intended to form a basic east-west and north-south bicycle network to			
North Dunn Street Multiuse PathSafe y & Mobility - Safe Streets & Roads for All - Project priorities include improving safety by reducing conflicts between modes with the construction of a physically separated facility for people walking and bicycling plus expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle 		●		

Old SR 37 at	Safety - Intersection improvement with dedicated turn lanes, crosswalks,			
Dillman Rd.	sidewalks, and multi-use path for a conventional traffic signal or, alternatively, a			
Intersection	roundabout construction if topography, roadway grades, as available land will	•		
Improvement	allow for construction to reduce crash frequency and crash severity.			

The BMCMPO Complete Streets Policy established in 2009 with a subsequent 2018 update and annual reviews in calendar years 2019 through 2022 supports local public agency initiatives aimed at the following objectives:

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.
- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.
- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
- Making street design changes informed by community outreach and cultural education
- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPO FY 2024-2028 TIP Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for

- City of Bloomington Crosswalks Safety Improvements Phase III
- City of Bloomington Downtown Curb Ramps Phase IV project
- City of Bloomington Covenanter Protected Bike Lanes project
- City of Bloomington North Dunn Street Multiuse Path project, and
- Monroe County Old S.R. 37 at Dillman Road Intersection project.

The derivation of all resultant Complete Streets Project Prioritization Scores were achieved after consultations with Local Planning Agencies (LPA) technical staffs in May 2023.

#### DES#TBD - Crosswalk Safety Improvements Project - Phase III

Bloomington-Monroe County Metropolitan Planning Organization (BM Transportation Improvement Program (TIP) - Project Prioritization Cri		
transponation improvement Program (TP) + Project Phonization Ch	Weighting Y	es = 1, No
System Preservation and Maintenance		
Project improves upon existing intrashucture or serves to retrofit missing intrashucture (e.g. filling in sidewalk gaps)	1002300	1
Project addresses a maintenance need (e.g. repaying, bridge repair)	15%	1
Project is located within existing right of way		1
afety	lotof	0.45
nnery Yoject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Reports top 50 crash locations	1 1	0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pedestrian crash locations	1 1-	0
Project incorporates shategies that reduce crash risk	1 1	
Geometrical Improvement for motorized sofety	1 F	0
Geometrical Improvement for non-motorized safety	20%	1
Signalization Improvement	1 1	1
Signage/Waylinding	1 [	1
Project improves safe travel to nearby schools (within 1 mile)	1 [	1
Other improvements with rationale as to how the project reduces crash risk	in a second second	1
	Total	- 1
Multi-Modal Options		
hoject in corporates Multi-Modol solutions		
Project located along exiting transit service	1 5	1
Project located along existing pedeshiar/bicycle facility	1 1	1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes framit accommodations (e.g. pullouts, shelten, dedicated lanes, signal priority)		0
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle intrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	1 1	0
Project contains right comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge (sland, crosswalk)	4 8-	
index contract register and the provide and the second second second second register and the second		1
Project makes a connection to an existing active mode facility	1 1	- í
	Total	1.4
Congestion Management	1	
Project incorporates congestion management strategies		
Grade separation or dedicated havel space for individual modes	1 1	1
Improvements to access management	1 1	1
Signalization improvement	10%	1
Improves parallel facility or contributes to alternative routing	I Man	1
Provides capacity for non-matorized modes	1 1	1
Adds transit capacity	1 1	1
Otherstrategies		1
	Total	0.7
ie alth and Equity		
Project provides increased accessibility for people with a low income & minorities		1
Project corrects ADA non-compliance		1
Project promotes physical activity	10%	1
Project reduces vehicle emissions	1122219	
Project will not have a negative impact for a natural resource	4 SH	1
Project will not have a negative impact for a socio-cultural resources	Total	0.6
Tomolelan new will be Andreada and Bloome	Idia	0.0
Consistency with Adopted Plans Project located along planned harvi's service		1
Project located along planned pedestrian/bicycle facility	1 1-	1
Local Master Thoroughtare Plan Priority	1 1	1
Tranel Plan Priority	1	0
Sicycle/Padeshian Flan Priority	10%	1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans	1 1	1
Other applicable planning documents	1	1
and Mark Mark Control Mark Control of C	Total	0.7
ontext Sensitivity and Land Use	-	
roject contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition. limited change in traffic circulation)		- 1
Project is seen as adding latting value to the community	1	1
roject supports high quality growth and land use principles	15%	
Project improves accessibility and/or connectivity to existing land use development		1
		- 1
Project location supports infil/redevelopment	1 SL	
Project location supports infil/redevelopment Project contributes to transportation network grid development/risadway network connectivity		1
	Total	0.7

Source: BMCMPO Complete Streets Policy, November 2018.

#### DES#TBD - Downtown Curb Ramps - Phase 4

	CMPO)	
Transportation Improvement Program (TIP) - Project Prioritization Cri	teria	
	Weighting Y	es = 1, No
ystem Preservation and Maintenance Project improves upon existing infrastructure or serves to rehofit missing infrastructure (e.g. filing in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repaining, bridge repair)	15%	1
Protect is located within existing right of way	+ "" F	1
and a construction of the fact of the second s	Total	0.45
ialety		
roject addresses a known high crash risk location		
Project location is identified in the most recent MPO Craith Report's top 50 crash locations	4 4	0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pedeshian crash locations hoject incorporates strategies that reduce crash risk	4 H	u
Geometrical improvement for motorized ratety	t same E	0
Geometrical improvement for non-motorized talely	20%	1
Signalization Improvement		0
Signage/WayAnding	1 0	1
Project improves safe travel to nearby schools (within 1 mile)		15
Other improvements with rationale as to how the project reduces crash risk		1
	Total	6,8
Ault-Madal Opfions raject incorporates Mult-Modal solutions		
Project located along existing transit service	1 1	1
Project located along exiting pedertrian/bicycle facility	1 1	1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	1 1	1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvementa	0.000	1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	1. 1.	1
Project contains right control to by the initiation of a suppopulate to facility function (e.g. protected are suppopulate by facility function (e.g. protected are suppopulate by facility function (e.g. protected are suppopulate by facility function).	4 P	
enhancement	1 1	1
Project makes a connection to an existing active mode facility		1
	Total	1.8
Congestion Management	1992 – D.U.	
troject incorporates congestion management shalegies		
Orade separation or dedicated travel space for individual modes		0
Improvements to access management		1
Signalization improvement	10%	0
Improves parallel facility or contributes to attemptive routing Provides capacity for non-motorized modes	+ +	1
Addi tranif capacity		0
Otherstanteges	1 F	1
	Total	0.4
lealth and Equity	1 10101	
Project provides increased accessibility for people with a law income & minorities		1
Project provides increased accessfullty for people with a law income & minarities Project corrects ADA non-compliance		1
Project connects ADA non-compliance Project promotes physical activity		1
Project provides increased accessibility for people with a law income & minarities Project conscis ADA non-compliance Project promotes physical activity Project reduces vehicle emissions	10%	1 1 1
Project provides increased accessibility for people with a law income & minorities Project corrects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions Project reduces vehicle emissions Project will not have a negative impact for a natural resource		1
Project provides increased accessibility for people with a law income & minarities Project conscis ADA non-compliance Project promotes physical activity Project reduces vehicle emissions	10%	1 1 1 1
Project provides increased accessfullty for people with a law income & minarities Project contexts ADA non-compliance Project provides physical activity Project reduces vehicle emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources		1 1 1
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project restance sphyrical activity Project restance which emissions Project restance which emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans	10%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project reduces which emissions Project reduces which emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project lacated along planned frontil service	10%	1 1 1 1 0.6
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project restance sphyrical activity Project restance which emissions Project restance which emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans	10%	1 1 1 1 0.6
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project access values physical activity Project values with the emissions Project values with the emissions Project will not have a negative impact for a socio-cultural resource Project will not have a negative impact for a socio-cultural resource Consistency with Adopted Plans Project located along planned frontil service Project located along planned constitution betwice Project located along planned constitution betwice Project located along planned constitution betwice Project located along planned frontil service Project located along planned frontil service Project located plang from Plant Plan	10%	1 1 1 0.6
Project provides increased accessfully for people with a law income & minorities Project contexts ADA non-compliance Project contexts ADA non-compliance Project reduces, vehicle emissions Project induces, vehicle emissions Project will not have a nagative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Considency with Adopted Plans Project located along planned hamit service Project located along planned potentiny biological to tailing Local Manter Theoroghtain Plan Planty Inand Plan Planty Inand Plan Planty	10%	1 1 1 0.6 1 1 1 1 1 1 0
Project provides increased accessfully for people with a low income & minurities Project conscits ADA non-compliance Project reduced vehicle emissions Project reduced vehicle emissions Project vehicle emissions Project will not have a negative impact for a natural resources Considency with Adopted Plans Project located along planned homit service Project located along planned homit service Project located along planned potention/bloycle facility Locat Matter Thoroughfare Run Priority Project Plan Plannet Project I conted along planned petertion/bloycle facility Locat Matter Thoroughfare Run Priority Project Planet I and plannet Project I conted along planned petertion/bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet petertion (bloycle facility Locat Matter Thoroughfare Run Priority Project I conted along plannet Project I conted Proje	10%	1 1 1 0.6 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project corrects ADA non-compliance Project provides physical activity Project valid not have a negative impact for a natural resource Project will not have a negative impact for a natural resource Project located along planned pedestrian/bicycle facility Local Matter Noncychiae Plans Project located along planned pedestrian/bicycle facility Local Matter Noncychiae Plans Project/Pedestrian Plan Planty Ecycle/Pedestrian Plan Planty Project Jupports post and principles of MPD Metropolitan Transportation Plan Project upports good, and principles of NPD Metropolitan Transportation Plan Project upports good, and principles of local land use plans	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minorities Project arrest: ADA non-compliance Project arracted ADA non-compliance Project arracted experience Project arracted spinored array of the analysis of a control resources Project will not have a negative impact for a natural resources	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minorities Project correct ADA non-compliance Project reduces vehicle emissions Project reduces vehicle emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources <b>Considency with Adopted Plans</b> Project located along planned hamit service Project located along planned pedestrian/bicycle facility Local Master Tharoughtain Plan Priority Transf Plan Plainty Project supports goals and principles of MPD Metropolitan Transportation Plan Project supports goals and principles of MPD Metropolitan Transportation Plan Project supports goals and principles of MPD Metropolitan Transportation Plan Project supports goals and principles of MPD Metropolitan Transportation Plan Project supports goals and principles of local land use plans Other applicable planning decuments	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project provides physical activity Project promotes physical activity Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources  Consistency with Adopted Plans Project located along planned pedestrian/bic/cle facility Local Mailer Thanoughaw Ran Priority Project Jonath Danoughaw Ranoughaw Ranoughaw Ranoughaw Project Jonath Danoughaw Ranoughaw Ranoughaw Ranoughaw Project Jonath Danoughaw Ranoughaw Ranoughaw Project Jonath Project Jona	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with a law income & minarities Project corrects ADA non-compliance Project provides physical activity Project promotes physical activity Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources  Consistency with Adopted Plans Project located along planned pedestrian/bic/cle facility Local Mailer Thanoughaw Ran Priority Project Jonath Danoughaw Ranoughaw Ranoughaw Ranoughaw Project Jonath Danoughaw Ranoughaw Ranoughaw Ranoughaw Project Jonath Danoughaw Ranoughaw Ranoughaw Project Jonath Project Jona	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project corrects ADA non-compliance Project corrects ADA non-compliance Project reduced, vehicle emissions Project leadaced, vehicle emissions Project leadaced, vehicle emissions Project leader on a gative impact for a natural resource Project leader damag stammed month envice Project located along planned pedention/bicycle facility Local Marker Thoroughfaire Plans Project located along planned pedention/bicycle facility Local Marker Thoroughfaire Plan Priority Bicycle/Pedechian Plan Priority Bicycle/Pedechian Plan Priority Project Jupparts poals and principles of MPD Metropolitan Transportation Plan Project applicable planning documents Context Sensitivity and Lond Use Topics Topicable planning documents	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project corrects ADA non-compliance Project corrects ADA non-compliance Project reduces vehicle emissions Project reduces vehicle emissions Project induces a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned homit service Project located along planned pedentnan/bicycle tacitity Local Manter Theroughtaine Plan Priority Project supports goats and principles of MPO Metropolitan Transportation Plan Project supports goats and principles of local land use plans Other applicable planning decements Context Sensitivity and Lond Use Project Contexters the sease of place and matches he surrounding land use Project for the red to move people with other destable outcomes	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project corrects ADA non-compliance Project corrects ADA non-compliance Project reduces vehicle emissions Project vehicle emissions Project vehicle emissions Project will not have a negative impact for a natural resources <b>Consistency with Adopted Plans</b> Project located along planned pedestrian/bicycle facility Local Market Theroughfaire Plan Priority Project located along planned pedestrian/bicycle facility Local Market Theroughfaire Plan Priority Bicycle/Pedestrian Plan Priority Project located along planned pedestrian/bicycle facility Local Market Theroughfaire Plan Priority Project located along planned pedestrian/bicycle facility Local Market Theroughfaire Plan Priority Project located along planned pedestrian/bicycle facility Local Market Theroughfaire Plan Priority Project located along blanned priority end local kand use plans Other opplicable planning documents <b>Context Sensitivity and Lond Bas</b> <b>Project Located to the sense of place and moleces the surrounding lond use</b> Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: the need to move people with other deviable outcomes Project bid-once: an adding lating vidue to the community	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project corrects ADA non-compliance Project institution Project will not have a negative impact for a natural resources	10%	1 1 1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project contexts ADA non-compliance Project contexts ADA non-compliance Project reduces vehicle emissions Project leaduces vehicle emissions Project leaduces vehicle emissions Project leaduces vehicle emissions Project leaduces are applied for a natural resources <b>Consistency with Adopted Plans</b> Project located along planned pedestrian/bicycle facility Local Market Thoroughfaire Rian Priority Bicycle/Pedestrian Plant Priority Bicycle/Pedestrian Plant Priority Project located along planned pedestrian/bicycle facility Local Market Thoroughfaire Rian Priority Bicycle/Pedestrian Plant Priority Bicycle/Pedestrian priority Project located along blanned priority end local kand use plans Other applicable planning documents <b>Context Sensitivity and Lond Bise</b> Project bickness to the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness the need to make papele with other desirable outcomes Project bickness minimal datauption to the community traject asen as adding lasting volue to the community traject make accessibility and/or connectivity to systing land use development Project incomes accessibility and/or connectivity to systing land use development Project incomes accessibility and/or connectivity to systing land use development Project incomes accessibility and/or connectivity to systing land use development	10%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorities Project corrects ADA non-compliance Project institution Project will not have a negative impact for a natural resources	10%	1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project provides increased accessibility for people with o low income & minorifies Project corrects ADA non-compliance Project corrects ADA non-compliance Project reduces vehicle emissions Project reduces vehicle emissions Project reduces vehicle emissions Project will not have a negative impact for a socio-cultural resources Considency with Adopted Plans Project located along planned hourit vervice Project located along planned pedition/bicycle facility Local Manter Theroughtaine from Plicity Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles at NPO Metropolitan Transportation Plan Project supports goals and principles at NPO Metropolitan Transportation Plan Project supports goals and principles at NPO Metropolitan Transportation Plan Project supports goals and principles at local and use plans Other applicable planning documents Context Sensitivity and Lond Use Project Indicates the sease of place and motiches the surrounding land use Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the need to move people with other desirable outcomes Project Indicates the	10%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

FY 2024-2028 Transportation Improvement Program

Transportation Improvement Program (TIR) Project Prioritization Co	ACMPO)	
Transportation Improvement Program (TIP) - Project Prioritization Cr	riteria	
urber Dissesselles and Meleksesse	Weighting	fes = 1, No =
ystem Preservation and Maintenance Project Imploves upon existing infrastructure or serves to retrolit missing infrastructure (e.g. filing in sidewalk gaps)	1 1	1
Project addresses a maintenance need (e.g. repaying, bridge repair)	1.5%	1
Project is located within existing right at way	1	1
	Total	0.45
alety :		
reject addresses a known high crash risk location Project location is identified in the most recent MPC Crash Reports top 50 crash locations		0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pedestrian crash locations		0
reject incorporates strategies that reduce crash risk	<b>n</b> 1	
Geometrical improvement for materized safety	20%	Û
Geometrical improvement for non-matarized safety		1
Signalization improvement	4	
Signage/Waylinding Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk	1 1	1
	Total	1
Auft-Modal Options		
roject incorporates Multi-Modal solutions	- 1	
Project located along existing transit service Project located along existing pedeithlarybicycle facility	-	
Project reduces modal conflict (e.g. traffic signats, grade separation, decicated lanes)	1 1	1
Project includes transit accommodations (e.g. pullouts shelten, dedicated lanes, signal priority)	1 1	0
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements		1
Ended and the black of the black of the set of the bar and the second set of the facility is an ended to be a set of the second set of t	1 1	120
Project contains high comfort bicycle initiatructure appropriate to facility function (e.g. protected bike lane, multi-use path) Project contains high comfort pedestrian initiatructure appropriate to facility function (e.g. cub extension, refuge listand, crosswalk		1
underway)		1
Project makes a connection to an existing active mode facility		1
	Tohal	1.6
Congestion Management	8 <u>7 8</u>	
raject incorporates congestion management strategies	-	
Grade separation or dedicated travel space for individual modes	4 4	
Improvements to access management Signalization improviment	1 osse 1	
improves parallel facility or contributes to atternative routing	10%	- 1
Provides capacity for non-motorized modes		1
Adda transif capacity		0
Otherstrategies		1
	Total	0.6
leath and Equity	1 1	1
Project provides increased accessibility for people with a low income & minorities Project carech ADA non-compliance	- +	
Project promotes physical activity		1
Project reduces vehicle emissions	10%	1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socia-cultural resources	-	1
	Tolai	0.6
Consistency with Adopted Plans Reserved and a dama dama dama based and a	1 1	1
Project located along planned transit service Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughtare Ran Pranty		1
Transil Plan Priority		0
Bicycle/Pedestrian Plan Priority	10%	1
Project supports goals and principles of MPO Metropolitan Transportation Plan	_ [	1
Project supports goals and principles of local land use plans	-	1
Other applicable planning documents	Total	0.7
	10101	.947
antext Sensitivity and Land Die		
		1
reject contributes to the sense of place and matches the surrounding land use		1
reject contributes to the sense of place and matches the sumauncing land use Project balances the need to move people with other desirable outcomes Project involves minimal disruption to the community (e.g. Imited land acquisition, limited change in traffic circulation)		
traject contributes to the sense of place and matches the surrounding land use Project balances the need to move people with other desirable outcomes Project involves minimal disuption to the community (e.g. finited land acquisition, limited change in traffic circulation) Project is seen an adding faulting value to the community	165	1
hoject contributes to the sense of place and matches the surrounding land use Project balances the need to move people with other desirable autoames Project involves minimal disruption to the community (e.g. Imited and acquisition, limited change in traffic circulation) Project is seen as adding lauling volue to the community traject supports high quality growth and land use principles	18%	1
heject contributes to the sense of place and matches the surrounding land use Project balances the need to move people with other desirable outcomes Project involves minimal disruption to the community (e.g. finited land acquisition, limited change in traffic circulation) Project is seen as adding liaiting value to the community traject supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development	16%	1
Project involves minimal disruption to the community (e.g. finited land acquisition, limited change in Italfic circulation) Project is seen as adding failing value to the community Project supports high quality growth and land use principles	185	1
highed contributes to the sense of place and matches the surrounding land use Project balances the need to move people with other desirable outcomes Project involves minimal dissuption to the community (e.g. finited land acquisition, limited change in traffic circulation) Project is seen as adding lasting value to the community Project avaports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development Project in supports infill/indevelopment	15%	1

FY 2024-2028 Transportation Improvement Program

#### DES#TBD - North Dunn Street Multimodal Path

Transportation Improvement Program (TIP) - Project Prioritization Crit	CMPO) Ieria	
	Weighting Y	es = 1, No
lystem Preservation and Maintenance		
Project improves upon existing infrastructure or serves to refrost missing infrastructure (e.g. filling in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repaying, bridge repair) Project is located within existing right of way	15%	1
ridecia ocoard wire availing ign of way	Total	0.45
iafety .	10101	0.40
roject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Reports top 50 crash locations	1 F	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations	1 F	0
hoject incorporates shategies that reduce crosh risk	1 1	
Geometrical Improvement for motorized splety	20%	0
Geometrical Improvement for non-motorized safety	] [	1
Signalization Improvement		1
Signage/Wayfinding	1 1	1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk	-	1
	Total	1
Will-Madal Options		
Project incorporates Multi-Modal solutions		1
Project located along exining transit service Project located along exining pedestrian/bicycle facility	E F	1
Project located along exiting pedemicaryocycle laciny Froject reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	1 H	1
Project reduces modal connici (e.g. namic signals, grade separation, dealcased lanes) Project includes transit accommodations (e.g. pullouh, shellen, dealcated lanes, signal priority)		0
Project v solaten na mi user menta i seguraren a seren a solaten na en anter a		1
Project includes bicycle facility improvements	20%	1
	f F	-
Project contains high comfort bicycle inhatructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedectrian inhortucture appropriate to facility function (e.g. curb extension, refuge island, crasswalk	1 1	
enhancement]		3
Project makes a connection to an existing active mode facility		1.
	Total	1.6
Congestion Management	C. Constant	
hoject incorporates congestion management strategies	L L	
Grade separation or dedicated travel space for individual mades		1
Improvements to access management		1
Signalization Improvement	10%	1
Improves parallel facility or contributes to attemptive routing		1
Provides capacity for nan-motorized modes		1
Addi tenil capacity	ł –	0
Other strategies	Total	
and the second Bandbal	10101	0.6
fealth and Equity Project provides increased accessibility for people with a low income & minorities		1
Project corrects ADA non-compliance .	ł -	1
Freject promotes your intercompliance	ł – F	
Project induces vehicle emission	10%	- 1
Project will not have a negative impact for a natural resource	t F	1
Project will not have a negative impact for a socia-cultural resources	t F	1
	Total	0.6
Consistency with Adopted Plans		
Froject located along planned hansit service		1
Project located along planned pedestrian/biovale toolity	f F	1
Local Maiter Theroughtare Plan Priority	1 E	1
Transit Alan Priority	1 F	0
Ecycle/Pedestrian Plan Priority	10%	1
	1 1	1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of lacial land use plans		1
Project supports goals and principles of lacal land use plans	Total	9.7
Project supports goots and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use	Total	0.7
Project supports gools and principles of lacial land use plans Other applicable planning documents	Total	0.7
Project supports goots and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use	Total	0.7
Project supports goals and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use Traject contributes to the sense of place and matches the surrounding land use Project balances the need to mave people with other distribute outcomes Project incidives miximal disruption to the community (e.g. limited land acquisition, limited phange in traffic circulation)	Total	0.7
Project supports goals and principles of lacal land use plans Other applicable planning documents Confext Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use Project balances the need to make pappie with other desirable outcomes Project involves miximal disruption to the community (e.g. limited land acquisition, limited phange in traffic circulation) Project is been as adding faiting value to the community		1
Project supports goals and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use Project balances the need to move propie with other desirable outcomes Project involves minimal disruption to the community desirable outcomes Project is sen as adding lanting value to the community hoject supports high quality growth and land use principles	10/01	1
Project supports goals and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use Project balances the need to mave people with other desirable outcomes Project recives minimal disruption to the community Project is sen as adding latting value to the community Project supports high quality growth and land use principles Project recives balances bill and use principles Project more accessibility and/at connectivity to existing land use development		1 1 1
Project supports goals and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use Troject contributes to the sense of place and matches the surrounding land use Project Troidves minimal disurption to the community (e.g. limited land acuisition, limited phange in traffic circulation) Project is seen as adding lasting value to the community reject is upports high quality growth and land use principles Project location upports infill quality growth and land use principles Project is seen as adding lasting value to the community reject applicable diverse accessibility and/or connectivity is existing land use development Project location upports infill/redevelopment		1 1 1 1
Project supports goals and principles of lacal land use plans Other applicable planning documents Context Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use Project balances the need to mave people with other desirable outcomes Project recives minimal disruption to the community Project is sen as adding latting value to the community Project supports high quality growth and land use principles Project recives balances bill and use principles Project more accessibility and/at connectivity to existing land use development		1 1 1

Source: BMCMPO Complete Streets Policy, November 2018.

#### DES#TBD - Old SR 37 & Dillman Rd Intersection

Bloomington-Monroe County Metropolitan Planning Organization (BM		
Transportation Improvement Program (TIP) - Project Prioritization Crit		
vatem Preservation and Maintenance	Weighting Y	es=1,No
Project improves upon enabling initiathucturis or serves to rehold masing initiathucture (e.g. filling in sidewalk gops)	<u>г г</u>	1
Project addresses a maniferrance need (e.g. repaying, bridge repair)	15%	0
Project is located within existing right of way		0
	Total	0.15
i cénty		
roject addresses a known high crash risk localion	S 8	
Project location is identified in the most rebent MPO Crash Reports top 50 crash locations		0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pedestrian crash locations		0
Fraject incorporates strategies that reduce crash risk		
Geometrical improvement for molacized adiety	2055 -	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement Signage/Wavlinding	1 B	1
agriage way many Project improves rate travel to nearby schools (within 1 mile)	4 F	1
Other improvements with rationate as to how the project reduces crash risk	1 H	i
	Total	1.2
Wulli-Madal Options		108
Project incorporates Multi-Modal solutions		
Project located along existing harvine		0
Project/socated along existing pedestrian/blcycle facility		D
Project reduces modal contrict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes hanel accommodations (e.g. pullouit, shellers, dedicated lanes, signal priority)		0
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements	2007	1
	1 1	- 12
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian initialitucture appropriate to facility function (e.g. cuts extension, refuge island, crosswalk	I [	
enhancement]		D
Project makes a connection to an existing active mode facility		0
	Total	0.6
Congestion Management		
Project incorporates congettion management strategies		
Grade separation or dedicated have space for individual modes		0
improvements to access management		3
Signalization improvement	10%	0
Improves parallel facility or contributes to attemative routing Provides capacity for non-motorized model	-	1
		0
Adds transit capacity Other strategies	1 F	1
onerstweight.	Total	0.4
Health and Equily	Torial .	
Project provides increased accessibility for people with a low income & minorities	1	0
Ptoject corrects ADA non-compilance	1 1	1
Project promotes physical activity	10000	1
Project reduces vehicle emissions	10%	1
		1
Project will not have a negative impact for a natural resource	1 -	. t.
	1	0.5
Project will not have a negative impact for a natural resource	Total	
Project will not have a negative impact for a natural resource. Project will not have a negative impact for a socio-cultural resources.	Total	
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned transit service	Total	0
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans	Tohol	
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned transit service	Tofal	0
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned transit service Project located along planned transit service Project located along planned transit service Docal Matter Thoroughtore Plan Priority Transit Plan Priority		0 0 1 0
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned transit service Invali Plan Planty Ecoal Master Tharoughtare Plan Planty Ecoal Master Tharoughtare Plan Planty Ecoal Master Tharoughtare Plan Planty Ecoal Project Plan Planty	Totol	0 0 1 0
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socia-cultural resource Consistency with Adopted Plans Project focated along planned thanit vervice Project focated along planned pedersitor/bicycle facility Local Matter Thanoughtare Plan Priority Transit Plan Priority Bicycle/Pedertian Plan Priority Bicycle/Pedertian Plan Priority Bicycle/Pedertian Plan Priority Bicycle/Pedertian Plan		0 0 1 0 0
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resource Consistency with Adopted Plans Project located along planned benefit service Project located along planned pedestrian/bloycle facility Local Matter Thansughtare Plan Priority Transit Plan Priority Bloycle/Pedestrian Plan Planty Project supports goals and principles of local land use plans Project supports goals and principles of local land use plans		0 0 1 0 1 1
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned transit is revice Project located along planned pederlar/bicydle facility Local Matter Theroughfore Plan Priority Transit Plan Priarity Bicycle/Pederlian Plan Priority Project sports goals and principles at MPO Metropolitan Transportation Plan	10%	0 0 1 0 1 1 1
Project will not have a negative impact for a natural resource Project will not have a negative impact for a notice-cultural resource. Satisfency with Adopted Flans: Project focated along planned pedestion/bloydle facility Local Master Thoroughtore Plan Priority Local Master Thoroughtore Plan Priority Transil Plan Priority Broyles/Redestrian Plan Priority Project supports goats and principles at MPO Metropolitan Transportation Plan Project supports goats and principles at MPO Metropolitan Transportation Plan Project supports goats and principles of local and use plans Other applicable planning documents		0 0 1 0 1 1
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resource.  Consistency with Adopted Plans Project located along planned bedeshion/bicycle facility Local Matter Thansughtare Plan Ritority Transit Plan Ritarity Bicycle/Pedeshian Plan Ritority Project loports goals and principles of local land use plans Other applicable planning documents Context Sensitive and Lond Use	10%	0 0 1 0 1 1 1
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resource Consistency with Adopted Plans Project located along planned hamit service Docal Matter Thansuptore Plan Priority Transit Plan Priority Bicycle/Pedertian Plan Priority Project supports goats and principles of MPO Metropolitan Transportation Plan Project supports goats and principles of locat land use plans Other applicable planning documents Context Sensitivity and Lond Use Transit Sensitivity and Lond Use Transit Sensitivity and Lond Use	10%	0 0 0 1 1 1 1 0.4
Project will not have a negative impact for a natural resource Project will not have a negative impact for a socia-cultural resource Consistency with Adopted Plans Project located along planned sharill service Project located along planned pedestion/bloyde facility Local Marter Tharoughtere Plan Priority Local Marter Tharoughtere Plan Priority Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of local lond use plans Other applicable planning documents Control Sensitivity and Lond Use Project Controlwas for the sense of place and matches file sumounding land use Project to Projects the need to move people with after desirable outcomes	10%	0 0 1 0 1 1 1 0.4
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FY 2024-2028 Transportation Improvement Program

## Appendix G: Plan Development & Public Involvement Methodology

## Introduction

The FY 2024-2028 Transportation Improvement Program (TIP) prepared by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, Indiana University (IU) Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2024-2028 TIP from April 2023 to adoption with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the TIP. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as lowincome and minority households, who may face challenges accessing employment and other services.

The staff focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). The recent COVID-19 pandemic necessitated a shift to hybrid platforms for all meetings using Zoom. All meetings of the Policy Committee are routinely recorded for community viewing by the Citizens Access Television System (CATS, <u>https://www.catstv.net/</u>) and continued uninterrupted throughout FY 2023 as the staff presented selective elements and the Draft FY 2024-2028 TIP. The Draft FY 2024-2028 TIP had additional postings on the BMCMPO website (<u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule throughout calendar year 2023:

January 6, 2023 – Local Public Agency Distribution Announcement

Call for Projects Issued	January 6, 2023
Call for Projects (Updated)	January 26, 2023
<ul> <li>Project Request Application Deadline</li> </ul>	February 10, 2023
<ul> <li>Technical Advisory Committee (TAC) and Citizens</li> </ul>	
Advisory Committee (CAC) Project Requests,	
Project Reviews and Fiscal Constraint Issues	February 22, 2023

•	Policy Committee (PC) Project Requests,	
	Project Reviews and Fiscal Constraint Issues	March 10, 2023
•	TAC an CAC Federal Program Category Allocations,	
	LPA Applications Received, Fiscally Constrained Program	April 26, 2023
•	PC Federal Program Category Allocations,	
	LPA Applications Received, Fiscally Constrained Program	May 12, 2023
•	Legal Advertisements	May 12 and May 14, 2023
•	Thirty (30) Day Public Comment Period Begins	May 12, 2023
•	Draft FY 2024-2028 TIP Submission to INDOT	May 15, 2023
•	Draft FY 2024-2028 TIP Public Input Meeting	May 22, 2023
•	TAC and CAC Final Draft Reviews and Recommendations	May 24, 2023
•	Receipt of INDOT, FHWA, FTA Review Comments	June 2, 2023
•	Thirty (30) Day Public comment Period Ends	June 10, 2023
•	TAC and CAC Recommended Adoption	June 28, 2023
•	PC Approval of Final FY 2024 - 2028 TIP	June 30, 2023
•	Adopted Submission to INDOT of FY 2024 - 2028 TIP	June 30, 2023
•	FHWA/FTA/INDOT FY 2024 - 2028 TIP Approval Letter	July 2023

### **Public Outreach Process**

The public outreach process for the FY 2024-2028 TIP included:

- Posting the Draft FY 2024-2028 TIP for public review and comment on the City of Bloomington website page (<u>https://bloomington.in.gov/mpo/transportation-</u> <u>improvement-program</u>)
- Legal Advertisements in the *Bloomington-Herald Times* on Friday, May 12<sup>th</sup> and Sunday, May 14<sup>th</sup> 2023. Proof of legal advertisement made available upon request from the BMCMPO staff.
- City of Bloomington Public Meeting Press Release:

### FOR IMMEDIATE RELEASE

May 18, 2023

### For more information, please contact:

Pat Martin, Senior Transportation Planner, <u>martipa@bloomington.in.gov</u> or 812-349-3530; or Rachael Sargent, MPO Transportation Planner, <u>rachael.sargent@bloomington.in.gov</u> or 812-349-3588.

## Public Invited to Provide Input about Local Transportation Projects

**Bloomington, Ind.** -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on **Monday, May 22, from 6:00 to 8:00 p.m.** in the Bloomington City Hall Council Chambers with the goal of gaining public input for development of the **Fiscal Year 2024-2028** <u>Transportation Improvement Program</u> (TIP).

Join Zoom Meeting

https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09

Meeting ID: 865 723 1124 Passcode: BMCMPO Dial by your location +1 312 626 6799 US (Chicago) Find your local number: <u>https://bloomington.zoom.us/u/ky1ihyfjN</u>

The FY 2024-2028 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington.

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

Members of the public may submit comments regarding this draft document at the public meeting or directly to BMCMPO staff by email at <u>martipa@bloomington.in.gov</u> or <u>rachael.sargent@bloomington.in.gov</u>.

A copy of the *Draft FY 2024-2028 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404; or
- Online electronically and downloadable at: <u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>

The BMCMPO will accept written comments during the ongoing public review period until June 10, 2023. Written comments can be submitted to:

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

Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet June 28<sup>th</sup> to recommend adoption of the Draft TIP, which the Policy Committee will vote to adopt June 30, 2023.

###

Hybrid Public Meeting from 6:00 p.m. - 8:00 p.m. on Monday, May 22, 2023.
 Presentation materials included an overview of the FY 2024-2028 TIP purpose and need, a Bloomington-Monroe County urban area boundary map, project types, fiscal constraints, and the draft program of projects for Monroe County, Rural Transit, Bloomington Transit, the City of Bloomington, and the Indiana Department of Transportation. Open discussion included all relevant topics as follows:

### DRAFT FY 2024 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC INFORMATION MEETING

May 22, 2023 7:30 - 8:30 p.m. City of Bloomington – City Hall - Council Chambers And Virtual Location via Zoom Join Zoom Meeting

https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09

Meeting ID: 865 723 1124 Passcode: BMCMPO Dial by your location +1 312 626 6799 US (Chicago) Find your local number: <u>https://bloomington.zoom.us/u/ky1ihyfjN</u>

- I. Welcome and Introductions
- II. Draft BMCMPO FY 2022- 2026 Transportation Improvement Program
  - a. Introduction
    - (1) Purpose and Need
    - (2) Legislative Requirements
    - (3) Local Planning Agencies
    - (4) Urban Area Boundary
  - b. Transportation Improvement Programming
    - (1) Project Prioritization
    - (2) Amendment Process
  - c. Transportation Improvement Projects
    - (1) Background and Call for FY2022-2026 Projects
    - (2) Anticipated FY 2022 2026 TIP Federal Program Revenue Levels

- (3) Project Application Requirements
- (4) Fiscally unconstrained/constrained funding request summary
- (5) Draft FY 2022-2026 TIP LPA Funding Requests and Funding Type by Fiscal Year
  - (a) Monroe County Summary Table
  - (b) City of Bloomington Funding table
  - (c) Bloomington Transit Funding Table
  - (d) Rural Transit Funding table
- (6) FY 2022 2026 TIP LPA and INDOT Projects
- (7) FY 2022 2026 TIP Appendices
  - (a) Appendix A: Financial Forecast
  - (b) Appendix B: Transportation Planning Requirements
  - (c) Appendix C: Performance-Based Transportation Planning Targets
  - (d) Appendix D: Environmental Justice
  - (a) Appendix E: Air Quality and Climate Change Assessment
  - (b) Appendix F: BMCMPO Complete Streets Policy
  - (c) Appendix G: Plan Developments & Public Involvement Methodology
  - (d) Appendix H: Glossary

Draft Submission Schedule, Legal Advertisements, Public Comment Period

• FHWA/FTA/INDOT Draft Review and Comments – May/June 2023

Final Draft Review/Approval, and Final Submission Dates

- Technical Advisory Committee June 28. 2023 at 10:00 a.m. (Hybrid)
- Citizens Advisory Committee June 28, 2023 at 6:30 p.m. (Hybrid)
- Policy Committee June 30, 2023 at 1:30 p.m. (Hybrid)

Adjournment

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

### Interagency Consultation/Coordination: Calendar Year 2022 and 2023

The BMCMPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2024-2028 TIP development process beginning in December 2021 through June 2023 to ensure the attainment of federal and state requirements. The consultation/coordination process further ensured the receipt of corresponding comments. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior Final FY 2024-2028 TIP adoption by the BMCMPO Policy Committee on June 30, 2023.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) received several urban area constituent public comments for the *Draft FY 2024-2028 Transportation Improvement Program* initially posted on the BMCMPO Transportation Improvement Program website (<u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>) on May 12, 2023, in addition to the public information meeting held on May 22, 2023.

The following represents the total extent of comments received for the Draft BMCMPO FY 2024-2028 Transportation Improvement Program from the public, Indiana Department of Transportation (INDOT), Federal Highway Administration FHWA), and the Federal Transit Administration (FTA).

Individual/Organization	Comment	Response
May 18, 2023	Page 31 - Purchase of 35-foot Electric	Bloomington Transit corrected the
	Buses, Charging Stations (TBD).	funding source to FTA 5339.
Brian Jones		-
Program Manager, Indiana	The funding source is listed as FTA 5310.	
Department of		
Transportation	INDOT administers 5310 for small urban	
	areas like Bloomington, and only receives	
	about \$2.2 million per year. Nor can 5310	
	funds be used to purchase large fixed-	
	route buses.	
May 22, 2023	*Please note that Ms. Thomasson's	The BMCMPO staff passed along
(also email received on June	comment is summarized, with primary	the comment to the City of
4, 2023)	points captured with several quotes. For	Bloomington's Engineering
	full comment, please contact the	Department staff as they begin
Lisa Thomasson	BMCMPO.*	project concept development.
Community Member		
	All comments below regard High Street	
	Intersection Modernizations and	
	Multiuse Path [2200020].	
	"High Street is not an	
	appropriate setting for a multi-	
	use path. High Street is not a	
	destination, and it does not have	
	fast-moving uninterrupted multi- lane traffic."	
	<ul> <li>High Street is largely residential with numerous driveways –</li> </ul>	
	residents need to exit their	
	driveways safely, and with a	
	multiuse path with pedestrians	
	and bicyclists, that will become	
	difficult. A multiuse path will	
	contribute to poor visibility and	
	lack of access to those utilizing	
	driveways.	
	<ul> <li>Scientific research indicates that</li> </ul>	
	multiuse paths "aren't used by	
	bicycles and it shouldn't be	
	presumed that they will be; that	
	bicyclists prefer roadways and	
	bike lanes because they are	
	quicker and more convenient."	

May 22, 2023	<ul> <li>so structures were not built with the intention of including a multiuse path.</li> <li>The High Street project creates redundancy of north-south paths, as the Greenway Project and Covenanter Project allows for north-south transportation.</li> <li>Many factors define the historical character of the street, such as Ross Lockridge's boyhood home, a cistern, mature trees, and gardens, which the High Street project will affect.</li> <li>High Street historically suffers from storm water flooding issues, causing frequent potholes and the flooding of basements. Adding impermeable surfaces and removing mature trees will contribute to this issue further.</li> <li>The Council Member representative indicated that he was not aware of the potential of property condemnation.</li> <li>In a separate comment, Ms. Thomasson inquired about the classification change of High Street.</li> </ul>	The Safety Targets for all Indiana MPOs reflect INDOT macro-level
Greg Alexander Community Member	metrics. Is there a report to show how we are doing with metric comparisons or indications of pass or fail, or improvement or non-improvement?	MPOs reflect INDOT macro-level statewide targets. The FHWA determines if INDOT has met annual and/or multi-year targets. The BMCMPO publishes a 5-year Crash Report for the identification of macro-level local trends.
	The College and Walnut Corridor Study does not show up in the TIP, is this in the pipeline for the coming years?	The proposed City of Bloomington College and Walnut Corridor Study is a 100% locally funded initiative with preliminary planning studies and public engagement meetings currently underway.

May 22, 2023		
May 22, 2023 Pauly Tarricone Community Member	"I just wanted to express my hope that the projects that are prioritized from these federal dollars moving forward are really going to move towards sustainable transportation, not just sustainability in terms of ecological, but also in terms of financial. It's been frustrating to see how many tens of millions of dollars have been kind of squandered on car-based infrastructure that requires very large amounts of dollars for maintenance over the course of decades, when we should be moving more towards more resilient kinds of infrastructure that prioritizes pedestrians and bicyclists, not just for ecological sustainability but for, again, that financial sustainability."	The BMCMPO staff passed along the comment to the Monroe County Highway Department staff as they begin project concept development.
May 22, 2023	Mr. Tarricone inquired about the Liberty Drive to Karst Farm Connector project, giving anecdotal experience of cycling along Bloomfield Road. He stated excitement for the potential of the project. "My concern is a nearly \$4 million	The BMCMPO staff passed along
Sarah Ryterband Community Member	roundabout at Old State Route 37 and Dillman Road. I grant that Dillman Road offers some rather challenging aspects in terms of visibility and I'm wondering why a simple stoplight can't address the rapid traffic on Old State Route 37 and make a safer intersection for those on Dillman Road that wish to cross over."	the comment to the Monroe County Highway Department staff as they begin project concept development.
	Ms. Ryterband additionally commented on the High Street Intersection Modernizations and Multiuse Path [2200020]. She referenced other multiuse paths within the City of Bloomington as examples that pedestrians and cyclists utilize multiuse paths. She indicated excitement of the north-south connectivity and commended the City for the number of pedestrian- and bicyclist-oriented projects within the TIP.	

May 22, 2023	Mr. McKim stated support for the Karst	The BMCMPO staff passed along
Geoff McKim Community Member	Farm Connector project and explained the anticipated route.	the comment to the Monroe County Highway Department staff as they begin project concept development.
June 1, 2023 Patrick Carpenter Environmental Protection Specialist, Federal Highway Administration – Indiana Division	<ul> <li>We note that FY 2027, along with FY 2028, is listed as illustrative. We are curious why FY 2027 is considered illustrative for this TIP. FHWA and FTA will not approve the illustrative fiscal years, only those shown to be fiscally constrained.</li> </ul>	INDOT directive guidance to the BMCMPO stipulated FY 2027 and FY 2028 as "illustrative" given federal fiscal uncertainties. All BMCMPO Fiscal Year 2024-2028 projects are fiscally constrained.
	<ul> <li>There are different acronyms used for Surface Transportation Block Grants-See STPBG on Table 1 and STBG on page 41 for examples. Suggest making consistent throughout the TIP.</li> </ul>	STPBG and STBG acronyms are changed to STBG.
	<ul> <li>Is there a report in the document outlining major projects that have been implemented or carried over from the previous TIP?</li> </ul>	The identification major project implementations has been added to the FY 2024-2028 TIP narrative under the heading "Environmental Justice Area Projects".
	<ul> <li>For the Non-INDOT projects-the projects should include more descriptive information such as termini, length, and type of work as appropriate.</li> </ul>	Project descriptions are included via links to Google Documents.
	<ul> <li>Environmental Justice:         <ul> <li>EJ Future</li> <li>Reassessments-</li> <li>Indicates that future</li> <li>reassessments will</li> <li>coincide with the</li> <li>release of the 2020</li> <li>Census data in calendar</li> <li>year 2023-that</li> <li>information has since</li> <li>been released. Suggest</li> <li>addressing this and</li> <li>bringing up to date as</li> </ul> </li> </ul>	A GIS map is in development indicating environmental justice areas, utilizing the US EPA EJScreen tool, which utilizes the 2020 Census data.
	<ul> <li>necessary.</li> <li>For consideration for future public</li> </ul>	Appendix G documents the public involvement process used for

	involvement -suggest the MPO document how the public outreach/involvement is tailored to reach different EJ and/or underserved communities.	development of the FY 2024-2028 TIP and other BMCMPO public involvement activities. The adopted policy has an Environmental Justice focus given the City of Bloomington's resident and international student/faculty/staff populations.
	<ul> <li>Will the review/disposition of public comments be added prior to the final adoption of the TIP?</li> </ul>	Public comments are included in the final adoption of the TIP.
June 6, 2023 Roberta Kerler Community Member (Please note that Ms. Kerler's comment is summarized, with primary points captured with several quotes. For full comment, please contact the BMCMPO)	The proposed High Street Intersection Modernizations and Multiuse Path [2200020]'s negative impact to the city character, street residents, and street safety warrants that the project to be moved to the lowest priority. Traffic moves slowly, with a few peak usage hours; traffic experiences frequent stops; and many cars enter and exit driveways during commuter times. A multiuse path is a dangerous alternative to the sidewalk. In these ways, "High Street is not an appropriate setting for a multi-use path."	The BMCMPO staff passed along the comment to the City of Bloomington's Engineering Department staff as they begin project concept development.

## Appendix H: Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**CE** means construction engineering associated with project construction.

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

**Climate Change** means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (https://docs.lib.purdue.edu/climatetr/2/) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (https://hri.eri.iu.edu/climate-

<u>ulnerability/index.html?placeid=MONROE%20County#climateExpoHead</u> and <u>https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf</u>). Learn more about climate change impacts in Bloomington at <u>bloomington.in.gov/sustainability</u> and the current Climate Action Plan at <u>https://bloomington.in.gov/sustainability/2020-climate-action-plan</u>.

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

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

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

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

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

**COVID-19 or SARS-CoV-2** means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis with over 103.8 million documented cases and more than 1.1 million deaths nationwide as of March 10, 2023. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 27,600 confirmed cases of COVID-19 resulting in 279 deaths attributed to the disease as of May 29, 2023

(https://usafacts.org/visualizations/coronavirus-covid-19-spread-

<u>map/state/indiana/county/monroe-county/</u>). In many cases, survivors will experience long-term respiratory and health related symptoms (<u>https://coronavirus.jhu.edu/map.html</u>).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**National Ambient Air Quality Standards (NAAQS)** are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and Sulfur Dioxide (SO<sub>2</sub>).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Appendix I: Self-Certification

#### FY 2022 TRANSPORTATION PLANNING PROCESS CERTIFICATION

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;
- Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantages business enterprises in DOT funded projects;
- 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 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;
- 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
- 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

Daté

Indiana Department of Transportation

Roy S. Nunnally

Director, INDOT Technical Planning & Programming Title

8/13/2021

Date

## Appendix J: BMCMPO FY 2024-2028 TIP Adoption – Meeting Minutes



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 the Melissa Hirtzel at <u>hirtzelm@bloomington.in.gov</u> and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

Members Present: Jason Banach, Margaret Clements (V), Andrew Cibor (P), Doug Horn, Jillian Kinzie (V), Chris Wahlman (P), Lisa Ridge, Sarah Ryterband, Julie Thomas, Nate Nickel (P), Pam Samples

Guests Present: Jay Mitchell

Staff Present: Rachael Sargent, Pat Martin

#### Agenda

- I. Call to Order and Introductions Lisa Ridge called the meeting to order.
- II. Approval of Meeting Agenda\* \*\*Julie Thomas moved for approval of the meeting agenda. Sarah Ryterband seconded. Motion passed by a roll call vote (11-0).\* Approved.
- III. Approval of Minutes\*
  - a. May 13, 2023

\*\*Sarah Ryterband moved for approval of the meeting agenda. Julie Thomas seconded. Motion passed by a roll call vote (11-0-1).\* Approved.

- IV. Communications from the Chair and Vice Chair
  - Lisa Ridge welcomed everyone, noted the recent storm damage, and wished everyone a safe July 4<sup>th</sup> holiday.
- V. Reports from Officers and/or Committees
  - Nate Nickel reported on the TAC meeting of June 27<sup>th</sup> with the recommended adoption of the FY 2024 - 2028 TIP.
  - b. Sarah Ryterband reported on the CAC meeting of June 27<sup>th</sup> with the recommended adoption of the FY 2024 - 2028 TIP. The CAC additionally received a consultant presentation of a proposed project for the intersection of Old SR 37 and Dillman Road. The CAC now supports the proposed project.
- VI. Reports from the MPO Staff

<sup>401</sup> N. Morton Street • Suite 130 • PO Box 100 • Bloomington, IN 47402 • Web: www.bloomington.in.gov/mpo Ph: (812) 349-3423 • Fax: (812) 349-3535 • Email: mpo@bloomington.in.gov

a. Pat Martin reported on the successful flex-funds transfer of unspent FY 2023 FHWA funds to the Federal Transit Administration (FTA) totaling \$3,978,983.00 for use by Bloomington Transit (BT) for the purchase of new electric buses.

#### VII. Old Business

a. BMCMPO FY 2024 - 2028 Transportation Improvement Program (TIP) - FINAL\*. Pat Martin summarized modifications from the draft document including the receipt of public comments, review comments from the FHWA and INDOT, the achievement of fiscal constraint, the use of standard methodology for cost estimates by local public agencies, the assumption of an annual 4% inflation factor, and the recognition of total project costs. Rachael Sargent reported on program summary project programming costs for Rural Transit, Bloomington Transit, Monroe County, the City of Bloomington, and INDOT with an overall FY 2024 – 2028 TIP program totaling \$271,201,502. \*\*Sarah Ryterband moved for adoption of the FY 2024 - 2028 TIP. Julie Thomas seconded. Motion passed by a roll call vote (10-1).\* Approved.

#### VIII. New Business

- a. FY 2022 2026 Transportation Improvement Program (TIP) Amendments\*
  - (1) DES#TBD Bloomington Transit acquisition of six paratransit/microtransit vehicles
  - (2) DES#TBD Bloomington Transit replacement of CAD/AVL hardware, equipment and associated systems.

Pat Martin presented the two (2) project amendments requested by Bloomington Transit. \*\*Sarah Ryterband moved for approval of the FY 2022 - 2026 TIP amendments. Julie Thomas seconded. Motion passed by a roll call vote (10-1).\* 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.
  - a. None
- X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
  - a. None.

#### XI. Upcoming Meetings

- a. Policy Committee August 11, 2023 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee August 23, 2023 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee August 23, 2023 at 6:30 p.m. (Hybrid)

#### XII. Adjournment

a. Lisa Ridge adjourned the meeting with motions from Sarah Ryterband and Julie Thomas.

\*Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).

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

## **Appendix K: Public Participation Legal Notice**

## BMCMPO Draft FY2024-2028 Transportation Improvement Program Record Draft Document Comments - May 15, 2023 through June 10, 2023

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) initiated a 30-day public comment period for the *Draft FY2020-2026 Transportation Improvement Program (FY2024-2028 TIP*) with Legal Advertisements on May 12 and May 14, 2023 published in the *Bloomington Herald-Times (https://www.heraldtimesonline.com/*).

### Public Participation Notice BMCMPO FY 2024-2028 Transportation Improvement Program

In accordance with its Public Participation Plan, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) shall hold a thirty (30) day public review of the **Draft Fiscal Year 2024-2028 Transportation Improvement Program (TIP).** Written comments on the Draft Program shall open on **May 12, 2023** and close at 5:00 p.m., on **June 10, 2023.** The BMCMPO Policy Committee shall vote on the FY 2024-2028 TIP at their scheduled meeting held after **June 10, 2023.** 

A copy of the *Draft FY 2024-2028 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404; or
- Online electronically and downloadable at: <u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>

The BMCMPO will accept written comments during the public review period. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) PO Box 100 Bloomington, IN 47402

Please contact MPO staff at <u>rachael.sargent@bloomington.in.gov</u> or <u>martipa@bloomington.in.gov</u> for further information.

## Appendix L: FY 2024-2028 TIP Approval Letter



100 North Senate Avenue Room N758-Executive Office Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor Michael Smith, Commissioner

July 18, 2023

OF TR

Mr. Patrick Martin, Senior Transportation Planner Bloomington-Monroe County Metropolitan Planning Organization 401 North Morton Street, Suite 130 Bloomington, IN 47402

#### Fiscal Years 2024 – 2028 Transportation Improvement Program (TIP) Approval

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2024-2028 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58.

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2024-2028 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2024-2028 timeline and will be included by reference in the INDOT FY 2024-2028 Indiana Statewide Improvement Program (STIP).

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Michael Smith, Commissioner Indiana Department of Transportation

cc: Lyndsay Quist Louis Feagans Tony McClellan Rebecca Packer Roy Nunnally Erica Tait Patrick Carpenter

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