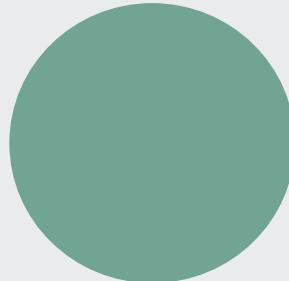
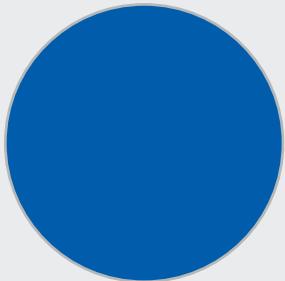
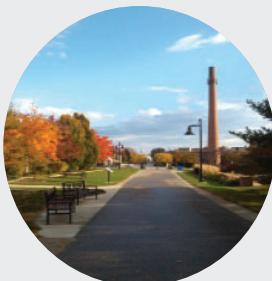
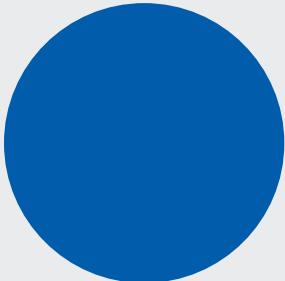


# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2026-2030



**ADOPTED MARCH 14, 2025 by the BMCMPO Policy Committee  
(federal approval is pending)**



## **Disclaimer**

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

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# Acknowledgments

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

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### **Bloomington-Monroe County Metropolitan Planning Organization Staff**

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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 adopted *BMCMPO 2050 Metropolitan Transportation Plan* (BMCMPO 2050 MTP).

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

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

reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.”

INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2026-2030 TIP.

- Public outreach and involvement strategies employed for development of the FY 2026-2030 TIP involved a combination of in-person, digital, virtual, and print tool approaches as recommended by the U.S. Department of Transportation’s Equity Action Plan (<https://www.transportation.gov/priorities/equity/2023-equity-action-plan>). The BMCMPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and multiple transportation needs and transportation experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed transportation investment projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual transportation investment projects by work type and project purposes (i.e., ADA ramp construction, bike-pedestrian facilities, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects

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

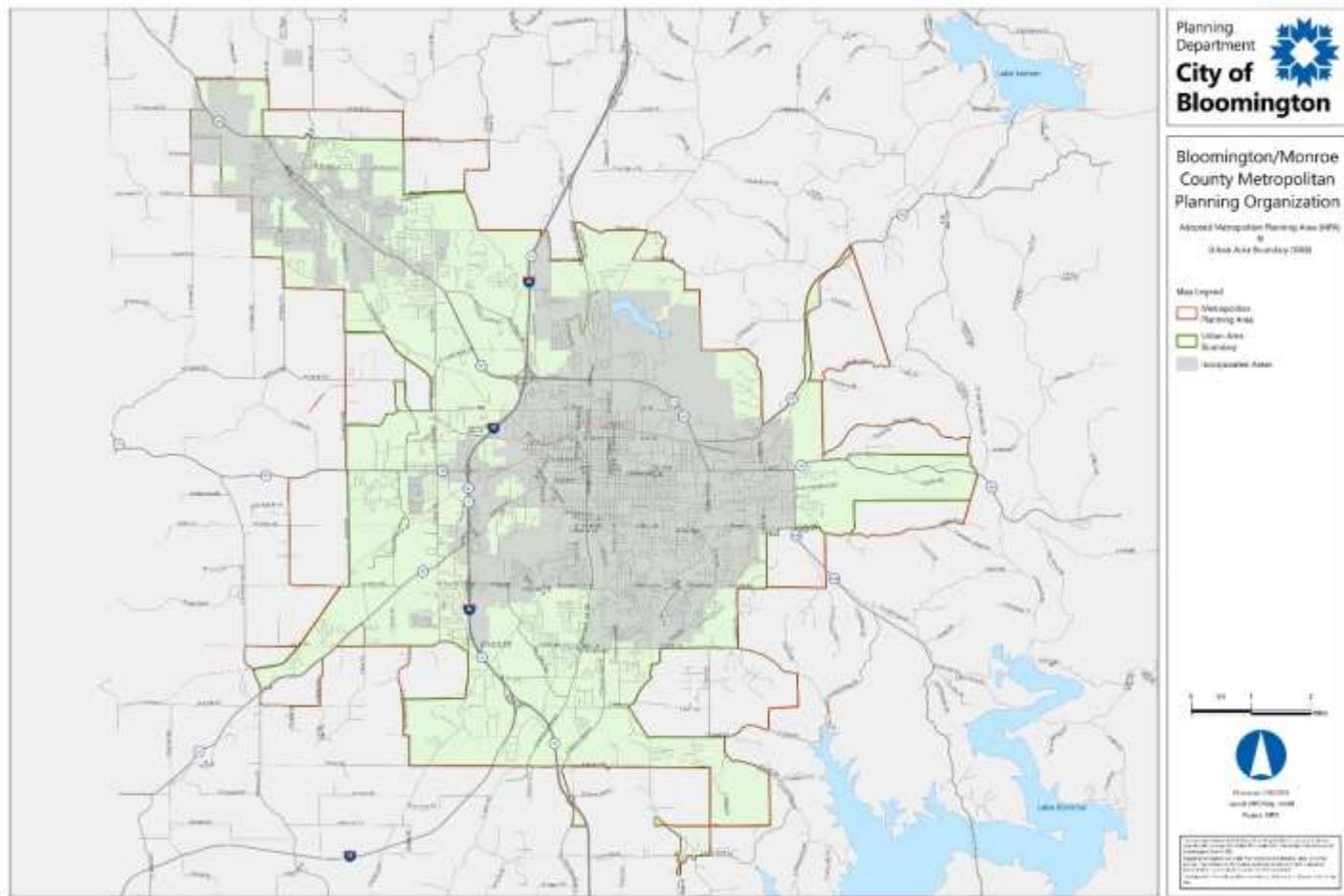
The FY 2026-2030 TIP represents a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

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

The STIP identifies the funding and timing of the state’s transportation projects by fiscal year. The FY 2026-2030 STIP identifies approximately \$3.5 billion for programmed projects. The STIP

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

The BMCMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington-Monroe County Urbanized Area (BMCMPO UA) with a 2020 Census population of 110,103 and the recognized Metropolitan Planning Area (BMCMPO MPA) defined by the Bureau of the Census. The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanized area of Monroe County. An online electronic map of the Bloomington-Monroe County urbanized area defined by the 2020 Census is available at [https://bloomington.in.gov/sites/default/files/2024-07/MPOMap\\_36x48%20%283%29.pdf](https://bloomington.in.gov/sites/default/files/2024-07/MPOMap_36x48%20%283%29.pdf).



BBCMPO Urban Area Boundary (UAB) and Metropolitan Planning Area (MPA) Map.

Source: BBCMPO - 07-08-24.

# Transportation Improvement Programming

The BMCMPO FY 2026-2030 TIP achieved fiscal constraint for FY 2026-2030 by individual years and includes only those projects for which funding has been identified using current or reasonably available federal, state and local revenue sources. All FY 2029-2030 projects are illustrative for the purposes of this document. 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 Indiana Department of Transportation’s current TIP/STIP Amendment policy process.

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

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

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. 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.

Local projects added to the FY 2026-2030 TIP follow a recommended prioritization criteria from the BMCMPO Advisory Complete Streets Policy:

- *Safety* - addresses high crash locations and/or projects that reduce crash risk

- *Multi-modal Options and Solutions* - public transit, pedestrians and bicyclists safety/comfort accommodations
- *System Preservation and Maintenance* - improvement of existing infrastructure within public right-of-way
- *Context Sensitivity and Land Use* – Sens of place with surrounding land use supporting high quality
- *Health and Equity* - increases accessibility, physical activity, reduces transportation emissions, considers socio-economic and environmental impacts
- *Congestion Management* - access management, signals, alternative routing, transit capacity, street designs
- *Consistency With Adopted Plans* - consistency with local Thoroughfare Plans

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 (amendment and administrative modification).

## Amendment Process

TIP amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA if so required. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP 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 2024-2028 TIP will automatically be included in the new FY 2026-2030 TIP along with their coinciding project funding sources and amounts. A TIP project application for both TIPs must be submitted to BMCMPO staff for processing.

# Transportation Improvement Program Projects

## Background

This discussion provides a central reference point for the identification of recommended BMCMPO FY 2026-2030 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 INDOT.

## Project Cost Estimation

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

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

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

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

## Federal Funding Sources

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

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

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

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

- **Transportation Alternatives Program (TA)** funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- **Federal Transit Administration (FTA)** funding programs vary according to urban area use. Bloomington Transit, the local urban transit authority in this region, relies a variety of FTA program funding. FTA Section 5307 program is for urban area formula funds with operating assistance and eligible capital activities. Section 5310 funds involve enhanced mobility of seniors and individuals with disabilities and Section 5339 funds involve capital bus/vehicle and bus facility needs. Rural Transit, which provides demand-response transportation to four counties in this region of Indiana, relies on Section 5311 funds for the provision of rural transportation services.
- **Indiana Trails Program (ITP)** funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2026-2030 TIP reflects this administrative program change.

**Table 1 - Federal Transportation Funding Programs**

<b>Primary Federal, State, Local Funding Source Descriptions</b>		
<b>Funding Program*</b>	<b>Abbreviation</b>	<b>Brief Description**</b>
Surface Transportation Block Grant	STBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	<ul style="list-style-type: none"> <li>Section 5307 operating and eligible capital activities</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 public transportation replaced with annual general fund appropriations in 2023.
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 flooding, extreme weather events, and other natural disasters.

\*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.

\*\*Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) (<https://fhwa.dot.gov/>) and Federal Transit Administration (FTA).

## **Red Flag Investigations**

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

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

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

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

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

To comply with this requirement, INDOT evaluated and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT will continually monitor locations where emergency repairs occur and will review and update an 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 repeatedly “washes out” during flood events, 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 programmed with federal Emergency Relief funds.

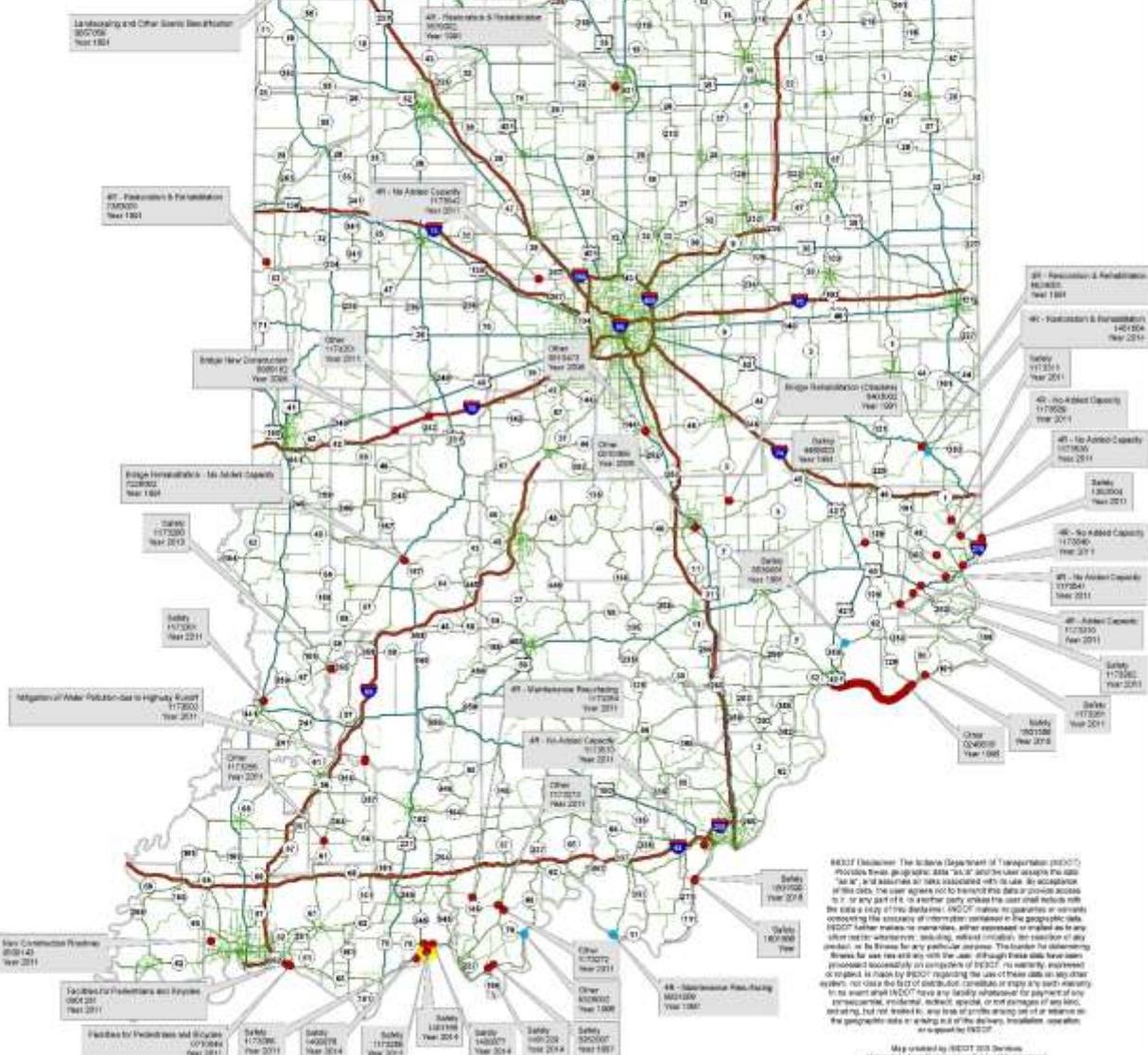
## Emergency Relief

## Projects

- █ Location Known
- █ Location Assumed
- █ Duplicate Location
- █ On Federal Aid
- █ CountyBoundary



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Map generated by GEOTIFF 2020 (version 1.0.0.0) using data from Google Earth & NASA's Mosaic service



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Bloomington-Monroe County Metropolitan Planning Organization  
FY 2026-2030 Transportation Improvement Program – FINAL

# Transportation Improvement Program Funding

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

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

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

The BMCMPO FY 2026-2030 TIP begins on July 1, 2025 and ends on June 30, 2030. The Indiana Department of Transportation will issue *final* FHWA program levels for the BMCMPO by June 2025. The BMCMPO staff will maintain fiscal constrain all local projects upon the receipt of Group II assigned funding levels from the INDOT, Local Programs staff.

The State of Indiana's programmed funds or projects are subject to statewide financial constraints. The following FY 2026-2023 TIP funding table: identifies the *projected* FHWA program revenues for the BMCMPO urban area as of December 2024; highlights total special call awards/grants received by the LPAs that support TIP projects; and, shows that fiscal constraint is met – the difference between total federal revenue available and total federal revenue programmed is greater than or equal to zero in all years.

Additional federal funding from special call awards or grants is sometimes available to supplement the annual federal program revenue levels. The following table shows that in December 2024, both the City of Bloomington and Monroe County were awarded funds to be used for HSIP eligible projects. The funds must be used within two years of being received. Both the City of Bloomington and Monroe County will use the majority of these funds in 2026 to supplement existing TIP projects.

<b>FISCAL CONSTRAINT</b> Bloomington-Monroe County Metropolitan Planning Organization Anticipated FY 2026 - 2030 TIP Federal Program Revenue Levels <sup>1</sup> to Federal Revenue Programmed by Local Public Agencies							
Funding Program	Fiscal Year					Totals	
	2026 <sup>5</sup> (estimates)	2027 (estimates)	2028 (estimates)	2029 <sup>2</sup> (estimates)	2030 <sup>2</sup> (estimates)		
CRP	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,697,260	
HSIP	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 2,793,870	
PROTECT	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 624,985	
SEC 164	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 663,005	
STBG	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 15,478,960	
TA	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,945,235	
Anticipated FY 2026 - 2030 TIP Federal Program Revenue Levels <sup>1</sup>	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 23,203,315	
Special Call Awards/Grants Received	\$ 1,279,440	\$ -	\$ -	\$ -	\$ -	\$ 1,279,440	
Funding Trades <sup>4</sup>		\$ (4,601,337)	\$ (150,000)	\$ 540,565	\$ (1,029,000)	\$ (5,239,772)	
Total Federal Revenue Available (allocation + awards/grants)	\$ 5,920,103	\$ 39,326	\$ 4,490,663	\$ 5,181,228	\$ 3,611,663	\$ 19,242,983	
Total Federal Revenue Programmed by Local Public Agencies	\$ 5,884,103	\$ 39,326	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 19,845,418	
<b>FISCAL CONSTRAINT</b> (difference between total available & total programmed)	\$ 36,000	\$ -	\$ (150,000)	\$ 540,565	\$ (1,029,000)	\$ (602,435)	

<sup>1</sup>Source: Indiana Department of Transportation Local Share of Federal Formula Apportionments to the BMCMPO, 12-31-2024

<sup>2</sup>Illustrative fiscal years

<sup>3</sup>HSIP eligible projects

<sup>4</sup>\$4,601,337 FY2024 BMCMPO funds trades for \$4,601,337 FY2027 IMPO funds

\$540,565 FY2025 BMCMPO funds traded for \$540,565 FY2029 MACOG funds

\$1,179,000 (\$150,000 in FY2028 and \$1,029,000 in FY2030) BMCMPO funds trades for \$1,179,000 FY2026 CAMPO funds

<sup>5</sup>The FY2026 Federal spending authority for BMCMPO is \$4,584,567.

Bloomington-Monroe County Metropolitan Planning Organization FY 2026 - 2030 TIP Special Call Awards/Grants						
Funding Program	Fiscal Year					Totals
	2026	2027	2028	2029	2030	
HSIP	\$ 1,279,440					\$ 1,279,440
<b>Totals</b>	<b>\$ 1,279,440</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,279,440</b>

Note: 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 2026.

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

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

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

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

\*\*Illustrative fiscal years

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

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

\*\*Illustrative fiscal years

City of Bloomington FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ 339,452	\$ -	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,357,808
HSIP	\$ 938,214	\$ -	\$ 558,774	\$ 558,774	\$ 558,774	\$ 2,614,536
Local	\$ 9,530,404	\$ 1,000,000	\$ 2,188,837	\$ 2,524,337	\$ 2,355,337	\$ 17,598,915
PROTECT	\$ 124,997	\$ -	\$ 124,997	\$ 124,997	\$ 124,997	\$ 499,988
Sec 164	\$ 132,601	\$ -	\$ 132,601	\$ 132,601	\$ 132,601	\$ 530,404
STBG	\$ 3,095,792	\$ -	\$ 703,792	\$ 3,095,792	\$ 3,095,792	\$ 9,991,168
TA	\$ 389,047	\$ -	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,556,188
<b>Totals</b>	<b>\$ 14,550,507</b>	<b>\$ 1,000,000</b>	<b>\$ 4,437,500</b>	<b>\$ 7,165,000</b>	<b>\$ 6,996,000</b>	<b>\$ 34,149,007</b>

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

\*\*Illustrative fiscal years

Monroe County FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ 5,712,304	\$ 14,889	\$ 2,357,318	\$ 153,661	\$ 144,162	\$ 8,382,335
HSIP	\$ 864,000	\$ -	\$ -	\$ -	\$ -	\$ 864,000
Local	\$ 1,519,421	\$ 279,396	\$ 1,187,330	\$ 38,416	\$ 36,040	\$ 3,060,603
PROTECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ -	\$ 39,326	\$ 2,392,000	\$ -	\$ -	\$ 2,431,326
TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>\$ 8,095,725</b>	<b>\$ 333,611</b>	<b>\$ 5,936,648</b>	<b>\$ 192,077</b>	<b>\$ 180,203</b>	<b>\$ 14,738,264</b>

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

\*\*Illustrative fiscal years

INDOT FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
HSIP + State Match	\$ 2,430,632	\$ 124,000	\$ 150,000	\$ 1,464,000	\$ -	\$ 4,168,632
NHPP + State Match	\$ 30,220,211	\$ 32,595,899	\$ 32,264,860	\$ -	\$ -	\$ 95,080,970
NHS + State Match	\$ 1,110,250	\$ 400,000	\$ -	\$ -	\$ -	\$ 1,510,250
STBG + State Match	\$ 23,303,838	\$ 17,964,000	\$ 18,014,000	\$ 2,463,250	\$ 30,000	\$ 61,775,088
STP + State Match	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
<b>Totals</b>	<b>\$ 59,064,931</b>	<b>\$ 51,083,899</b>	<b>\$ 50,428,860</b>	<b>\$ 3,927,250</b>	<b>\$ 30,000</b>	<b>\$ 164,534,940</b>

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

\*\*Illustrative fiscal years

# FY 2026-2030 Project List

## Monroe County

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

**Lead Agency:** Monroe County

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

**Coordinates:** various

**Performance Target:** Bridge Condition

**Anticipated Letting:** N/A

**Contract #:** N/A

**DES#:** 2100084, 2300141

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Dillman Road, Bridge #83 Replacement

**Lead Agency:** Monroe County

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

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

**Performance Target:** Bridge Condition

**Anticipated Letting:** December 2027

**Contract #:** N/A

**DES#:** 2101712

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Eagleson Avenue Bridge #922 over Indiana Railroad

**Lead Agency:** Monroe County

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

**Coordinates:** 39.172396 -86.515676 (START) and 39.173675 -86.515377 (END)

**Performance Target:** Bridge Condition

**Anticipated Letting:** November 13, 2025

**Contract #:** N/A

**DES#:** 2200146

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

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

\*\*FY 2029-2030 represent illustrative project years.

## High Friction Surface Treatment on Fairfax Road

**Lead Agency:** Monroe County

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

**Coordinates:** 39.106877, -86.523715 (Schacht Curve), 39.081398, -86.515574 (Sanders Curve), 39.067112, -86.502964 (Bernice Curve), 39.046179, -86.490620 (Cleve Butcher Curve)

**Performance Target:** Safety

**Anticipated Letting:** TBD; within two years of December 2024

**Contract #:** N/A

**DES#:** 2401515

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Old SR 37 South and Dillman Road Intersection Improvement

**Lead Agency:** Monroe County

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

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

**Performance Target:** Safety

**Anticipated Letting:** October 14, 2027

**Contract #:** N/A

**DES#:** 2500061

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local	RW		\$ 155,674				\$ 155,674
STBG	RW		\$ 39,326				\$ 39,326
Local	UT		\$ 120,000				\$ 120,000
Local	CE			\$ 78,000			\$ 78,000
STBG	CE			\$ 312,000			\$ 312,000
Local	CN			\$ 520,000			\$ 520,000
STBG	CN			\$ 2,080,000			\$ 2,080,000
<b>TOTALS</b>		<b>\$ 535,000</b>	<b>\$ 315,000</b>	<b>\$ 2,990,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,840,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## Rockport Road, Bridge #308 Replacement

**Lead Agency:** Monroe County

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

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

**Performance Target:** Bridge Condition

**Anticipated Letting:** July 9, 2025

**Contract #:** N/A

**DES#:** 1902772

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

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

\*\*FY 2029-2030 represent illustrative project years.

# FY 2026-2030 Project List

## City of Bloomington

### College Ave & Walnut St Corridor Improvement Project - Phase 1

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 12, 2028

**Contract #:** N/A

**DES#:** 2500059

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE	\$ 1,000,000					\$ 1,000,000
Local	RW			\$ 100,000			\$ 100,000
Local	CE				\$ 600,000		\$ 600,000
STBG	CN				\$ 3,095,792		\$ 3,095,792
TA	CN				\$ 389,047		\$ 389,047
CRP	CN				\$ 339,452		\$ 339,452
PROTECT	CN				\$ 124,997		\$ 124,997
Local	CN				\$ 1,550,712		\$ 1,550,712
<b>TOTALS</b>		<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 6,100,000</b>	<b>\$ -</b>	<b>\$ 7,200,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## College Ave & Walnut St Corridor Improvement Project - Phase 2

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 11, 2029

**Contract #:** N/A

**DES#:** 2500062

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE		\$ 800,000				\$ 800,000
Local	RW				\$ 100,000		\$ 100,000
Local	CE					\$ 600,000	\$ 600,000
STBG	CN					\$ 3,095,792	\$ 3,095,792
TA	CN					\$ 389,047	\$ 389,047
CRP	CN					\$ 339,452	\$ 339,452
PROTECT	CN					\$ 124,997	\$ 124,997
Local	CN					\$ 1,550,712	\$ 1,550,712
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 800,000</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 6,100,000</b>	<b>\$ 7,000,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## Crosswalk Safety Improvements Project - Phase 3

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** July 14, 2027

**Contract #:** N/A

**DES#:** 2400041

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	RW		\$ 50,000				\$ 50,000
Local	CE			\$ 112,500			\$ 112,500
Local	CN			\$ 143,625			\$ 143,625
HSIP	CN			\$ 558,774			\$ 558,774
Sec 164	CN			\$ 132,601			\$ 132,601
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 947,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 997,500</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## Crosswalk Safety Improvements Project - Phase 4

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 11, 2029

**Contract #:** N/A

**DES#:** 2500060

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	PE		\$ 150,000				\$ 150,000
Local	CE					\$ 96,000	\$ 96,000
HSIP	CN					\$ 558,774	\$ 558,774
Sec 164	CN					\$ 132,601	\$ 132,601
Local	CN					\$ 108,625	\$ 108,625
<b>TOTALS</b>		\$ -	\$ 150,000	\$ -	\$ -	\$ 896,000	\$ 1,046,000

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

\*\*FY 2029-2030 represent illustrative project years.

## Downtown Curb Ramps - Phase 4

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** July 8, 2026

**Contract #:** N/A

**DES#:** 2200021 and 2401660

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Downtown Curb Ramps - Phase 5

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 12, 2028

**Contract #:** N/A

**DES#:** 2500479

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
HSIP	PE	\$ 77,274					\$ 77,274
Sec 164	PE	\$ 132,601					\$ 132,601
Local	PE	\$ 40,325					\$ 40,325
Local	CE				\$ 130,000		\$ 130,000
HSIP	CN				\$ 558,774		\$ 558,774
Sec 164	CN				\$ 132,601		\$ 132,601
Local	CN				\$ 143,625		\$ 143,625
<b>TOTALS</b>		<b>\$ 250,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 965,000</b>	<b>\$ -</b>	<b>\$ 1,215,200</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## High Street Intersection Modernizations and Multiuse Path

**Lead Agency:** City of Bloomington

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

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 8, 2025

**Contract #:** N/A

**DES#:** 2200020

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	CE	\$ 500,000					\$ 500,000
Local	CN	\$ 1,050,712					\$ 1,050,712
STBG	CN	\$ 2,095,792					\$ 2,095,792
TA	CN	\$ 389,047					\$ 389,047
CRP	CN	\$ 339,452					\$ 339,452
PROTECT	CN	\$ 124,997					\$ 124,997
<b>TOTALS</b>		<b>\$ 4,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,500,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## North Dunn Street Multiuse Path

**Lead Agency:** City of Bloomington

**Description:** Construction of a multiuse path on North Dunn Street from Indiana 45/46 to East Clover Lane.

Installation of accessible curb ramps, stormwater modifications, pavement maintenance, access improvements, and signage and marking updates.

**Performance Target:** Safety and Reliability

**Anticipated Letting:** October 14, 2027

**Contract #:** N/A

**DES#:** 2400042

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	RW	\$ 100,000					\$ 100,000
Local	CE			\$ 390,000			\$ 390,000
Local	CN			\$ 1,442,712			\$ 1,442,712
STBG	CN			\$ 703,792			\$ 703,792
TA	CN			\$ 389,047			\$ 389,047
CRP	CN			\$ 339,452			\$ 339,452
PROTECT	CN			\$ 124,997			\$ 124,997
<b>TOTALS</b>		<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 3,390,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,490,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

## West 2nd Street Modernization and Safety Improvements

**Lead Agency:** City of Bloomington

**Description:** Construction of multimodal safety and mobility improvements along 2nd Street from Walker St to the B-Line Trail (work may extend west to Patterson Drive or East to College Ave if desirable based on detailed design). Project improvements are expected to include sidewalks, bus stops, a two-way protected bicycle lane, pavement maintenance, and traffic signal replacements.

**Coordinates:** 39.1607761, -86.5485400 (START) and 39.161358107, -86.53492942 (END)

**Performance Target:** Safety and Reliability

**Anticipated Letting:** August 6, 2025

**Contract #:** N/A

**DES#:** 2200012

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local	CE	\$ 743,707					\$ 743,707
Local	CN	\$ 6,000,000					\$ 6,000,000
STBG	CN	\$ 1,000,000					\$ 1,000,000
<b>TOTALS</b>		<b>\$ 7,743,707</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,743,707</b>

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

\*\*FY 2029-2030 represent illustrative project years.

# FY 2026-2030 Project List

## Rural Transit

### Operating Assistance

**Lead Agency:** Rural Transit

**Performance Target:** Transit Administration and Operations

**Transit ID#:** BLO-26-010, BLO-27-311, BLO-28-311, BLO-29-311, BLO-30-311

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5311	Operations	\$ 893,351	\$ 929,085	\$ 966,248	\$ 1,004,898	\$ 1,045,094	\$ 4,838,676
PMTF	Operations	\$ 311,595	\$ 324,059	\$ 337,021	\$ 350,502	\$ 364,522	\$ 1,687,699
Local	Operations	\$ 599,157	\$ 623,123	\$ 648,048	\$ 673,970	\$ 700,929	\$ 3,245,227
<b>TOTALS</b>		<b>\$ 1,804,103</b>	<b>\$ 1,876,267</b>	<b>\$ 1,951,317</b>	<b>\$ 2,029,370</b>	<b>\$ 2,110,545</b>	<b>\$ 9,771,602</b>

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

\*\*FY 2029-2030 represent illustrative project years.

\*\*\*Local funding includes Local Reserves, Fares & In-Kind.

# FY 2026-2030 Project List

## Bloomington Transit

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

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

\*\*FY 2029-2030 represent illustrative project years.

\*\*\*Local funding includes Local Reserves, Fares & In-Kind.

### Purchase Replacement Battery Electric Buses & Charging Equipment

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

**Transit ID#:** BLO-27-023, BLO-28-004, BLO-29-04, BLO-30-004

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Purchase Support and Maintenance Vehicles

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

**Transit ID#:** BLO-26-024, BLO-27-024, BLO-27-025, BLO-28-05

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Purchase Blink Replacement Vehicles

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

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

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Purchase and Rebuild Major Vehicle Components

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

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

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Greenline Design & Engineering - Bus Stop & Infrastructure

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Service Delivery

**Transit ID#:** BLO-26-021, BLO-27-003

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Automated Passenger Counters - Updated

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

**Transit ID#:** BLO-28-002

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Shop Equipment for New Facility

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

**Transit ID#:** BLO-27-026

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Furnishings & Office Equipment for New Facility

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Equipment

**Transit ID#:** BLO-27-002

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

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

\*\*FY 2029-2030 represent illustrative project years.

## Financial Management and Accounting Software

**Lead Agency:** Bloomington Transit

**Performance Target:** Transit Administration and Operations

**Transit ID#:** BLO-26-020

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

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

\*\*FY 2029-2030 represent illustrative project years.

# FY 2026-2030 Project List

## Indiana Department of Transportation

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

### INDOT Local Projects

<b>SR 37 - Small Structure Pipe Lining over UNT Clear Creek, 1.45 miles S of I-69</b>										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 43736										
DES#: 2100766 and 2100808										
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN	\$ 959,000					80/20	\$ 767,200	\$ 191,800	\$ 959,000
<b>TOTALS</b>		<b>\$ 959,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 767,200</b>	<b>\$ 191,800</b>	<b>\$ 959,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

<b>SR 37 - Slide Correction 2.36 miles south of I 69 along the SB lanes at Smithville Road Intersection</b>										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 45764										
DES#: 2401452										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 200,000					80/20	\$ 160,000	\$ 40,000	\$ 200,000
STBG	UT		\$ 10,000				80/20	\$ 8,000	\$ 2,000	\$ 10,000
STBG	CN				\$ 973,250		80/20	\$ 778,600	\$ 194,650	\$ 973,250
<b>TOTALS</b>		<b>\$ 200,000</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ 973,250</b>	<b>\$ -</b>		<b>\$ 946,600</b>	<b>\$ 236,650</b>	<b>\$ 1,183,250</b>

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

\*\*FY 2029-2030 represent illustrative project years.

<b>SR 45 - ADA Sidewalk Ramp Construction at Liberty Drive/S Hickory Leaf Dr.</b>										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 45521										
DES#: 2400106										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN			\$ 803,000			80/20	\$ 642,400	\$ 160,600	\$ 803,000
STBG	RW	\$ 10,000					80/20	\$ 8,000	\$ 2,000	\$ 10,000
<b>TOTALS</b>		<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ 803,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 650,400</b>	<b>\$ 162,600</b>	<b>\$ 813,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

### SR 45 - Improvements to SR45/10th St from the SR 45/46 bypass to Pete Ellis

**Lead Agency:** INDOT

**Description:** installation of two travel lanes eastbound on SR45/10th (lane will taper for the eastbound left turn lane at the intersection of Pete Ellis Drive; there will only be one westbound lane on SR45/10th from Pete Ellis Drive to the bypass). Bike lanes will be added on SR 45 east and west of Pete Ellis Drive. This will require shifting the edge of the pavement on SR 45 east of Pete Ellis Drive. Changes from curb and gutter to shoulder are expected along the north side of SR 45 to accommodate the westbound bike lane. The multi-use path on the north side of SR 45 from SR 46 to Pete Ellis Drive will remain. Sidewalks will be constructed elsewhere.

**Coordinates:** 39.171571747882815, -86.502212906202 (start) and 39.171499349142195, -86.49541749922916 (end)

**Performance Target:** Safety

**Anticipated Letting:** July 9, 2025

**CONTRACT #:** 42595

**DES#:** 1800086 and 1800199

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

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

\*\*FY 2029-2030 represent illustrative project years.

### SR 45 - Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russell Rd

**Lead Agency:** INDOT

**Description:** Road widening, installation of added turn lanes, installation of pedestrian facilities, other intersection improvements. Additional right of way for the project is anticipated to be purchased in 2027, issuance of Notice to Proceed for any reimbursable utilities is anticipated in 2029. Planned completion date is pending until final plans have been developed - it will likely require a full season of construction, with the possibility of wrapping up by winter of 2031.

**Coordinates:** 39.17148093725319, -86.49547470310279 (start) to 39.175178308844266, -86.48148511734617 (end)

**Performance Target:** Safety

**Anticipated Letting:** July 10, 2030

**CONTRACT #:** 43265

**DES#:** 2000231

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE FUNDING	TOTAL*
NHS	PE	\$ 1,110,250					\$ 888,200	\$ 222,050	\$ 1,110,250
NHS	RW		\$ 400,000				\$ 360,000	\$ 40,000	\$ 400,000
STBG	CN				\$ 540,000		\$ 432,000	\$ 108,000	\$ 540,000
<b>TOTALS</b>		<b>\$ 1,110,250</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 540,000</b>	<b>\$ -</b>	<b>\$ 360,000</b>	<b>\$ 40,000</b>	<b>\$ 400,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

**NOTE:** A change was requested by INDOT on April 15, 2025 to increase PE funds and move PE funds from FY25 to FY26. \*\*\*CURRENTLY PENDING LOCAL and STATE/FEDERAL REVIEW

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

**Lead Agency:** INDOT

**Performance Target:** Bridge Condition

**CONTRACT #:** 45250

**DES#:** 2300998 (includes 2300786, 2300787, 2300788, 2300998)

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

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

\*\*FY 2029-2030 represent illustrative project years.

<b>SR 46 - Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46</b>										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Bridge Condition <b>CONTRACT #:</b> 43772 <b>DES#:</b> 2100752										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN			\$ 1,352,000			80/20	\$ 1,081,600	\$ 270,400	\$ 1,352,000
<b>TOTALS</b>		\$ -	\$ -	\$ 1,352,000	\$ -	\$ -		\$ 1,081,600	\$ 270,400	\$ 1,352,000

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

\*\*FY 2029-2030 represent illustrative project years.

<b>SR 46 and Flatwoods Road Intersection Improvement</b>										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Safety <b>Anticipated Letting:</b> August 9, 2028 <b>Description:</b> Proposed project includes intersection improvement at SR 46 and Flatwoods Road (Segment 5) to address safety risks and reduce crashes at the intersection. The project proposes the addition of a right-turn lane on one major-road approach and a left-turn lane on other major-road approach. Roadway alignment of Flatwoods Road will require realignment such that the approach is at a right-angle with SR 46 and full depth pavement replacement and underdrain installation is recommended. <b>Coordinates:</b> 39.28208955786193, -86.70374073415624										
<b>CONTRACT #:</b> 45789 <b>DES#:</b> 2401386										
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL/ LOCAL	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
HSIP	PE	\$ 400,000					90/10	\$ 360,000	\$ 40,000	\$ 400,000
HSIP	RW		\$ 124,000				90/10	\$ 111,600	\$ 12,400	\$ 124,000
HSIP	UT			\$ 150,000			90/10	\$ 135,000	\$ 15,000	\$ 150,000
HSIP	CN				\$ 1,464,000		90/10	\$ 1,317,600	\$ 146,400	\$ 1,464,000
<b>TOTALS</b>		\$ 400,000	\$ 124,000	\$ 150,000	\$ 1,464,000	\$ -		\$ 1,924,200	\$ 213,800	\$ 2,138,000

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

\*\*FY 2029-2030 represent illustrative project years.

<b>SR 446 - HMA Overlay Minor Structural from 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46</b>										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Pavement Condition <b>CONTRACT #:</b> 45232 <b>DES#:</b> 2301124 (includes 2301227)										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN					\$ 20,000	80/20	\$ 16,000	\$ 4,000	\$ 20,000
STBG	RW	\$ 35,000					80/20	\$ 28,000	\$ 7,000	\$ 35,000
STBG	CN					\$ 10,000	80/20	\$ 8,000	\$ 2,000	\$ 10,000
<b>TOTALS</b>		\$ 35,000	\$ -	\$ -	\$ -	\$ 30,000		\$ 52,000	\$ 13,000	\$ 65,000

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

\*\*FY 2029-2030 represent illustrative project years.

<b>I-69 - Slide Correction from SR 37 to 3.96 miles S of SR 252 (Indian Creek Bridge)</b>										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Safety <b>CONTRACT #:</b> 45235 <b>DES#:</b> 2301145										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	RW	\$ 100,000					90/10	\$ 90,000	\$ 10,000	\$ 100,000
NHPP	CN		\$ 10,000	\$ 6,216,000			90/10	\$ 5,603,400	\$ 622,600	\$ 6,226,000
<b>TOTALS</b>		\$ 100,000	\$ 10,000	\$ 6,216,000	\$ -	\$ -		\$ 5,693,400	\$ 632,600	\$ 6,326,000

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

\*\*FY 2029-2030 represent illustrative project years.

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

**Performance Target:** Bridge Condition

**DES#:** 2300919 (includes 2300920, 2300921, 2300922)

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

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

\*\*FY 2029-2030 represent illustrative project years.

**I-69 - Bridge Deck Overlay at West Arlington Road, 0.07 mile N of SR 46**
**Lead Agency:** INDOT

**Performance Target:** Bridge Condition

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

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

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

\*\*FY 2029-2030 represent illustrative project years.

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

**Performance Target:** Bridge Condition

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

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

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

\*\*FY 2029-2030 represent illustrative project years.

**I-69/IN-37 - Soil repair on MSE failures**
**Lead Agency:** INDOT

**Performance Target:** Safety

**DES#:** 2400591

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

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

\*\*FY 2029-2030 represent illustrative project years.

**Section 130 Railroad Safety Project**
**Lead Agency:** INDOT

**Performance Target:** Safety

**DES#:** 2000804

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

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

\*\*FY 2029-2030 represent illustrative project years.

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

## INDOT Projects at Various Locations in the Seymour District

INDOT Seymour District - Traffic Signals Modernization & Placeholder for Traffic Signal Modernizations at various locations in Seymour District in 2027, 2028										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Safety <b>DES#:</b> 2201149, 2301236, 2200937										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		\$ 950,000				80/20	\$ 760,000	\$ 190,000	\$ 950,000
STBG	CN			\$ 3,507,000			80/20	\$ 2,805,600	\$ 701,400	\$ 3,507,000
STBG	CN		\$ 2,557,000				80/20	\$ 2,045,600	\$ 511,400	\$ 2,557,000
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 3,507,000</b>	<b>\$ 3,507,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 5,611,200</b>	<b>\$ 1,402,800</b>	<b>\$ 7,014,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour District Various locations; Traffic Signal Modernization SR 60 and Payne Kohler Rd & I-65 US 31 Lowell Rd										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Safety <b>CONTRACT #:</b> <b>DES#:</b> 2100157										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	\$ 1,380,000					80/20	\$ 1,104,000	\$ 276,000	\$ 1,380,000
<b>TOTALS</b>		<b>\$ 1,380,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b></b>		<b>\$ 1,104,000</b>	<b>\$ 276,000</b>	<b>\$ 1,380,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour District - Raised Pavement Markings, Refurbished at Various Locations in 2026, 2027, 2028										
<b>Lead Agency:</b> INDOT <b>Performance Target:</b> Safety <b>CONTRACT #:</b> 44142, 44465, 45680 <b>DES#:</b> 2100189, 2200935, 2301237										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	\$ 750,000					80/20	\$ 600,000	\$ 150,000	\$ 750,000
STBG	CN		\$ 750,000				80/20	\$ 600,000	\$ 150,000	\$ 750,000
STBG	CN			\$ 750,000			80/20	\$ 600,000	\$ 150,000	\$ 750,000
<b>TOTALS</b>		<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 1,800,000</b>	<b>\$ 450,000</b>	<b>\$ 2,250,000</b>

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour District - Placeholder Seymour District HSIP Systemic Treatments - FY 2028										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 44476										
DES#: 2301238 (includes 2200939)										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN			\$ 2,872,000			80/20	\$ 2,297,600	\$ 574,400	\$ 2,872,000
<b>TOTALS</b>		\$ -	\$ -	\$ 2,872,000	\$ -	\$ -		\$ 2,297,600	\$ 574,400	\$ 2,872,000

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour District - Systemic Safety - New or Slotted Left Turn (No ROW)										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 44451										
DES#: 2200940 (includes 2301584)										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		\$ 3,240,000				80/20	\$ 2,592,000	\$ 648,000	\$ 3,240,000
<b>TOTALS</b>		\$ -	\$ 3,240,000	\$ -	\$ -			\$ 2,592,000	\$ 648,000	\$ 3,240,000

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour District - Discretionary Placeholder										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #:										
DES#: 2101257, 2101627, 2400748										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 500,000					80/20	\$ 400,000	\$ 100,000	\$ 500,000
STBG	CN	\$ 1,100,000					80/20	\$ 880,000	\$ 220,000	\$ 1,100,000
STBG	CN		\$ 1,357,000				80/20	\$ 1,085,600	\$ 271,400	\$ 1,357,000
STBG	PE		\$ 500,000				80/20	\$ 400,000	\$ 100,000	\$ 500,000
STBG	PE				\$ 500,000		80/20	\$ 400,000	\$ 100,000	\$ 500,000
STBG	CN				\$ 990,000		80/20	\$ 792,000	\$ 198,000	\$ 990,000
<b>TOTALS</b>		\$ 1,600,000	\$ 1,857,000	\$ -	\$ 1,490,000	\$ -		\$ 3,957,600	\$ 989,400	\$ 4,947,000

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

\*\*FY 2029-2030 represent illustrative project years.

Seymour & Vincennes Districts - ITS & Signal Maintenance Contracts for FY2026, FY2027, FY2028										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #: 44801, 45710, 45713										
DES#: 2201711, 2400816, 2400831 (includes DES 2201711, 2201712; Includes DES 2400816, 2400817; Includes DES 2400831, 2400832)										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	\$ 333,538					80/20	\$ 266,830	\$ 66,708	\$ 333,538
STBG	CN		\$ 524,000				80/20	\$ 419,200	\$ 104,800	\$ 524,000
STBG	CN			\$ 1,071,000			80/20	\$ 856,800	\$ 214,200	\$ 1,071,000
<b>TOTALS</b>		\$ 333,538	\$ 524,000	\$ 1,071,000	\$ -	\$ -		\$ 1,542,830	\$ 385,708	\$ 1,928,538

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

\*\*FY 2029-2030 represent illustrative project years.

## INDOT Projects at Various Locations Statewide

INDOT Statewide - Install New Cable Rail Barriers From 1.9 miles N of Exit 17 to 3500' S of Exit 17, from the Ohio to Kentucky State Lines										
Lead Agency: INDOT Performance Target: Safety CONTRACT #: 44476 DES#: 2200939										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		\$ 750,000				80/20	\$ 600,000	\$ 150,000	\$ 750,000
<b>TOTALS</b>		\$ -	\$ 750,000	\$ -	\$ -	\$ -		\$ 600,000	\$ 150,000	\$ 750,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - Install New Cable Rail Barriers from SR 445 to SR 37										
Lead Agency: INDOT Performance Target: Safety CONTRACT #: 44144 DES#: 2100195										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN	\$ 2,000,000					80/20	\$ 1,600,000	\$ 400,000	\$ 2,000,000
<b>TOTALS</b>		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,600,000	\$ 400,000	\$ 2,000,000

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

\*\*FY 2029-2030 represent illustrative project years.

### Statewide Various Bridges Around the State

Lead Agency: INDOT

Performance Target: Bridge Condition

CONTRACT #:

DES#: 2400543

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Statewide Underwater Bridge Inspection, from FY 2024 through FY 2027

Lead Agency: INDOT

Performance Target: Bridge Condition

CONTRACT #:

DES#: 2300076

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

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

\*\*FY 2029-2030 represent illustrative project years.

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

Lead Agency: INDOT

Performance Target: Bridge Condition

CONTRACT #:

DES#: 2300077

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

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

\*\*FY 2029-2030 represent illustrative project years.

### Statewide Tunnels

Lead Agency: INDOT

Performance Target: Bridge Condition

CONTRACT #:

DES#: 2300290

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

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - TMC Dispatcher Operations (& Engineering Support) Contract for FY26, FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #:										
DES#: 2002953, 2400806, 2400821										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	\$ 1,800,000					90/10	\$ 1,620,000	\$ 180,000	\$ 1,800,000
NHPP	PE		\$ 1,800,000				90/10	\$ 1,620,000	\$ 180,000	\$ 1,800,000
NHPP	CN			\$ 1,800,000			90/10	\$ 1,620,000	\$ 180,000	\$ 1,800,000
<b>TOTALS</b>		\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -		\$ 4,860,000	\$ 540,000	\$ 5,400,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - O&M fee for CARS (Condition Acquisition & Reporting System) for FY26, FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #:										
DES#: 2002955, 2400807, 2400820										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 500,000					80/20	\$ 400,000	\$ 100,000	\$ 500,000
STBG	PE		\$ 500,000				80/20	\$ 400,000	\$ 100,000	\$ 500,000
STBG	PE			\$ 500,000			80/20	\$ 400,000	\$ 100,000	\$ 500,000
<b>TOTALS</b>		\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -		\$ 1,200,000	\$ 300,000	\$ 1,500,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - INRIX Traffic Data for FY26, FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #:										
DES#: 2002956, 2400808, 2400818										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	\$ 1,200,000					90/10	\$ 1,080,000	\$ 120,000	\$ 1,200,000
NHPP	PE		\$ 1,200,000				90/10	\$ 1,080,000	\$ 120,000	\$ 1,200,000
NHPP	PE			\$ 1,200,000			90/10	\$ 1,080,000	\$ 120,000	\$ 1,200,000
<b>TOTALS</b>		\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -		\$ 3,240,000	\$ 360,000	\$ 3,600,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT - Statewide Cell Service for Communications for Signals and ITS Devices for FY26, FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #:										
DES#: 2201179, 2400809, 2400824										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 1,250,000					80/20	\$ 1,000,000	\$ 250,000	\$ 1,250,000
STBG	PE		\$ 1,250,000				80/20	\$ 1,000,000	\$ 250,000	\$ 1,250,000
STBG	PE			\$ 1,250,000			80/20	\$ 1,000,000	\$ 250,000	\$ 1,250,000
<b>TOTALS</b>		\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -		\$ 3,000,000	\$ 750,000	\$ 3,750,000

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

\*\*FY 2029-2030 represent illustrative project years.

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

**Performance Target:** Congestion Mitigation and Air Quality (CMAQ)

**CONTRACT #:**
**DES#:** 2201180, 2400810, 2400825

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

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

\*\*FY 2029-2030 represent illustrative project years.

**INDOT Statewide Various Locations - Conflict Warning Systems**
**Lead Agency:** INDOT

**Performance Target:** Safety

**CONTRACT #:** 42995

**DES#:** 2001561

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

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

\*\*FY 2029-2030 represent illustrative project years.

**INDOT Statewide Various Locations - Geotechnical On Call at Various Locations Throughout the State**
**Lead Agency:** INDOT

**Performance Target:** Safety

**CONTRACT #:**
**DES#:** 2001788 and 2001561

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

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

\*\*FY 2029-2030 represent illustrative project years.

**INDOT Statewide - Post-Construction BMP Program Implementation / MS4 MCM5 – Various Locations**
**Lead Agency:** INDOT

**Performance Target:** Safety

**CONTRACT #:**
**DES#:** 2101642

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

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT - Statewide High Mast Tower Lighting Replacement at various interchanges										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 44741										
DES#: 2201247										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN		\$ 3,892,000				80/20	\$ 3,113,600	\$ 778,400	\$ 3,892,000
<b>TOTALS</b>		\$ -	\$ 3,892,000	\$ -	\$ -	\$ -		\$ 3,113,600	\$ 778,400	\$ 3,892,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT - Statewide HELPERS Program for Local Roads and Streets										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #:										
DES#: 2400077										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 328,000	\$ 336,000	\$ 344,000			80/20	\$ 806,400	\$ 201,600	\$ 1,008,000
<b>TOTALS</b>		\$ 328,000	\$ 336,000	\$ 344,000	\$ -	\$ -		\$ 806,400	\$ 201,600	\$ 1,008,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT - Statewide Noise Analysis Technical Review Support - Small Purchase Contract										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #:										
DES#: 2400095										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	PE	\$ 250,000					80/20	\$ 200,000	\$ 50,000	\$ 250,000
<b>TOTALS</b>		\$ 250,000	\$ -	\$ -	\$ -	\$ -		\$ 200,000	\$ 50,000	\$ 250,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - Software License for Statewide ATMS for FY26, FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #:										
DES#: 2002952, 2400804, 2400819										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	PE	\$ 500,000					90/10	\$ 450,000	\$ 50,000	\$ 500,000
NHPP	PE		\$ 500,000				90/10	\$ 450,000	\$ 50,000	\$ 500,000
NHPP	PE			\$ 750,000			90/10	\$ 675,000	\$ 75,000	\$ 750,000
NHPP	CN			\$ 500,000			90/10	\$ 450,000	\$ 50,000	\$ 500,000
<b>TOTALS</b>		\$ 500,000	\$ 500,000	\$ 1,250,000	\$ -	\$ -		\$ 2,025,000	\$ 225,000	\$ 2,250,000

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

\*\*FY 2029-2030 represent illustrative project years.

INDOT Statewide - Statewide ATMS Camera / Communications / Detection / DMS Replacements for FY27, FY28										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #: N/A										
DES#: 2400803, 2400823										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN		300,000	500,000			90/10	\$ 720,000	\$ 80,000	\$ 800,000
<b>TOTALS</b>		\$ -	\$ 300,000	\$ 500,000	\$ -	\$ -		\$ 720,000	\$ 80,000	\$ 800,000

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

\*\*FY 2029-2030 represent illustrative project years.

Electric vehicle charging infrastructure at various locations along Indiana Interstates										
Lead Agency: INDOT										
Performance Target: Congestion Mitigation and Air Quality (CMAQ)										
CONTRACT #: N/A										
DES#: 2300274										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/ MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
NHPP	CN	\$19,948,212	27,242,900	18,987,862			90/10	\$59,561,073	\$ 6,617,897	\$ 66,178,970
<b>TOTALS</b>		\$19,948,212	\$27,242,900	\$18,987,862	\$ -	\$ -		\$59,561,073	\$ 6,617,897	\$ 66,178,970

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

\*\*FY 2029-2030 represent illustrative project years.

## FY 2026-2030 Project List by Performance Target

FY 2026-2030 Local Projects By Performance Target		
<b>Bridge Condition</b>	<b>8%</b>	<b>\$ 10,473,264</b>
Monroe County	2022-2026 & 2027-2030 Bridge Safety Inspection & Inventory	\$ 736,161
Monroe County	Dillman Road, Bridge #83 Replacement	\$ 2,773,000
Monroe County	Eagleson Avenue Bridge #922 over Indiana Railroad	\$ 4,888,104
Monroe County	Rockport Road, Bridge #308 Replacement	\$ 2,076,000
<b>Safety</b>	<b>3%</b>	<b>\$ 4,265,000</b>
Monroe County	High Friction Surface Treatment on Fairfax Road	\$ 425,000
Monroe County	Old SR 37 South and Dillman Road Intersection Improvement	\$ 3,840,000
<b>Transit Administration &amp; Operations</b>	<b>7%</b>	<b>\$ 9,846,602</b>
Bloomington Transit	Financial Management and Accounting Software	\$ 75,000
Rural Transit	Operating Assistance	\$ 9,771,602
<b>Transit Equipment</b>	<b>16%</b>	<b>\$ 21,925,730</b>
Bloomington Transit	Purchase Replacement Battery Electric Buses & Charging Equipment	\$ 17,215,900
Bloomington Transit	Purchase Support and Maintenance Vehicles	\$ 564,400
Bloomington Transit	Purchase Blink Replacement Vehicles	\$ 1,441,349
Bloomington Transit	Purchase and Rebuild Major Vehicle Components	\$ 1,354,081
Bloomington Transit	Automated Passenger Counters - Updated	\$ 200,000
Bloomington Transit	Shop Equipment for New Facility	\$ 400,000
Bloomington Transit	Furnishings & Office Equipment for New Facility	\$ 750,000
<b>Transit Service Delivery</b>	<b>42%</b>	<b>\$ 57,283,594</b>
Bloomington Transit	Operating Assistance - Fixed Route & Paratransit Service	\$ 52,783,594
Bloomington Transit	Greenline Design & Engineering - Bus Stop & Infrastructure	\$ 4,500,000
<b>Safety &amp; Reliability</b>	<b>25%</b>	<b>\$ 34,149,007</b>
City of Bloomington	College Ave & Walnut St Corridor Improvement Project - Phase 1	\$ 7,200,000
City of Bloomington	College Ave & Walnut St Corridor Improvement Project - Phase 2	\$ 7,000,000
City of Bloomington	Crosswalk Safety Improvements Project - Phase 3	\$ 997,500
City of Bloomington	Crosswalk Safety Improvements Project - Phase 4	\$ 1,046,000
City of Bloomington	Downtown Curb Ramps - Phase 4	\$ 956,600
City of Bloomington	Downtown Curb Ramps - Phase 5	\$ 1,215,200
City of Bloomington	High Street Intersection Modernizations and Multiuse Path	\$ 4,500,000
City of Bloomington	North Dunn Street Multiuse Path	\$ 3,490,000
City of Bloomington	West 2nd Street Modernization and Safety Improvements	\$ 7,743,707

## Project Map

An interactive GIS-based map showing the locations of BMCMPO FY 2026-2030 TIP projects can be found [at this link](#).

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## Appendices



# Appendix A:

## Financial Analysis Assumptions

### Introduction

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

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

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

### Federal Resource Programs

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

The IIJA apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid

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

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

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** The HSIP serves as a core federal-aid program within the STBG with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Railway-Highway Crossings Program:** Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County

metropolitan planning area (MPA) meets exceed established air quality levels and therefore does qualify for CMAQ funds.

- **Metropolitan Planning Program (PL):** Under the IIJA Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation continues required metropolitan transportation plans (MTPs) and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.
- **National Highway Freight Program (NHFP):** This program (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>) provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a State.
- **Carbon Reduction Program:** This program established under IIJA legislation provides funds for projects designed to reduce transportation emissions from on-road highway sources.
- **PROTECT Formula Program:** The PROTECT Formula Program promotes environmental resilience to natural hazards, including flooding, extreme weather events, and other natural disasters.

## Federal Funding Projections

### Surface Transportation Block Grant (STBG)

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

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

The projected FY 2026 STBG fund allocation for the BMCMPO beginning July 1, 2025 has an estimated fund equaling \$3.18 million. The forecast of STBG funds available between FY 2026

and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.

### **Highway Safety Improvement Program (HSIP)**

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

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

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

### **Section 164 Penalty Program Funds**

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

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

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

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

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

### **State of Indiana Investments**

With the exception of geometric safety improvements along the SR 45 corridor from the on Bloomington's east side extending from the SR 45-45 Bypass to Russell Road, INDOT does not

have any committed major capital projects identified for construction in Bloomington and Monroe County beyond FY 2030 given completion of the I-69 corridor through the Metropolitan Planning Area (MPA). INDOT's investment priorities shall focus on safety enhancements, system preservation, and maintenance of existing state highway transportation corridors.

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

- *Federal Transit Administration (FTA)* funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Bloomington-Monroe County urbanized area. The BMCMPO financial forecast of FTA Section 5307, Section 5309 Small Start, Section 5310, Section 5311, and Section 5339 funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.
- *Indiana Public Mass Transit Fund (PMTF)* established by the Indiana State Legislature (I.C. 8-23-3-8) promoted the development of Indiana's public transit systems with the allocation of funds using a performance based formula for the delivery of efficient and effective transportation. This funds was replaced in 2023 by the Indiana General Assembly with annual general fund appropriations. The BMCMPO financial forecast of general fund appropriations between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% and continuing appropriations from the Indiana General Assembly.

## **Local Resources**

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

## **Fiscal Constraint**

The BMCMPO FY 2026-2030 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) program years. Illustrative projects have been included for the FY 2029-2030 time period as additional resources become available. The BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals. The BMCMPO shall update the Metropolitan Transportation Plan (MTP) every four years or as

directed by state and federal funding sources. The BMCMPO is responsible for fiscally constraining the projects for which it awards its share of federal funds. Of special note, all projects funded through INDOT are fiscally constrained within INDOT's STIP.

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

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# Appendix B:

## Transportation Planning Requirements

### Introduction

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

### Federal Transportation Planning Factors

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

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

- **Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2050 Metropolitan Transportation Plan.**

The FY 2026-2030 TIP mirrors the BMCMP 2050 *MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2026-2030 TIP and the BMCMPO 2050 MTP fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2026-2030 TIP and the BMCMPO 2050 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2026-2030 TIP and the BMCMPO 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2026-2030 TIP reduce congestion by providing alternative routes for transportation user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPO Advisory *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within corridor locations when designing project investments. New projects programmed within the FY 2026-2030 TIP undergo advisory Complete Streets Policy evaluations.
- As a new safety policy, the BMCMPO 2050 MTP recommends the adoption of a BMCMPO-specific “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies. The City of Bloomington adopted a Safe Streets and Roads for All Action Plan in December 2024 with an explicit 2035 Vision Zero goal.
- **Increase the security of the transportation system for motorized, non-motorized, and transit users.**

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

Bloomington Transit, Indiana University Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on

system vehicles, the Downtown Transfer Center, and the administration office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

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

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

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

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

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

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

Finally, the FY 2026-2030 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle transportation emissions.

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

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

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

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

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

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

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

- **Emphasize the preservation of the existing transportation system.**

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

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

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

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

- **Enhance travel and tourism.**

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

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission’s recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the “what to do” element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The “what to eat” element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD’s “where to stay” element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites;

- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State Forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, the Griffy Lake Reservoir, multiple nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors;
- *Major “Big Ten Conference” Sporting Events and Cycling Events* throughout the Indiana University (IU) academic calendar, including the women’s and men’s Little 500 Bike Races on the IU Bloomington Campus and the Central Indiana Bicycle Association (CIBA) 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, multiplicative 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 multiplicative travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

## Appendix C: Performance-Based Transportation Planning Targets

### Introduction

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

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

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

## **INDOT - FHWA Performance Measures**

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

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

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

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

## ***Safety Target Performance Measures***

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

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

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

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

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

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

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

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

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

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

The BMCMP 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 BMCMP Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

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

## ***Bridge Performance Measures***

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

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

## ***System Performance***

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

### ***NHS Truck Travel Time Reliability Targets***

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

These targets include:

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

### ***Interstate Freight Reliability Targets***

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

## INDOT - BMCMPO Performance Measure Targets

Performance Measure		2025 Target	
Safety		812.4	
CY 2025 Total Fatalities	812.4		
CY 2025 VMT/(Hundred Million VMT)	891.27		
CY 2025 Rate of Fatalities (Per HMVMT)	1.009		
CY 2025 Number of Serious Injuries	3031.9		
CY 2025 Rate of Serious Injuries (Per HMVMT)	3.402		
Performance Measure		2024 2-Year Target	2026 4-Year Target
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%
	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%
Pavement	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%
	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%
System Performance/Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%
	Truck Travel Time Reliability Index (TTTR)	1.32	1.30

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

## FTA - Bloomington Transit Performance Measures

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

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

Bloomington Public Transportation Corporation (BPTC) ended Calendar Year 2023 with a fleet of thirty-eight (38) vehicles to deliver fixed-route service, twelve (12) vehicles to deliver its paratransit service, and ten (10) staff vehicles to support general operations. BPTC strives to achieve its performance target for vehicles operating beyond their useful life benchmark (ULB) by maintaining a regular replacement cycle; however, BPTC continues to retain an above-average reserve fleet in anticipation of deploying additional fixed-route service.

BPTC set a target of operating 20% of heavy duty buses at or in excess of their ULB. For its demand-response service, BPTC set its target of vehicles operating past their ULB at zero (0) percent. To calculate its targets, BPTC staff examined its recent operating fleet history, inquired with comparable agencies to determine peers' standards, referenced ULB standards provided by FTA, and projected the number of vehicles necessary to provide additional service.

In 2023, BPTC operated 50% of heavy-duty buses in excess of their ULB, above our target of twenty (20) percent. For all other revenue vehicles, BPTC achieved its performance target of operating no vehicles beyond their ULB. BPTC retained some of its older 2003 and 2005 fleets as reserve vehicles as the agency deployed its first two battery-electric buses in 2021, and test the reliability of the new battery-electric technology. Following a pause in the replacement cycle to review the results of an alternative fuels assessment, the agency moved forward with procurement of sixteen (16) battery-electric buses in 2022. The first of the new fleet is set to be delivered in calendar years 2024-2025.

- **Bloomington Transit Non-Revenue Equipment:** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - *FY 2025 Non-revenue automobiles = 35%*

- *FY 2025 Trucks = 0%*
- *FY 2025 Vans = 70%*
- *FY 2025 Bus Wash = 100%*
- *FY 2025 Forklift = 100%*

BPTC maintains a fleet of non-revenue vehicles to shuttle drivers to start/end locations at the beginning and ending of their shifts, and other transit-related business. BPTC set a performance target for non-revenue vehicles operating beyond their useful life benchmark at 22 percent in 2023. The actual performance in 2023 was non-revenue vehicles was 33 percent. BPTC, as with all transit agencies, must balance the need to maintain a regular replacement cycle with the constraints of operating with limited resources.

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

BPTC maintains two facilities: an administration and maintenance facility located at 130 W Grimes Lane, and a Downtown Transit Center located at 301 S Walnut St. BPTC seeks to maintain its facilities and their major components at a level that does not exceed their useful life. According to guidance laid out in FTA's *Condition Assessment Guide*, BPTC set its 2023 performance target for the Grimes Lane facility at '3', and set its 2023 performance target for the Downtown Transit Center at '5.' A facility condition assessment study conducted in January 2023 rated the Grimes Lane facility a '3' and the Downtown Transit Center a '5.' BPTC is seeking to expand its operational facilities to accommodate the additional battery-electric anticipated to be delivered over the next three years. The new facility will include indoor storage for battery-electric vehicles to improve their capacity during suboptimal weather events.

## **Bloomington-Monroe County Crash Hub: Crash Dashboard and Priorities for Roadway Safety**

The City of Bloomington Information & Technology Services Division GIS staff in collaboration with the Planning and Transportation BMCMPO staff publically released on March 5, 2025, a comprehensive Crash Hub and Crash Dashboard (<https://crashhub.bloomington.in.gov/>) website for the BMCMPO urbanized area and the rural balance of Monroe County. The Crash Hub & Crash Dashboard shall serve as a central source for vehicle, bicycle, and pedestrian crashed in Bloomington, the Town of Ellettsville, and Monroe County. The Crash Hub & Crash Dashboard website provides the first-ever in-depth view of Monroe County motorized vehicle, bicycle, and pedestrian crashes.

Data within the Bloomington Crash Dashboard are sourced from the State of Indiana Standard Crash Reports submitted via the State of Indiana ARIES (<https://www.ariesportal.com/>) data portal and maintained by LexisNexis Risk Solutions spanning from January 2019 to December 2023. New data are processed and added on a yearly basis by the City of Bloomington ITS staff and the BMCMPO staff.

Featured content of the Crash Hub additionally includes a “Priorities for Roadway Safety” link (<https://experience.arcgis.com/experience/cdc0d14dc107411e81beddf094376b1>) featuring Bloomington’s adopted Safe Streets for All High Priority Corridors and Intersections.

## **Bloomington - Priorities for Roadway Safety & Safety Performance Measures**

The City of Bloomington established safety as a primary multimodal transportation system performance measure on December 4, 2024 with the adoption of a Safe Streets and Roads for All (SS4A) Action Plan ([https://bloomington.in.gov/onboard/reports/download?report\\_id=427](https://bloomington.in.gov/onboard/reports/download?report_id=427)). As outlined by the USDOT (<https://www.transportation.gov/grants/SS4A>), Bloomington’s SS4A Action Plan includes the following components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, or similar group charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups.
- Equity considerations developed using inclusive and representative processes for all people.
- Policy and process assessments of the current policies, plans, guidelines, and/or standards to identify opportunities to improve them.
- Strategy and project selections that identify a set of projects and strategies that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after the Action Plan is developed.

The City of Bloomington identified 443 fatal or serious injury (FSI) crashes on city streets between 2019 and 2023. These crashes had permanent and often devastating impacts on families, friends, and neighbors throughout the City. As such, the City of Bloomington is committed to implementing projects, programs, and policies that will reduce and eventually eliminate all fatal and serious injury crashes (FSIs) from roadways to ensure that everyone using the City's streets - whether walking, biking, driving, or taking transit - can always reach their destinations safely.

## **The City of Bloomington's vision is zero traffic deaths and serious injuries by 2039.**

As stated in the adopted SS4A Action Plan, crash data is one of the best tools for understanding how and where people are severely injured or killed while traveling on local streets. If the crash is reported to the police, a report is generated that details crash characteristics like the location, contributing crash factors, and demographic information of those involved.

The crash analysis conducted for Bloomington used data from the Indiana Department of Transportation (INDOT) from the most recent five years (2019 through 2023). It should be noted that while the data is the best available, it represents crashes that are reported to local law enforcement agencies, which makes it an incomplete picture because some crashes may not be reported due to a variety of factors. Additionally, reports may include accuracy errors - severity may be underreported because the reporter may not have medical training and some factors (such as speed or the reasons for the crash) are challenging to determine after the crash has happened. That said, crash data, while imperfect, is a valuable starting point in understanding current conditions. The following are key takeaways from Bloomington's crash data analysis.

### ***High Priority Corridors and Intersections - Proven Safety Countermeasures***

To achieve zero roadway fatalities and serious injuries by 2039, the City of Bloomington will address roadway safety issues, starting with the priority corridors and priority intersections. These priority areas highlight focus points for FHWA Proven Safety Countermeasures (<https://highways.dot.gov/safety/proven-safety-countermeasures>), such as raised crosswalks, pedestrian refuge islands, overhead street lights, and more. These countermeasures have repeatedly proven to be highly effective in enhancing traffic safety. For example, high-visibility crosswalks have demonstrated a 40% reduction for pedestrian-motor vehicle crashes (Elvik, R. and Vaa, T., 2004). Bloomington has and will continue to implement these countermeasures to achieve the Safe Streets for All vision.

Priority roadway corridors and intersections were identified using scoring criteria composed of several variables, including High Injury and High Risk Network calculations, measures of equity for opportunity zones, and public input (Online web mapping + in-person safety week activities). Full priority scoring information can be found in Bloomington's SS4A Story Map (<https://experience.arcgis.com/experience/cdc0d14dc107411e81beddd094376b1>).

### ***Priority Corridor and Intersection Scoring Information***

The streets and intersections identified as priority corridors and priority intersections are scored using a combination of the following factors:

#### ***Intersection Scoring:***

- Vehicle-only High Injury Network: calculated as amount of vehicle-only FSI crashes / highest intersection amount of vehicle-only FSI crashes

- Vulnerable Road User High Injury Network: calculated as amount of VRU FSI crashes / highest intersection amount of VRU FSI crashes
- High Risk Network:
  - One or more roadway legs on Critical- All-Users High Risk Network
  - One or more roadway legs on High All-Users High Risk Network
  - No roadway legs on High or Critical All-Users High Risk Network
  - Intersections with roadway legs on both High and Critical All-Users High Risk Network
- Equity (Bloomington Opportunity Zone Mapping)
  - Intersection bordering or within "High Concentration of Title VI/ADA Populations"
  - Intersection bordering or within "Medium-High Concentration of Title VI/ADA Populations"
  - Other intersections
- Public Input (Online Web mapping + In-Person Safety Week Activities)
  - Intersection received 6+ negative comments
  - Intersection received 4-5 negative comments
  - Intersection received 2-3 negative comments
  - Intersection received 1 negative comment
  - Intersection received no negative comments
- All intersections with one or more INDOT- controlled legs separated from prioritization scoring
- Maximum score possible: 100 points
  - Maximum score achieved: *SR 45/46 at College Avenue/Walnut Street* (82 points)
  - Maximum score achieved at City-controlled intersection: *College Avenue and W 3rd Street* (68 points)
- Scoring tiers:
  - Highest: Scores above 40
  - High: Scores between 26 and 40
  - Medium: Scores between 18 and 25
  - Medium-Low: Scores between 1 and 17
  - Low: Intersections not scored assumed to be low due to not being on high injury or high risk networks

### ***Corridor Scoring:***

- Vehicle-only High Injury Network: calculated as max segment vehicle-only FSI crash score /highest max segment vehicle-only FSI crash score
- Vulnerable Road User High Injury Network: calculated as max segment VRU FSI crash score highest max segment VRU FSI crash score
- High Risk Network:
  - Roadway corridor on Critical All-User High Risk Network
  - Roadway corridor on High All-User High Risk Network

- Roadway corridor not on Critical or High All-User High Risk Network
- Equity (Bloomington MPO Opportunity Zone)
  - Corridor bordering or within "High Concentration of Title VI/ADA Populations"
  - Corridor bordering or within "Medium-High Concentration of Title VI/ADA Populations"
  - Other corridors
- Public Input (Online Web mapping + In-Person Safety Week Activities)
  - Greater than 20 negative comments per mile
  - 15-20 negative comments per mile
  - 8-14 negative comments per mile
  - >0-7 negative comments per mile
  - Corridor received no negative comments
- All INDOT-controlled corridors separated from prioritization scoring
- Maximum score possible: 100 points
  - Maximum score achieved: *E/W 3rd Street (Rogers Street to SR 46)* (80 points)
- Scoring tiers:
  - Highest: Scores above 50
  - High: Scores between >34 and 50
  - Medium: Scores between >24 and 34
  - Medium-Low: Scores between >0 and 24
  - Low: Corridors not scored assumed to be low due to not being on high injury or high risk networks

Achieving a major Vision Zero goal and that of significant FSI crash reductions within the urban area requires a comprehensive and multifaceted approach. To learn more about the actions the City has already taken, along with other aspects of the program, please visit the SS4A website at <https://bloomington.in.gov/transportation/ss4a> .

## Conclusion

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout FY 2026 and into FY 2030. 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.

The BMCMPO establishes INDOT national performance targets "as given" and does not have the capability to assess the achievement of statewide targets for INDOT facilities with respect to safety, bridges, pavement, and system performance/freight. The BMCMPO will explore potential assessment methodologies/tool of INDOT's national performance goals as a coalition of all Indiana MPOs if so encouraged and financially supported collectively by the FHWA Indiana Division.

The BMCMPO additionally anticipates the issuance of FTA performance-based planning targets for Bloomington Transit on a continuous basis throughout FY 2026 and into FY 2030 for Transit Asset Management. The BMCMPO Policy Committee shall adopt all relevant transit asset management performance targets consistent with FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.

Finally, the Bloomington-Monroe County area will pursue the achievement of all Safe Streets and Roads for All (SS4A) Priorities for Roadway Safety & Safety Performance Measures involving the identification of High Priority Corridors and Intersections through the Bloomington-Monroe County Crash Dashboard, and the systematic application of FHWA Proven Safety Countermeasures for all High Priority Corridors and intersections leading to measurable annual reductions of fatal and serious injury crashes.

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# Appendix D: Opportunity Zones for Title VI and ADA

## Introduction

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.

This appendix ensures equal protection under existing federal laws, including the following:

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

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

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

- Fully participate in the transportation planning process;
- Benefit from planned transportation improvements; and

- Not bear an unfair burden of the environmental impacts.

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

## Methodology & Results

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

The BMCMPO FY 2026 - 2030 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key opportunity zone Title VI and ADA characteristics:

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

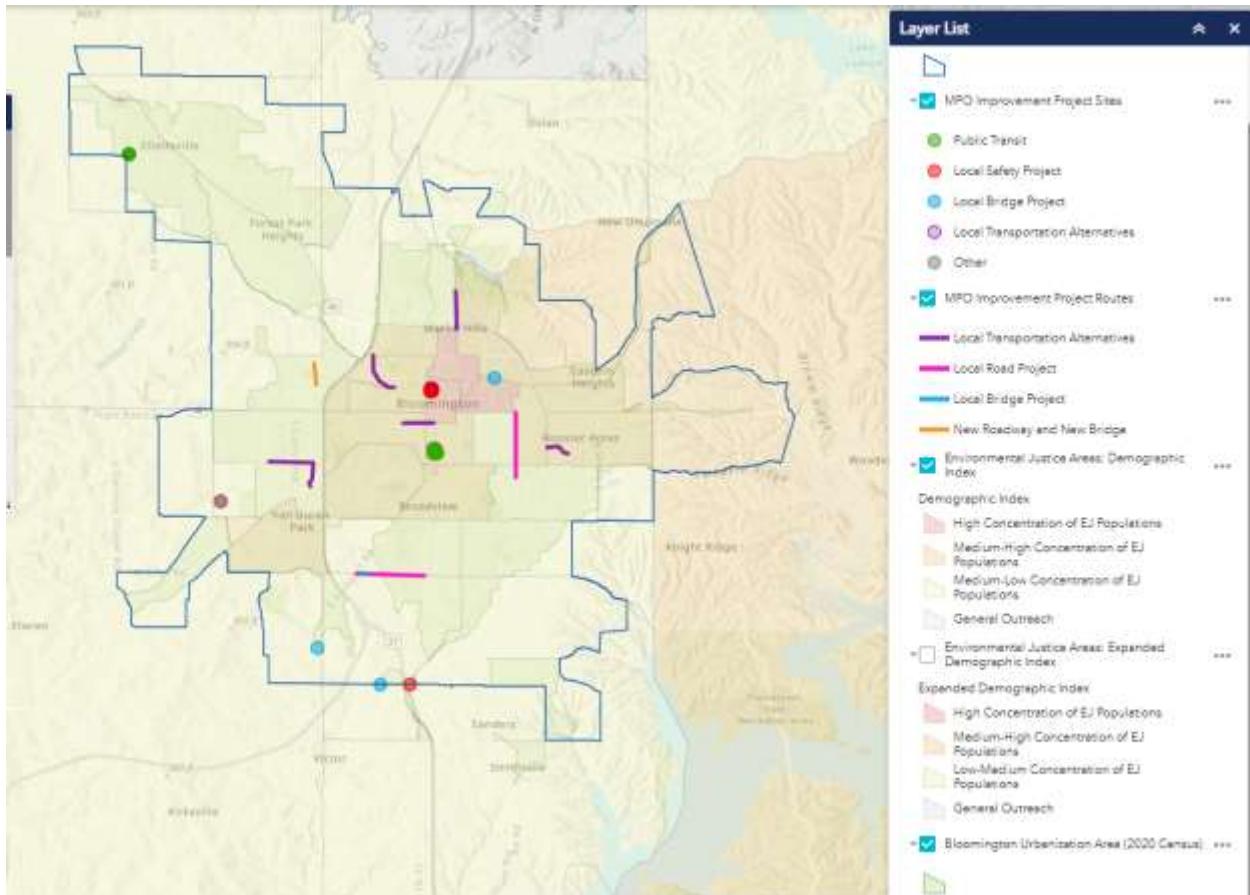
Bloomington-Monroe County Urban Area 2020 Census Tracts with 50 percent or more of either of the two (2) characteristics identify locations of importance for BMCMPO transportation planning and project development needs. The identified areas with high proportions of minority population and poverty levels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

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

**Figure 1** illustrates FY 2026 2030 TIP projects with current urbanized area census tracts that have 50 percent or more of the two (2) opportunity zone (Title Vi and ADA) characteristics subject to compliance for current or future transportation system projects.

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**Figure 1 – BMCMPO Opportunity Zone GIS Map**  
 \*map update pending for FY 2026-30 Projects



The adopted BMCMPO 2050 MTP does not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified opportunity zone census tracts or other locations of the urbanized area. Similarly, the BMCMPO FY 2026-2030 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified opportunity zone census tracts or other locations of the urbanized area.

The opportunity zone census tracts identified for the BMCMPO 2050 MTP using 2020 Census data and the BMCMPO FY 2026-2030 TIP using 2020 Census data encompass large areas of the Indiana University campus housing and illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income

classification for these tract residents very likely reflects the large number of undergraduate and graduate students residing within geographically and traditionally established Indiana University student and campus housing boundaries.

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

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

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

The BMCMPO developed a geographic information systems (GIS) map for the FY 2026-2030 TIP that displays a collection of current and future transportation projects in relation to the opportunity zone demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data.

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

VI/ADA populations, shown in orange; medium-low concentration of Title VI/ADA populations, shown in yellow; and general outreach, shown in grey.

## Opportunity Zone Projects

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

The City Bloomington additionally completed the following opportunity zone census tract projects:

- ADA Safety - Improved and/or replaced downtown curb ramps;
- ADA Safety -Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;
- ADA Safety - Improved numerous Bloomington Transit and IU Campus Bus passenger stops, including the replacement and/or installation of passenger shelters;
- Ensured that all new sidewalks and curb ramps comply with current ADA standards;
- Improved public transit by maintaining, improving and expanding an accessible, safe and efficient public transportation system;
- Designed, maintained and constructed pedestrian facilities in compliance with the Public Rights of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA);
- Installed pedestrian push buttons at City maintained traffic signals and pedestrian hybrid beacons (15+ intersections), and;
- Used a comprehensive quantitative data-driven asset management approach to directly target areas of ADA curb ramps, ADA crosswalks, and sidewalk repairs for opportunity zone census tracts.

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

## Opportunity Zones – Future Reassessments

Future reassessments of identifiable BMCMPO opportunity zone census tracts will coincide with the approval of local programmed projects, the release of additional federal guidance, and published updates of the American Community Survey and/or U.S. Census data.

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# Appendix E: Air Quality Assessment

## Overview

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

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

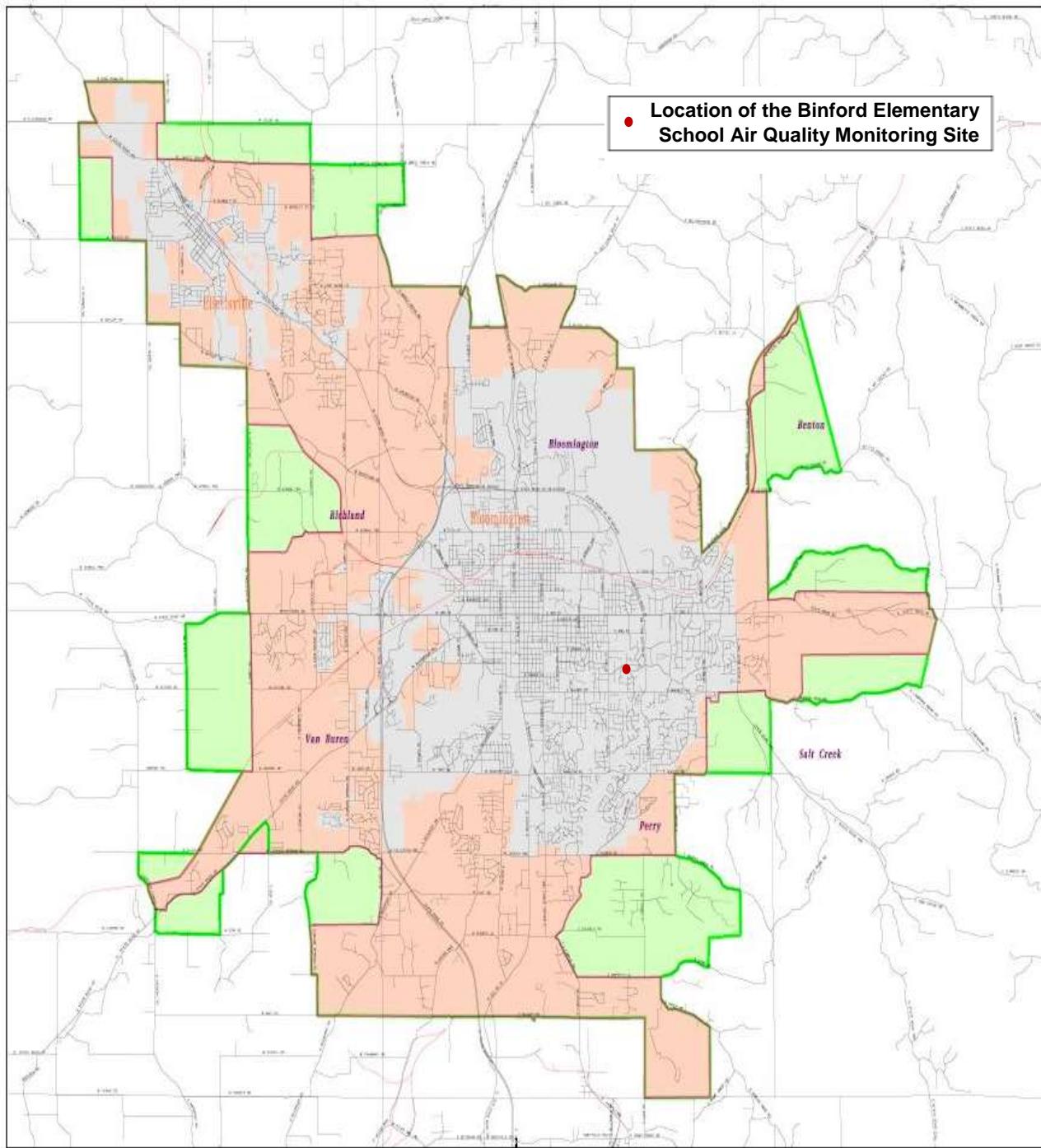
The State of Indiana’s Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009 (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

## Air Quality Compliance

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

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the FY 2026-2030 TIP will not result in any adverse impacts to air quality given a system-wide investment focus on multimodal safety, maintenance, system preservation, public transit, and bicycle/pedestrian facilities.

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



**City of Bloomington, Indiana  
Planning Department**



## Appendix F: BMCMPO Advisory Complete Streets Policy

### Introduction

The list of *FY 2026-2030 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Advisory *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 Advisory Complete Streets Policy initially established in 2009 mirroring criteria from Smart Growth America (<https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/>), creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted BMCMPO Advisory Complete Streets Policy website posting is found at the following link:

<https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf>.

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

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

PLACE MEASURE	APPLICATION SCALE	METRIC
<b>PLACE</b>		
Being aware of community context, including existing and planned 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.		
<b>Quality of bicycling environment</b>	Project	<ul style="list-style-type: none"> <li>Width of bicycle facilities</li> <li>Pavement condition of bicycling facility</li> <li>Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars</li> <li>Right turn on red restrictions</li> </ul>
<b>Quality of pedestrian environment</b>	Project	<ul style="list-style-type: none"> <li>Crossing distance and time</li> <li>Presence of enhanced crosswalks</li> <li>Wait time at intersection</li> <li>Width of walking facility</li> <li>Right turn on red restrictions</li> <li>Planting of new or maintaining existing trees</li> </ul>
<b>Quality of transit environment</b>	Project	<ul style="list-style-type: none"> <li>Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection</li> <li>Quality of accommodations for passengers at stops</li> <li>Presence of wayfinding and system information</li> <li>Real-time arrival information</li> <li>Off-board payment option</li> </ul>
<b>Resident participation</b>	Project	<ul style="list-style-type: none"> <li>Number of responses gathered</li> <li>Number of people at meetings</li> </ul>
<b>Quality of automobile trips</b>	Project	<ul style="list-style-type: none"> <li>Travel lane pavement condition</li> </ul>
<b>CRASH RISK</b>		
Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.		
<b>Compliance with posted speed limit</b>	Project	<ul style="list-style-type: none"> <li>Percentage of drivers exceeding the posted speed limit</li> <li>Match between target speed, design speed, and 85<sup>th</sup> percentile</li> </ul>
<b>Crashes</b>	Project	<ul style="list-style-type: none"> <li>Number of crashes by mode on project (before and after)</li> <li>Crash severity by mode and location</li> </ul>
<b>Crashes</b>	Network	<ul style="list-style-type: none"> <li>Total Number</li> <li>Rate and location by mode</li> </ul>
<b>Fatalities</b>	Project	<ul style="list-style-type: none"> <li>Number of fatalities by mode on project (before and after)</li> </ul>
<b>Fatalities</b>	Network	<ul style="list-style-type: none"> <li>Number of fatalities suffered by all modes</li> </ul>

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

PLACE MEASURE	APPLICATION SCALE	METRIC
<b>EQUITY</b>		
Transportation services may 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.		
<b>Auto trips</b>	Project	<ul style="list-style-type: none"><li>Driving trips as portion of total trips along project</li></ul>
<b>Auto trips</b>	Network	<ul style="list-style-type: none"><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>
<b>Bicycle trips</b>	Project	<ul style="list-style-type: none"><li>Bicycling trips as portion of total trips along project</li></ul>
<b>Bicycle trips</b>	Network	<ul style="list-style-type: none"><li>Bicycling trips as portion of total trips</li><li>Bicycling commutes to work as portion of total commutes to work</li></ul>
<b>Transit trips</b>	Network	<ul style="list-style-type: none"><li>Transit trips as portion of total trips</li><li>Transit commutes to work as portion of total commutes to work</li></ul>
<b>Walk trips</b>	Project	<ul style="list-style-type: none"><li>Walk trips as portion of total trips along project</li></ul>
<b>Walk trips</b>	Network	<ul style="list-style-type: none"><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: BPCMPO, Complete Streets Policy, November 2019.

The following Advisory Complete Streets Policy Project Prioritization Criteria serves the BPCMPO 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 – Advisory Project Prioritization Criteria**

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

Source: BMCMPO, Advisory Complete Streets Policy, November 2019.

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

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

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

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.
- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.

- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
- Making street design changes informed by community outreach and cultural education
- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPO FY 2026-2030 TIP advisory Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for the following new projects”

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

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

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

Source: BMCMPO Complete Streets Policy, November 2018.

DES#TBD - Curb Ramps - Phase 5		
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)		
Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety		0
Geometrical improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		0
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	1
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.4
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.4
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.7
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
	Overall Total	5.45

Source: BMCMPO Complete Streets Policy, November 2018.

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

Source: BMCMPO Complete Streets Policy, November 2018.

# **Appendix G:**

## **Transportation Improvement Program**

### **Plan Development & Public Involvement Methodology**

#### **Introduction**

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

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

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

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

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

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

### **Local Public Agency Distribution Announcement**

• BMCMPO Call for Projects Issued	August 29, 2024
• INDOT TIP-STIP Review of Existing & New Projects	September 11, 2024
• BMCMPO Project Request Application Deadline	September 27, 2024
• BMCMPO LPA Project Applications Received	September 27, 2024
• BMCMPO Receipt of INDOT Draft FY 2026-2030 STIP Project Lists	October 15, 2024
• BMCMPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Reviews of Project Requests, Project Reviews, and Fiscal Constraint Issues	October 23, 2024
• Incorporation of INDOT Draft FY 2026-2028 STIP Projects	October 16-31, 2024
• BMCMPO Policy Committee (PC) Review of Project Requests, Project Reviews and Fiscal Constraint Issues	November 8, 2024
• BMCMPO Draft FY 2026-2030 TIP Legal Advertisements	November 10-11, 2024
• Thirty (30) Day Public Comment Period Begins	November 10, 2024
• Draft FY 2026-2030 TIP Submission to INDOT	November 12, 2024
• Draft FY 2026-2030 TIP Public Input Meeting	December 5, 2024
• Thirty (30) Day Public comment Period Ends	December 9, 2024
• Receipt of all Public Comments	December 9, 2024
• Receipt of INDOT, FHWA, FTA Review Comments	December 31, 2024
• Address All Review Comments & Prepare Final Draft	January 2025
• TAC and CAC Final Draft Reviews and Recommendations	February 26, 2025
• BMCMPO TAC and CAC Recommended Adoption	February 26, 2025
• BMCMPO Policy Approval of Final FY 2026 - 2030 TIP	March 14, 2025
• Adopted FY 2026-2030 TIP Submission to INDOT	March 2025
• FHWA/FTA/INDOT FY 2026 - 2030 TIP Approval Letter	March 27, 2025
• FHWA Approval of INDOT FY 2026-2030 STIP with BMCMPO FY 2026-2030 TIP Program of Projects	April-May 2025
• FY 2026-2030 TIP/STIP Program of Projects Begins	July 1, 2025

## Public Outreach Process

Public outreach and involvement strategies employed for development of the FY 2026-2027 TIP involved a combination of in-person, digital, virtual, and print tools as recommended by the U.S. Department of Transportation's Equity Action Plan

(<https://www.transportation.gov/priorities/equity/2023-equity-action-plan>). The BMCMPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and multiplicative transportation needs and experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual projects by work type and project purposes (i.e., ADA ramp construction, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects through:

- Posting the BMCMPO Draft FY 2026-2030 TIP for public review and comment on the City of Bloomington website page (<https://bloomington.in.gov/mpo/transportation-improvement-program>)
- Legal Advertisements in the *Bloomington-Herald Times* on Sunday, November 10<sup>th</sup> and Monday, November 11<sup>th</sup> 2024. Proof of legal advertisement are available upon request from the BMCMPO staff.
- A City of Bloomington Public Meeting Press Release:



**FOR IMMEDIATE RELEASE**

November 13, 2024

**For more information, please contact:**

Patrick Martin, Senior Transportation Planner, Bloomington Monroe County Metropolitan Planning Organization  
[martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) or 812-349-3530

Desiree DeMolina, Communications Director, Office of the Mayor  
[comms@bloomington.in.gov](mailto:comms@bloomington.in.gov) or 812-349-3406

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

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

### Join Zoom Meeting

<https://bloomington.zoom.us/j/85492624444?pwd=QrxqRhIJSkkqA7DI2QhngbEWRaOFu.1>

Meeting ID: 854 9262 4444

Passcode: 883969

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: [bloomington.zoom.us/u/kwS4lfafP](https://bloomington.zoom.us/u/kwS4lfafP)

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

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

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

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

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

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

###

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

**DRAFT FY 2026 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
PUBLIC INFORMATION MEETING**

December 5, 2024

6:00 - 8:00 p.m.

City of Bloomington – City Hall - Council Chambers  
And Virtual Location via Zoom

Join Zoom Meeting

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

Meeting ID: 865 723 1124

Passcode: BMCMP

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/ky1ihyfjN>

- I. Welcome and Introductions
- II. Draft BMCMP FY 2026- 2030 Transportation Improvement Program
  - a. Introduction
    - (1) Purpose and Need
    - (2) Legislative Requirements
    - (3) Local Planning Agencies
    - (4) Urban Area Boundary
  - b. Transportation Improvement Programming
    - (1) Project Prioritization
    - (2) Amendment Process
  - c. Transportation Improvement Projects
    - (1) Background and Call for FY2026-2030 Projects

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

Draft Submission Schedule, Legal Advertisements, Public Comment Period

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

Final Draft Review/Approval, and Final Submission Dates

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

Adjournment

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

## **Interagency Consultation/Coordination: Calendar Year 2024 and 2025**

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

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

**DRAFT**

## Appendix H: Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Carbon Reduction Program** abbreviated as “CRP” means the program created under the Bipartisan Infrastructure Law (BIL) for planning and construction activities that support the reduction of transportation 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.

**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. The BMCMPO Complete Streets Policy is advisory.

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

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

(<https://usafacts.org/visualizations/coronavirus-covid-19-spread-map/state/indiana/county/monroe-county/>). In many cases, survivors will experience long-term respiratory and health related symptoms (<https://coronavirus.jhu.edu/map.html>).

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

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

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

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

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

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

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

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

**Equity** means the just and fair inclusion transportation access and mobility into a society in which all people can participate, prosper, and reach their full potential. In the context of the *2050 MTP*, transportation equity means achieving the goal of sustainable transportation mobility providing access to employment, education, healthcare, and an improved quality of life for *all* people.

**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)** is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

**Illustrative Project** means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450.104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**National Ambient Air Quality Standards (NAAQS)** are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO<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.

**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 provided 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, 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.

**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:

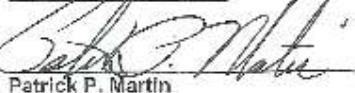
## Self-Certification

### TRANSPORTATION PLANNING PROCESS CERTIFICATION FY 2026

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 83;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114-957) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington Monroe County Metropolitan  
Planning Organization



Patrick P. Martin

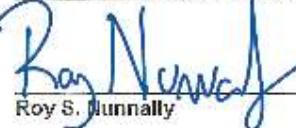
Senior Transportation Planner  
Title

Date



2/24/2025

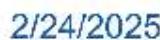
Indiana Department of Transportation



Roy S. Munnally

Director, INDOT  
Technical Planning & Programming  
Title

Date



2/24/2025

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

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# Appendix K:

## Public Participation Notice

### FOR IMMEDIATE RELEASE - DRAFT

November 8, 2024

**For more information, please contact:**

Katie Gandhi, MPO Transportation Planner, [katie.gandhi@bloomington.in.gov](mailto:katie.gandhi@bloomington.in.gov) or 812-349-3588.

Pat Martin, Senior Transportation Planner, [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) or 812-349-3530; or

### Public Invited to Provide Input about Local Transportation Projects

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

Join Zoom Meeting

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

Meeting ID: 865 723 1124

Passcode: BMCMPO

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/ky1ihyfjN>

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

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

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

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

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

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

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

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

# # #

## **Appendix L: FY 2026-2030 TIP Approval Letter**

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

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