



Citizens Advisory Committee

AGENDA

Regular Meeting

Wednesday August 27, 2025

5:30 –7:00 pm

IN-PERSON LOCATION: Bloomington City Hall - McCloskey Room & Virtual Location via Zoom

VIRTUAL LOCATION: [Zoom Meeting Link](#) (Meeting ID: 838 0298 3179 | Passcode: BMCMPPO)

MEETING RECORDINGS: [link](#)

MEETING PACKETS: [link](#)

AGENDA

- I. Call to Order and Introductions
 - a. Approval of Meeting Agenda* (**PACKET PAGES 1-3**)
- II. Approval of Minutes*
 - a. July 23, 2025 (**PACKET PAGES 4-6**)
- III. Communications from the Chair and Vice Chair
- IV. Reports from Officers and/or Committees
- V. Reports from the MPO Staff
 - a. Surface Transportation Bill - submit your Surface Transportation Reauthorization Priorities to USDOT! The current surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), expires in September 2026, and the US Department of Transportation issued a [request for information \(RFI\)](#) asking for the public's input for [Docket No. DOT-OST-2025-0468](#): Advancing a Surface Transportation Proposal That Focuses on America's Most Fundamental Infrastructure. The deadline for submitted comments was August 20th, but that has been extended to September 9, 2025.
 - (1) The letter BMCMPPO submitted in response to Docket No. DOT-OST-2025-0468 is included in this packet. (**PACKET PAGES 7-9**)
 - (2) Local Officials in Transportation Coalition Meets with USDOT - The Local Officials in Transportation (LOT) Coalition met with the USDOT and FHWA Administrator to discuss [local and regional priorities](#) for surface transportation reauthorization. Their letter in response to Docket No. DOT-OST-2025-0468 is included in this packet. (**PACKET PAGES 10-15**)
 - b. Early Coordination Letter for INDOT 2400106 SR45 and Hickory Leaf Drive Pedestrian Improvements (**PACKET PAGES 16-24**)
 - c. TIP Fund Distribution Process – overview(**PACKET PAGES 25-26**)

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



Citizens Advisory Committee

AGENDA

Regular Meeting

Wednesday August 27, 2025

5:30 –7:00 pm

VI. Old Business

- a. FY 2026 - 2030 BMCMPPO [Transportation Improvement Program \(TIP\)](#) – Status Report
- b. TIP [Project Status](#) (project locations can be viewed on the [TIP/STIP Map](#))

VII. New Business

- a. BMCMPPO FY 2024-2028 TIP Amendments are no longer being accepted
- b. BMCMPPO FY 2026-2030 TIP Amendments (Resolution FY 2026-02)* **PACKET PAGES 27-50)**
 - (1) DES #2100752 – Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46
 - (2) Scour Protection work under Contract #B-45770
 - (a) DES #2401197 - I69 NB Bridge over Griffy Creek, 2.55 miles N of SR 46
 - (b) DES #2401198 - I69 SB Bridge over Griffy Creek, 2.55 miles N of SR 46
 - (c) DES #2401199 - I69 NB Bridge over Beanblossom Creek, 2.79 miles N of SR 46
 - (d) DES #2401200 - I69 SB Bridge over Beanblossom Creek, 2.79 miles N of SR 46
 - (e) DES #2401201 - I69 NB Bridge over Beanblossom overflow, 3.28 miles N of SR 46
 - (f) DES#2401202 - I69 SB Bridge over Beanblossom overflow, 3.28 miles N of SR 46
 - (3) DES #2401348 – Small Structure Project on SR45, 0.37 miles west of I-69
 - (4) DES #2401216 – Pedestrian Trail Bridge over SR 45, 0.63 miles north of SR 46
 - (5) DES #2401404 - Sidewalk installation on SR 45, from Kinser Pike to Walnut
 - (6) DES #2500524 – Repair/Replace Joints on SR 48 over I-69 NB/SB, 5.96 miles E of SR 43
 - (7) DES #2000804 - Section 130 Railroad Safety Project
 - (8) DES #2101712 - Dillman Road Bridge #83 Replacement
 - (9) DES #2300141 - County Wide Bridge Safety Inspections & Inventory
 - (10)DES #2401515 – Fairfax Road High Friction Surface Treatment
 - (11)DES #2100195 – Installation of New Cable Rail Barriers from SR 445 to SR 37
 - (12)DES #2100688 – Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446
 - (13)DES #2500059 – College and Walnut ST Corridor Improvement Project – Phase 1
 - (14)DES #2500062 - College and Walnut ST Corridor Improvement Project – Phase 2
 - (15)DES #1800086/1800199 – Improvement to SR45/10th St from the SR45/46 bypass to Pete Ellis Drive
 - (16)DES #2200146 – Eagleson Avenue Bridge #922 over Indiana Railroad
 - (17)DES #2200012 – W 2nd Street Modernization and Safety Improvements
 - (18)DES #2400042 – North Dunn St Multiuse Path
 - (19)DES #2200020 – High Street Intersection Modernizations and Multiuse Path
 - (20)DES #1902772 – Rockport Road, Bridge #308 Replacement

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



Citizens Advisory Committee

AGENDA

Regular Meeting

Wednesday August 27, 2025

5:30 –7:00 pm

- (21)DES #2000231 – Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russel Rd
- (22)DES #1900331 – HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135
- (23)DES #2300274 – Statewide National Electric Vehicle Infrastructure

VIII. Public Comment on Matters Not Included on the Agenda (*non-voting items*)

Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak

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

- a. Communications
- b. Topic Suggestions for Future Agendas

X. Upcoming Meetings

- a. Policy Committee: September 12, 2025 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee: September 24, 2025 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee: September 24, 2025 at 5:30 p.m. (Hybrid)

XI. Adjournment

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

Pursuant to state law HEA 1509, the following details are providing regarding the members serving on the Citizen Advisory Committee Members (CAC). Note that CAC members join the committee on a volunteer basis (members must attend three meetings in-person in order to become a voting member) and members do not have a set term expiration date.

- Elizabeth Cox-Ash McDoel (member)
- John Kennedy (chair)
- Mary Jane Hall (member)
- Paul Cox-Ash (member)
- Sam Tobin-Hochstadt (vice chair)
- Sarah Ryterband (member)

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



Citizens Advisory Committee

Minutes

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday July 23, 2025

5:30 –7:00 pm

Minutes

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

Staff Present: Pat Martin, Katie Gandhi

Guests: 1 online

I. Call to Order and Introductions

Meeting convened at 5:31pm with John Kennedy, Chair Chair presiding.

II. Approval of Meeting Agenda*

****Cox-Ash moved for approval of the meeting agenda. Ryterband seconded. Motion carried by a voice vote (5-0). 0 abstained.* APPROVED**

III. Approval of Minutes*

a. April 23, 2025

****Cox-Ash moved for approval of the April 23, 2025 meeting minutes. Mary Jane Hall seconded. Motion carried by a voice vote (4-0). 1 abstained.* APPROVED**

II. Communications from the Chair and Vice Chair

a. None.

III. Reports from Officers and/or Committees

a. None.

IV. Reports from the MPO Staff

a. State of Indiana Guidelines for Boards and Commissions (IC 5-14-9 Effective 07-01-25)

Staff noted that this doesn't apply to the CAC because its advisory, not ruling.

Discussion ensued.

b. U.S. Secretary of Transportation Letter to All Recipients of USDOT Funding

Staff shared that this will affect the documents and possibly some of the projects that can receive federal funding. Discussion ensued.

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

V. Old Business

- a. FY 2024-2028 TIP modifications made in May 2025
- b. FY 2024-2028 TIP modifications made in June 2025
- c. FY 2026 - 2030 BMCMPPO [Transportation Improvement Program \(TIP\)](#) – Status Report
- d. FY 2025 - 2026 [Unified Planning Work Program \(UPWP\)](#) (2026 update) – Status Report
- e. FY 2024-2028 TIP Projects Status (project locations can be viewed on the [TIP/STIP Map](#))

VI. New Business

- a. FHWA SAFE Roads Initiative (<https://highways.dot.gov/safety/safe-roads>)
 - (1) Non-Freeway Arterial Roads using safety data, analysis, and assessments
- b. BMCMPPO FY 2024-2028 TIP Amendments & Resolution* (projects locations can be viewed on the [TIP/STIP Map](#))
 - (1) DES#2300141 - County Wide Bridge Safety Inspections & Inventory
 - (2) DES#2101712 - Dillman Road Bridge #83 Replacement
 - (3) DES #2000804 - Section 130 Railroad Safety Project
 - (4) DES #2100752 – SR 46 Bridge Deck Overlay on SR 46 at N Hartstrait Road over branch Jacks Defeat Creek, 0.02 miles S of SR 46
 - (5) DES #2401348 – Small Structure Project on SR45, 0.37 miles west of I-69
 - (6) DES#2401404 - Sidewalk installation on SR 45, from Kinser Pike to Walnut
 - (7) DES #2401216 – Pedestrian Trail Bridge over SR 45, 0.63 miles north of SR 46
 - (8) DES#2500524 – Repair/Replace Joints on SR 48 over I-69 NB/SB, 5.96 miles E of SR 43
 - (9) Scour Protection work under Contract #B-45770
 - (a) DES#2401197 - I69 NB Bridge over Griffy Creek, 2.55 miles N of SR 46
 - (b) DES#2401198 - I69 SB Bridge over Griffy Creek, 2.55 miles N of SR 46
 - (c) DES#2401199 - I69 NB Bridge over Beanblossom Creek, 2.79 miles N of SR 46
 - (d) DES#2401200 - I69 SB Bridge over Beanblossom Creek, 2.79 miles N of SR 46
 - (e) DES#2401201 - I69 NB Bridge over Beanblossom overflow, 3.28 miles N of SR 46
 - (f) DES#2401202 - I69 SB Bridge over Beanblossom overflow, 3.28 miles N of SR 46

****Ryterband moved to recommend approval of all BMCMPPO FY 2024-2028 TIP Amendments. Hall seconded. Motion carried by a voice vote (5-0). 0 abstained.* Approved.**

VII. Public Comment on Matters Not Included on the Agenda (*non-voting items*)

Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak

- a. **None**

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

- a. Communications
 - Martin (MPO staff) shared that in the future, we will have to remove certain words from our Complete Streets Policy and Public Participation Plan. Discussion ensued.**
- b. Topic Suggestions for Future Agendas

IX. Upcoming Meetings

- a. Policy Committee: August 8, 2025 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee: August 27, 2025 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee: August 27, 2025 at 5:30 p.m. (Hybrid)

X. Adjournment

Meeting adjourned at 6:40pm.

[Link to Meeting Packets](#)

[Link to Meeting Recordings](#)

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact Melissa Hirtzel at hirtzelm@bloomington.in.gov and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
Response to the U.S. Department of Transportation's**

Advancing a Surface Transportation Proposal That Focuses on America's Most Fundamental Infrastructure

Docket No. DOT-OST-2025-0468

Submitted: August 15, 2025

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) appreciates the opportunity to respond to the U.S. Department of Transportation's (USDOT) Request for Information regarding the advancement of a surface transportation proposal focused on America's most fundamental infrastructure. As a Metropolitan Transportation Planning Organization, the BMCMPPO plays a vital role in long-range planning, cross-jurisdictional coordination, and implementing transportation projects that reflect both local priorities, Indiana priorities, and national goals.

Our organization brings together local governments to address regional challenges that span political and geographic boundaries, including multi-modal safety studies, Transportation Improvement Program/Indiana State Transportation Improvement planning, project construction, facility operations, and long-range multimodal transportation planning.

Our MPO governance structure is comprised of elected officials from member jurisdictions, ensuring both local accountability and urbanized area consensus. This model enables us to serve as conveners and implementers of integrated transportation strategies, and to coordinate effectively with federal and state partners.

Local governments and their metropolitan planning organizations such as the BMCMPPO are responsible for the majority of the nation's transportation infrastructure. States own only about 22% of lane miles, administer the vast majority of federal transportation funds and retain primary authority over project selection, including the obligation of dollars. In contrast, local entities own over 75% of road mileage, more than half of all bridges, and operate most public transit systems; however, they receive just 14% of federal transportation dollars through suballocation, often subject to state-level review. This imbalance hinders alignment between community-driven priority needs and funding decisions.

Congress's intent, as established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, was to empower Metropolitan Planning Organizations (MPOs) as key decision-makers in regional transportation planning. These organizations embody public accountability, technical expertise, and intergovernmental coordination. They deserve not just consultation, but meaningful authority in federal transportation policy.

We are ready to lead; we have decades of proven federal transportation administrative funds capability. The following priorities reflect our recommendations for the next surface transportation reauthorization:

- **Increase and Enhance Metropolitan Planning (PL) Funding**

Enhanced PL funding supports USDOT's priorities by improving safety, expanding opportunity, and strengthening partnerships. MPOs [like ours] are central to planning and programming federal transportation investments, yet current funding levels do not match the growing scope of their responsibilities. We urge Congress to increase PL funding and reduce or eliminate local match requirements, particularly for smaller or under-resourced MPOs. Adequate funding improves project readiness, accelerates delivery, and ensures technical capacity for safety, equity, and freight planning.

Our urbanized area serves broader roles beyond transportation, including higher education with Indiana University, global medical device manufacturing, pharmaceutical and biotechnology, regional healthcare, and others. Greater transportation planning supports our workforce mobility and infrastructure needs tied to economic growth.

- **Support Local Decision-Making through Formula Programs**

Federal transportation policy should empower those who own and operate infrastructure. Local governments and regional councils are prepared to rebuild America—but need greater authority over funding.

We recommend expanding suballocation of Surface Transportation Block Grant Program (STBGP) funds to local areas based on population. This would allow MPOs and local governments to act quickly, address community-defined priorities, and deliver projects more cost-effectively.

Empowering local decision-making reduces inefficiencies, shortens approval timelines, and ensures that federal investments translate into timely, tangible improvements.

- **Preserve and Streamline Funding Opportunities**

Discretionary programs are critical for local governments. To prevent future backlogs of administering grants at USDOT, reduce administrative burdens and expedite project delivery, we recommend that Congress simplify grant requirements and increase technical assistance for discretionary programs.

Equivalent or greater funding must have a reallocation through formula programs with expanded sub allocation if discretionary programs face consolidation or elimination. This ensures access for local governments and aligns with congressional intent to empower regional and local actors.

Conclusion: Regional Leadership Advances National Priorities

A locally empowered federal transportation program will deliver better infrastructure outcomes for safety, connectivity, and nationwide economic vitality. By increasing planning resources, supporting local decision-making, and streamlining funding access, we can build a transportation system that reflects community needs and national goals.

Federal investments must flow more directly and predictably to the local governments and regional planning bodies responsible for a majority of our national infrastructure. The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) is ready to deliver the safe, strategic, and connected transportation system our country deserves with adequate resources.

Respectfully,

Patrick P. Martin

MPO Director

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)

martipa@bloomington.in.gov

(812) 349-3530

August 20, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Duffy,

The Local Officials in Transportation (LOT) Coalition—representing thousands of counties, cities, towns, planning agencies, and regional economic development organizations across the United States—appreciates the opportunity to provide input in response to the U.S. Department of Transportation’s (USDOT) Request for Information [Docket No. DOT–OST–2025–0080] regarding the next surface transportation reauthorization legislation.

As the federal government considers how to better prioritize and deliver the most essential elements of our transportation system, we urge a renewed focus that empowers local governments and regional planning organizations to direct federal dollars to locally led projects that advance national priorities, foster economic development, and improve safety.

Local governments play a pivotal role in maintaining and operating the nation’s transportation system. They own more than 75 percent of the nation’s public road miles, including 44 percent of the federal-aid highway system, nearly half of all bridges, and operate the majority of public transit systems. They also operate many of the airports and seaports that connect communities with the global economy. Yet, nearly all federal formula transportation funding flows to states, and a recent analysis from the Brookings Institution affirmed that only 14 percent of those dollars are then passed through to local entities.

This imbalance between infrastructure ownership and access to federal capital has real consequences. When communities lack both adequate access to federal funding and a meaningful voice in how those dollars are prioritized, project delivery faces unnecessary delays, purchasing power erodes due to inflation, and opportunities for economic growth, enhanced safety, and improved quality of life are lost.

The current approach also runs counter to long-standing congressional intent. Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA, PL 102-240) in 1991, Congress has directed state departments of transportation to meaningfully coordinate with local and regional partners in the planning and programming of federal transportation



dollars. While federal law requires coordination with Metropolitan Planning Organizations (MPOs) and, to a lesser extent, Regional Transportation Planning Organizations (RTPOs), states retain control over the timing of funding obligation for regionally selected projects. In practice, coordination requirements are applied with varying consistency, and opportunities remain to strengthen federal oversight and support for these processes.

When locally owned infrastructure is underfunded or unfunded, the effects ripple through the economy: freight slows, consumer costs rise, safety risks increase, and infrastructure liabilities grow. Delays in project delivery further erode the value of each federal dollar and diminish public trust in government.

To modernize America's surface transportation system, the federal government must strengthen the balance in decision-making by recognizing local governments and regional planning organizations as core partners in implementing the federal transportation program. Drawing on their expertise and close understanding of community needs—and ensuring statutory requirements for coordination are enforced—will help deliver infrastructure that meets the needs of the American people. Building this partnership means providing these entities with the tools, funding, and authority to improve safety, support economic growth, and deliver results.

LOT Coalition Priorities for Surface Transportation Reauthorization

It is time to realign federal transportation policy with the realities of infrastructure ownership and delivery in the United States. Local governments and regional planning organizations are ready to lead. They bring the expertise, accountability, and public trust necessary to deliver investments that are community-driven and nationally significant.

The following priorities for surface transportation reauthorization are rooted in local needs, but their impact extends well beyond jurisdictional boundaries. By empowering the entities that own and manage most of the nation's transportation assets, these policies directly support national objectives: strengthening supply chains, improving freight and goods movement, reducing congestion, enhancing safety, and unlocking economic opportunity in both urban and rural areas. They also align closely with USDOT's policy goals for reauthorization: enhancing safety, accelerating project delivery, promoting economic growth, and strengthening intergovernmental partnerships.

Priority 1: Streamline Delivery of Key Formula Funds Directly to Regional Organizations and Local Governments

The LOT Coalition recommends that the next surface transportation bill expand opportunities for local governments and regional planning organizations to directly control formula-based funding, ensuring that the allocation of dollars better reflects infrastructure ownership. Local and regional leaders consistently demonstrate the capacity to deliver significant projects effectively and efficiently. With deep knowledge of community priorities, technical expertise, and long-term planning perspectives, they are uniquely positioned to ensure investments meet real-world needs and maximize public benefit.

Restoring the intergovernmental coordination envisioned by Congress through regional project selection is essential. Increasing local control, particularly through MPOs and RTPs, would accelerate project delivery, reduce administrative inefficiencies, and direct resources to the assets most in need of repair or modernization. MPOs and RTPs must be empowered as true partners in decision-making and project selection, not simply consulted. Federal oversight should ensure that collaboration, coordination, and transparency are the norm. Furthermore, the LOT Coalition recommends the following enhancements to formula programs:

- **Increase funding for the Surface Transportation Block Grant (STBG) program and expand the percentage of suballocation to local areas.** STBG is the most flexible core highway funding program and a vital tool for local governments. These enhancements to the program would better align funding with ownership, improve accountability, and generate higher returns on federal investment.
- **The Safe Streets and Roads for All (SS4A) program should continue as a discretionary program and its intent and eligibilities should be integrated into the Highway Safety Improvement Program (HSIP) formula to preserve local governments' access to this funding.** SS4A's proactive, preventative approach complements HSIP's more reactive model, together forming a stronger, more comprehensive safety framework. Congress and USDOT should continue the SS4A program—with a greater share of funding going towards capital projects—while also amending the HSIP program to allow for local governments and regional organizations to have access to formula dollars in addition to discretionary opportunities.
- **Continue the formula Bridge Investment Program with more local control. Local governments own almost half of all bridges, but locally owned bridges are twice as likely to be in “poor” condition as state-owned bridges.** Granting local governments greater authority over where formula bridge funds are spent will ensure that the bridges that need investment the most receive priority, regardless of ownership.
- **Promote innovation by directing funding to local and regional governments for deploying smart infrastructure solutions that enhance safety, efficiency, and resilience.** Suballocating such funds ensures investments are responsive to on-the-ground needs and support region-specific technology adoption.

Priority 2: Maintain Competitive Federal Funding Access for Local Governments and Regional Organizations

The LOT Coalition recommends that Congress and the Department of Transportation maintain and expand local and regional eligibility for competitive federal grant programs, while reducing administrative burdens and enhancing technical assistance to ensure equitable access for all communities. Local and regional governments are core partners in thousands of federally funded projects, and preserving their eligibility is essential to meeting national transportation goals. Competitive programs such as the Better Utilizing Investments to Leverage Development (BUILD) program, the SS4A program, the competitive Bridge Investment Program, the Railroad Crossing Elimination Program, and Strengthening Mobility

and Revolutionizing Transportation (SMART) have a proven track record of enabling local governments to make transformative infrastructure investments. These programs not only deliver critical safety, mobility, and economic benefits, but also drive innovation and unlock economic potential in communities of all sizes.

To accelerate project delivery and ensure federal taxpayer dollars achieve the greatest possible impact, the LOT Coalition recommends streamlining the administrative requirements for competitive grant programs and expanding technical assistance, particularly for rural and small communities that often face capacity constraints. Making competitive grant programs more accessible and easier to administer will help ensure their benefits reach the full spectrum of America's communities, from the largest metropolitan areas to the most remote rural regions. While many local governments have successfully navigated complex application and grant requirements, others would benefit from technical assistance that strengthens their capacity to compete for and deliver federally funded projects. Furthermore, by simplifying application processes and aligning project delivery requirements to the scale and complexity of each project, the federal government can stretch investments further and accelerate project timelines.

Priority 3: Strengthen Transportation Planning, Performance, and Project Delivery

The LOT Coalition recommends increasing Metropolitan Planning (PL) funding, eliminating its local match requirement, and allowing it to go directly to MPOs to reflect the central role they play in the federal transportation program and to equip them to meet expanding responsibilities. MPOs are the primary conveners of regional transportation decision-making, bringing together local governments, state agencies, transit providers, freight interests, and the public to shape a unified vision for the future. MPOs were established by Congress to ensure that local governments have a formal, collaborative voice in deciding how federal transportation dollars are invested in their communities. By linking on-the-ground priorities with a long-term regional vision, MPOs help ensure that funding decisions are grounded in data and deliver projects that both meet immediate community needs and support sustained regional growth.

Planning is the foundation of effective project delivery. MPOs build consensus among diverse stakeholders, identify high-impact investments, ensure transparency in decision-making, and streamline the project delivery process. MPO-led planning also positions projects to compete successfully for discretionary funding and to advance quickly when formula dollars become available. Yet, despite the benefits of MPO-led planning, PL funds account for less than one percent of Federal Highway Administration formula apportionments.

Increasing PL funding would strengthen local project development, improve readiness for construction, and accelerate project timelines. Bolstered resources would enable MPOs to expand their impact, better assess system performance, target investments to areas of greatest need, and adapt plans to emerging needs. Additionally, Congress should allow all MPOs the option to serve as a direct recipient of PL funds and eliminate the local match requirement on those dollars. Enacting these changes would not just support planning, it would directly improve the effectiveness, efficiency, and accountability of the entire federal transportation program.

Priority 4: Dedicated Formula Funding for Rural Transportation Planning

The LOT Coalition recommends the next surface transportation reauthorization bill establish dedicated formula funding for RTPOs to ensure rural communities have consistent, predictable resources for long-term planning. Like MPOs, RTPOs were established to give local governments—particularly in rural America—a formalized, coordinated voice in shaping how federal transportation dollars are invested in their regions. RTPOs are designed to help ensure investments not only address immediate transportation challenges, but also position rural regions for sustained growth and connectivity.

In many rural areas, RTPOs are the only institutions capable of conducting coordinated, cross-jurisdictional transportation planning that reflects local priorities and supports regional economic opportunity. Yet, unlike MPOs, RTPOs lack a stable federal funding source, limiting their ability to sustain operations or build technical capacity. Providing predictable, dedicated resources would ensure rural communities are fully represented in state and federal decision-making, improve project prioritization, and enable investments that promote connectivity, safety, and economic opportunity in rural areas.

Priority 5: Streamline Environmental Processes and Permitting for Smaller Projects

The LOT Coalition recommends targeted reforms to federal environmental review and permitting processes so that requirements are appropriately scaled to the size and complexity of each project. This calibrated approach would preserve essential environmental safeguards while reducing unnecessary delays and costs, enabling faster delivery of vital infrastructure improvements and ensuring federal taxpayer dollars go farther.

Many local and regional transportation projects—such as roadway safety upgrades, bridge repairs, transit facility improvements, and active transportation connections—have minimal environmental impact, yet they are often subjected to the same level of review and documentation as large-scale, complex projects. This “one-size-fits-all” approach consumes valuable staff time and financial resources, slowing project delivery and diminishing the return on federal investment. By right-sizing requirements to match the scope and potential impact of a project, the federal government can expedite delivery, reduce administrative burdens, and better focus environmental review resources where they are most needed.

Conclusion

The LOT Coalition’s priorities align closely with USDOT’s goals of enhancing safety, accelerating delivery, increasing infrastructure investment, and strengthening partnerships. By increasing funding and decision-making authority for local governments and regional planning organizations, we can ensure federal investments reflect community-driven needs while advancing national economic competitiveness and safety objectives.

America’s transportation challenges, whether related to safety, connectivity, economic opportunity, or infrastructure condition, do not end at the interstate. Local and regional

governments manage a large share of the nation's transportation system and are indispensable to delivering better outcomes. Strengthening the federal partnership with these entities will maximize taxpayer value, improve performance, and ensure the transportation system meets the needs of all Americans.

We thank USDOT for its leadership and look forward to working together to advance a more efficient, accountable, and locally responsive federal transportation program.

The Local Officials in Transportation Coalition



Association of Metropolitan Planning Organizations



National Association of Counties



National Association of Development Organizations



National Association of Regional Councils



National League of Cities



U.S. Conference of Mayors



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 462-7031

Mike Braun, Governor
Lyndsay Quist, Commissioner

July 24, 2025

Pat Martin
Director
Bloomington-Monroe County Metropolitan Planning Organization
401 N Morton St., Suite 130
Bloomington, IN 47404

Re: Early Coordination Letter, Des. No. 2400106, Pedestrian Improvements Project on State Road (SR) 45, 0.3 Mile Southwest of Interstate 69 (I-69), Monroe County, Indiana

Dear Pat Martin,

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

This project is located at the SR 45 and Liberty Drive/South Hickory Leaf Drive intersection, approximately 0.3 mile southwest of I-69 (Attachments, page 1). This section of SR 45 is classified as a *Principal Arterial*. The typical cross section of the west approach of SR 45 is a five-lane divided highway consisting of two 12-foot-wide travel lanes in each direction (two northbound (NB), two southbound (SB)), an approximate 12-foot-wide left turn lane for NB traffic, 2- to 4-foot-wide paved shoulders, and an approximate 6-foot-wide sidewalk along the SB travel lanes. The typical cross section of the east approach of SR 45 is a six-lane divided highway consisting of two 12-foot-wide travel lanes in each direction (two NB, two SB), an approximate 12-foot-wide left turn lane and a 12-foot-wide right turn lane for SB traffic, 2 to 4-foot-wide paved shoulders, 6-foot-wide sidewalks along NB SR 45, and a 12-foot-wide asphalt multi-use trail, Karst Farms Trail, along SB SR 45.

This section of Liberty Drive is classified as a *Local Street*. The existing Liberty Drive approach cross section consists of three 12-foot-wide travel lanes (two northwest, one southeast), a 12-foot-wide left turn lane and a 12-foot-wide right turn lane for southbound traffic with approximately 2-foot-wide paved shoulders and 6-foot-wide sidewalks on either side of Liberty Drive. This section of South Hickory Leaf Drive is a three-lane *Local Street*. The existing South Hickory Leaf Drive approach cross section consists of 12-foot-wide through, left, and through/right turn lanes, with 2-foot-wide paved shoulders.

The draft need for this project is due to the ramps in the southeast and southwest quadrants of the SR 45 and Liberty Drive/South Hickory Leaf Drive intersection being non-compliant with Americans with Disabilities Act (ADA) regulations (<https://www.ada.gov/>). According to the 2010 ADA Standards for Accessible Design, curb ramps allow people with disabilities to cross streets safely. State and local governments are required to provide curb ramps at pedestrian crossings and at public transportation stops where walkways intersect a curb. The curb ramps must fulfill specific requirements for width, slope, cross slope, placement, and other features to meet ADA requirements. A secondary draft need is due to the lack of pedestrian facilities needed to access the existing bus stop in the southwest quadrant of the intersection.

The purpose of this project is to provide ADA-compliant pedestrian facilities and improve pedestrian access and

connectivity at the SR 45 and Liberty Drive/South Hickory Leaf Drive intersection.

The proposed project will construct two new ADA-compliant pedestrian crossings at this intersection. Three ADA-compliant curb ramps will be constructed within the existing intersection; two in the southeast and one in the southwest quadrants of the intersection. New pedestrian crosswalks will be marked across SR 45, east of the intersection, and across South Hickory Leaf Drive, south of the intersection. Crosswalk signals with push buttons will be installed for each of the new crossings. In the southwest quadrant, approximately 100 feet of 6-foot-wide sidewalk will be constructed along South Hickory Leaf Drive to install an ADA-compliant ramp and to allow for pedestrian movement across South Hickory Leaf Drive. Additionally, the existing bus stop will be moved from the southwest quadrant of the intersection to the southeast quadrant, approximately 90 feet east from the edge of pavement of South Hickory Leaf Drive. A 10-foot-long by 5.5-foot-wide bus pad will be installed at the new bus stop location. Drainage work is not anticipated at this time.

Land use in the vicinity of the project is primarily commercial and residential properties. Approximately 0.005 acre of permanent right-of-way (ROW) and 0.018 acre of temporary ROW will be required for the construction of the sidewalk along the west side of South Hickory Leaf Drive. No trees will be trimmed or cleared as part of this project. Roads are anticipated to remain open during construction using single-lane closures to provide working room for sidewalk/ramp construction and appurtenance installation. Flaggers may be required during resurfacing and signal loop replacements. A temporary pedestrian detour will divert pedestrians to the multi-use path north of SR 45 at the I-69 ramp crossing location. The project is anticipated to begin construction in summer of 2027 and last approximately six months.

Parsons Transportation Group environmental staff will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC).

The proposed project is anticipated to qualify for the Minor Projects Programmatic Agreement (MPPA) and no archaeological surveys are expected to be required. Should ROW amounts change, coordination with INDOT Cultural Resources Office (CRO) will occur to evaluate the project area for archaeological and historic resources and for Section 106 compliance.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (317) 616-4717 or via email at Kaitlyn.Etzkorn@parsons.com or the INDOT Project Manager, William Fortson, at (812) 524-3745 or via email at WFortson@indot.in.gov. Thank you in advance for your input.

Sincerely,



Kaitlyn Etzkorn
Senior Environmental Planner
Parsons Transportation Group
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Attachments –
Maps (Location, Topographic, Photo Location)
Project Area Photographs



100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 462-7031

Mike Braun, Governor
Lyndsay Quist, Commissioner

The following agencies received Early Coordination Letters:

Federal Highway Administration
Federal Office Building
575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204
(Electronic Coordination)

US Army Corps of Engineers, Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
(Electronic Coordination)

US Department of Housing & Urban Development
Chicago Regional Office
77 W. Jackson Boulevard, Room 2401
Chicago, IL 60604
(Electronic Coordination)

US Fish and Wildlife Service
Bloomington Indiana Field Office
620 S. Walker Street
Bloomington, IN 47403-2121
(Electronic Coordination)

Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, Indiana
(Electronic Coordination)

Indiana Geological and Water Survey
611 N. Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)

Indiana Department of Natural Resources
Division of Fish and Wildlife
402 W. Washington Street, Room W273
Indianapolis, IN 46204
(Electronic Coordination)

Indiana Department of Transportation
Seymour District Office
185 Agrico Lane
Seymour, IN 47274
(Electronic Coordination)

Indiana Department of Transportation
Office of Aviation
100 N. Senate Avenue, Room 955
Indianapolis, IN 46204
(Electronic Coordination)

Monroe County Emergency Management Agency
5850 W. Foster Curry Drive
Bloomington, IN 47403
(Electronic Coordination)

Monroe County Sheriff's Office
301 N. College Avenue
Bloomington, IN 47404
(Electronic Coordination)

Monroe County Highway Department
Showers Building
501 N. Morton Street, Room 216
Bloomington, IN 47404
(Electronic Coordination)

Monroe County Planning Department
Showers Building
501 N. Morton Street, Room 224
Bloomington, IN 47404
(Electronic Coordination)

Monroe County Soil and Water Conservation District
1931 Liberty Drive
Bloomington, IN 47403
(Electronic Coordination)

Monroe County Surveyor's Office
Showers Building
501 N. Morton Street, Room 205
Bloomington, IN 47404
(Electronic Coordination)

The following agencies received Early Coordination Letters:

Monroe County Commissioner District 2
100 W. Kirkwood Avenue
Bloomington, IN 47404
(Electronic Coordination)

Monroe County Commissioner District 3
100 W. Kirkwood Avenue
Bloomington, IN 47404
(Electronic Coordination)

Bloomington-Monroe County Metropolitan Planning
Organization
401 N. Morton Street, Suite 130
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington Mayor's Office
401 N. Morton Street, Suite 210
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington Police Department
220 E. Third Street
Bloomington, IN 47401
(Electronic Coordination)

City of Bloomington Fire Department
209 S. Fairfield Avenue
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington Street and Traffic
1981 S. Henderson Street
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington
ADA Coordinator
401 N. Morton Street, Suite 260
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington Transit
301 S. Walnut Street
Bloomington, IN 47401
(Electronic Coordination)

City of Bloomington Planning and Transportation
401 N. Morton Street, Suite 130
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington City Council
401 N. Morton Street, Suite 110
Bloomington, IN 47404
(Electronic Coordination)

City of Bloomington City Clerk
401 N. Morton Street, Suite 110
Bloomington, IN 47404
(Electronic Coordination)

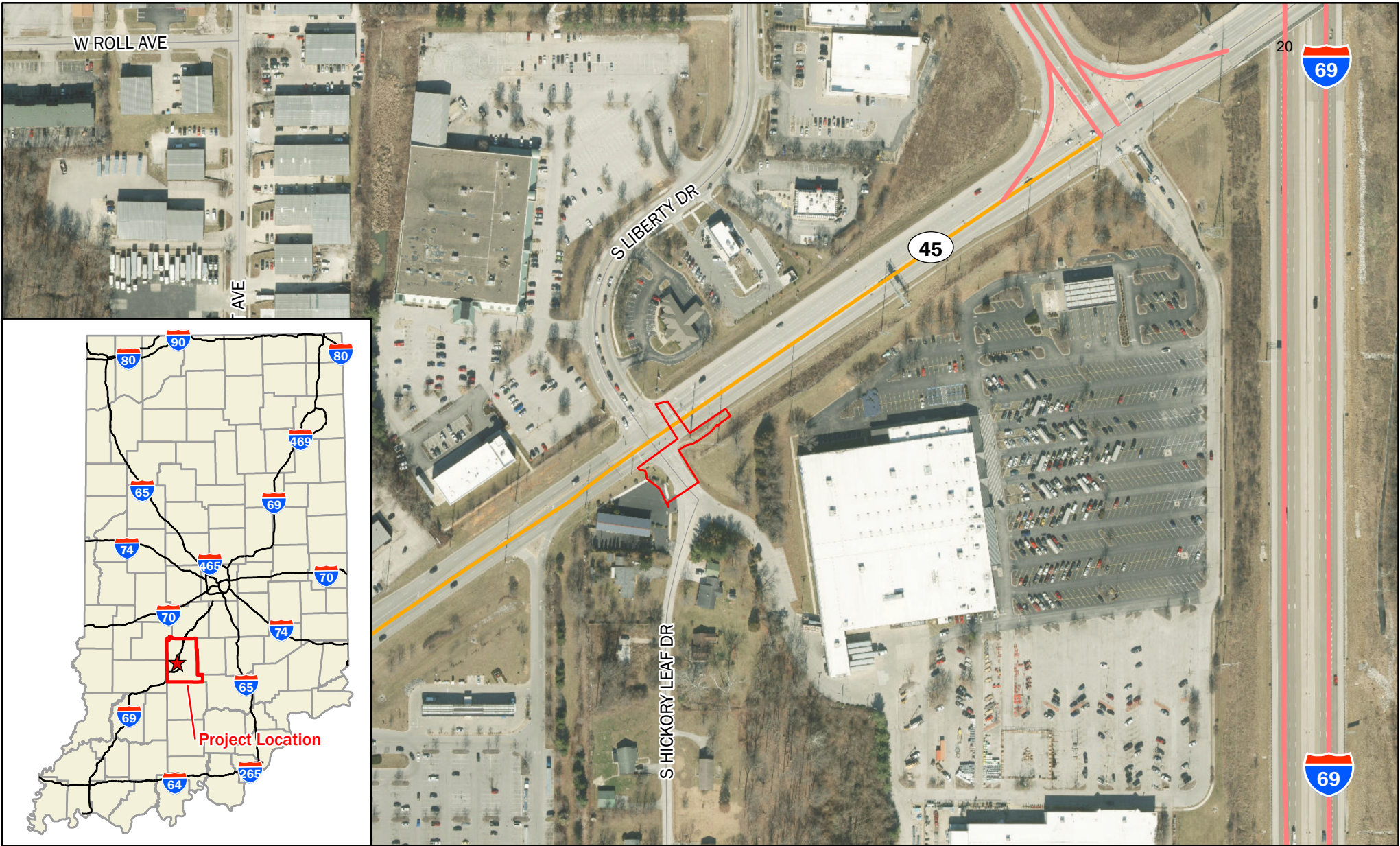
City of Bloomington Environmental Department
MS4 Coordinator
600 E. Miller Drive
Bloomington, IN 47401
(Electronic Coordination)

City of Bloomington Engineering Department
600 E. Miller Drive
Bloomington, IN 47401
(Electronic Coordination)

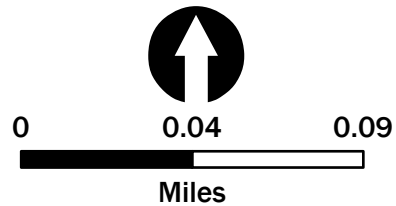
City of Bloomington Transmission and Distribution
600 E. Miller Drive
Bloomington, IN 47401
(Electronic Coordination)

The Greater Bloomington Chamber of Commerce
421 W. 6th Street, Suite A
Bloomington, IN 47404
(Electronic Coordination)

Touch of Grace Flowers and Funeral Planner
2310 S. Hickory Leaf Drive
Bloomington, IN 47403



- Study Area
- ↗ Interstate
- ↘ State Road
- ↘ Local Road



Sources:
 Non Orthophotography Data -
 Obtained from the State of
 Indiana Geographical
 Information Office Library
 Orthophotography -
 Obtained from ESRI

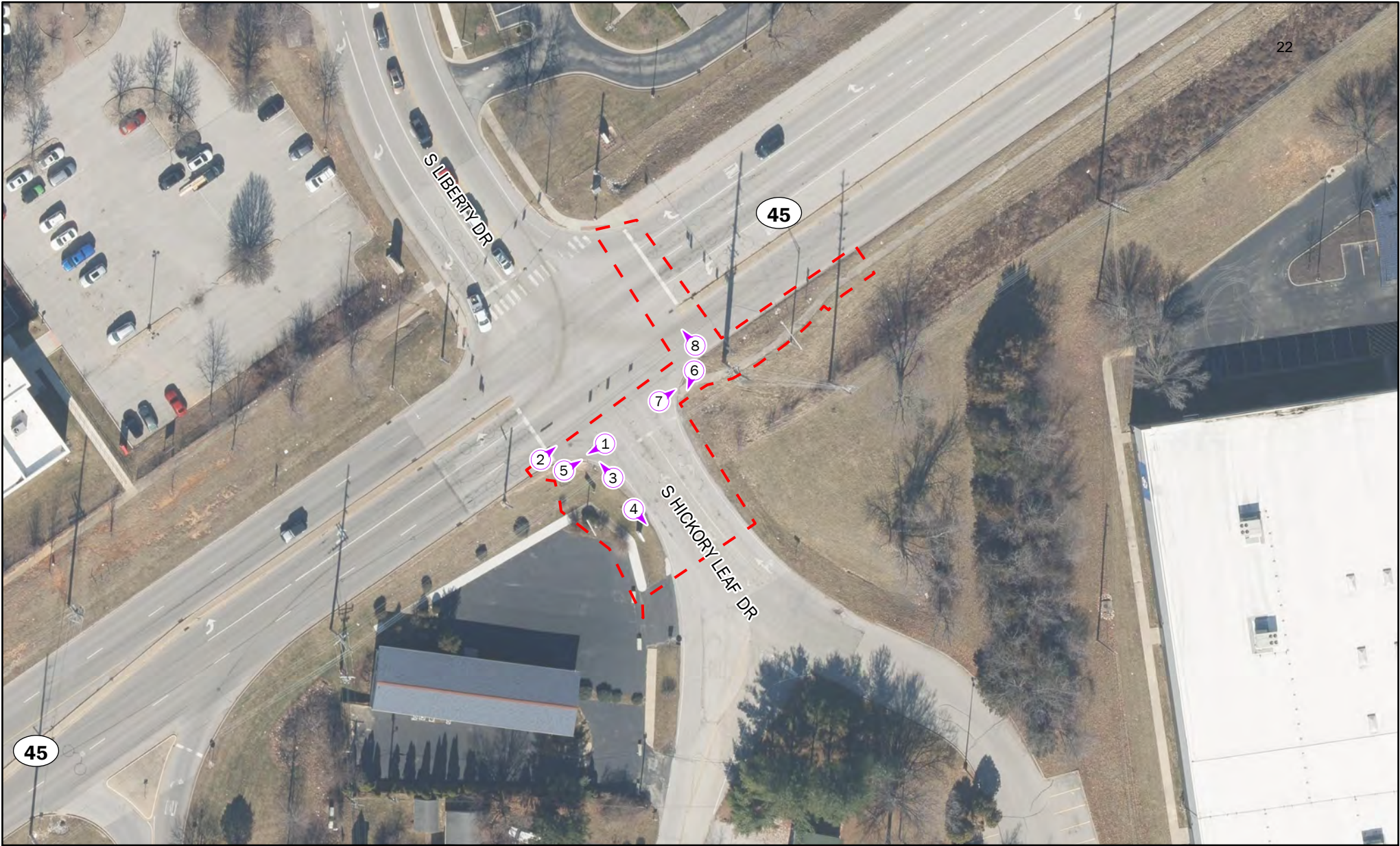
SR 45 Pedestrian Improvement Project Monroe County Project Location

Des. No. 2400106

Date: 7/23/2025

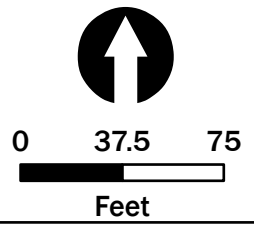


PARSONS



— — Construction Limits

📍 Photo Orientation



Sources:
 Non Orthophotography Data -
 Obtained from the State of Indiana Geographical
 Information Office Library
 Orthophotography -
 Obtained from Indiana Map
 Framework Data (www.indianamap.org)

SR 45 Pedestrian Improvements Monroe County, Indiana Photo Orientation

Des. 2400106

Date: 7/23/2025



PARSONS



Photo 1 – View along NB SR 45 facing southwest toward existing bus stop location (04/01/2025).



Photo 2 – View along NB SR 45 facing northeast (04/01/2025).



Photo 3 – View of deteriorated concrete at the southwest quadrant of the SR 45 Liberty Drive / South Hickory Leaf Drive intersection (04/01/2025).



Photo 4 – View along South Hickory Leaf Drive from the southwest quadrant of the intersection, facing southeast (04/01/2025).



Photo 5 – View across South Hickory Leaf Drive from the southwest quadrant of the intersection facing northeast (06/14/2024).



Photo 6 – View of deteriorated concrete curb at the southeast quadrant of the SR 45 and Liberty Drive/South Hickory Leaf Drive intersection (04/01/2025).



Photo 7 – View of sidewalk in southeast quadrant along NB SR 45 (04/01/2025).



Photo 8 – View across SR 45 at from the southeast quadrant of the intersection facing north (06/14/2024).



TIP FUND DISTRIBUTION PROCESS

At the start of each federal fiscal year (July 1st), the BMCMPPO receives federal funding from the Federal Highway Administration to distribute to local projects. The active BMCMPPO TIP planning document describes which projects have been programmed to receive that funding and which local public agency (LPA) manage the projects receiving the funding.

Projects receiving federal funds through the BMCMPPO are required to complete more extensive reviews, which increase project timelines by unknown amounts. Therefore, the BMCMPPO takes the following precautions to ensure that annual federal funding has the best chance of being used by the end of each federal fiscal year:

- The BMCMPPO does not allocate funding to a project with a letting date occurring past the end of the third quarter (March).
- The BMCMPPO will prioritize allocating federal funding to projects with letting dates planned for the first two quarters of the federal fiscal year (between July and December).
- The BMCMPPO may avoid funding all three phases of a project within a single fiscal year.

Throughout the year, BMCMPPO staff and LPA project managers monitor the progress of the projects receiving federal funding for any serious delays that may prevent the use of federal funds by the end of the fiscal year. LPA project managers and MPO staff typically know, by the start of the third quarter of the federal fiscal year, whether or not a project will be able to use all of their allocated funding prior to the end of the federal fiscal year. If an LPA cannot use their allocated funding for a particular project, they may consider shifting that funding to another of their projects either already listed in the current TIP, or listed in the long-range MTP planning document.

Changes may be requested by local public agency (LPA) project managers, or recommended by MPO staff, throughout the year, to shift funding allocations to other projects and phases. These changes must go through an approval and public involvement process.

Upon realizing that an LPA will not be able to use its federal allocations by the end of the federal fiscal year, BMCMPPO staff take the following steps, as quickly as possible, to ensure that the annual federal fund allocations are reallocated and utilized by the end of the federal fiscal year (June 30th):

1. MPO staff consults with other LPA project managers to determine if they can use the newly-available funding for any current or future projects listed in the TIP and MTP



planning documents. LPA project managers notify BMCMPPO staff if they have projects that could use the available funding by the end of the federal fiscal year. BMCMPPO staff initiate the TIP amendment/modification process.

2. If excess funds remain after all other BMCMPPO LPAs have been consulted, BMCMPPO staff contact other Indiana regional planning organizations (RPOs) to determine if any are open to entering into a Federal Funds Exchange Agreement with the BMCMPPO to loan current fiscal year funds for funds in a future fiscal year. MPO staff evaluate loan offers from other RPOs, consulting with LPAs as needed. If an offer is found desirable, MPO staff will sign a Memorandum of Understanding with the other RPO(s) and send the signed document to staff at the Indiana Department of Transportation (INDOT).

Note that:

- Executing a funding loan with another RPO does not require approval by the Policy Committee if the TIP remains fiscally constrained. BMCMPPO staff will communicate the trade with the Policy Committee as an informational item.
 - Funding exchanges between MPOs are made dollar-for-dollar with no consideration for inflation.
 - BMCMPPO staff do not need to designate a particular funding program for traded funds because INDOT manages the details of this.
 - Funds received in future years due to exchanges with other RPOs are not directly allocated to the LPA that was unable to use the BMCMPPO funds that were loaned out. BMCMPPO staff will consult with the LPAs to allocate new funds received from loans based on priority needs and gaps.
3. If excess funds still remain, BMCMPPO staff reorganize TIP funding allocations as necessary in order to free up funds eligible to be flexed to local transit projects. BMCMPPO staff submit a request to INDOT and the Federal Transit Administration to transfer the remaining excess TIP funds to Bloomington Transit.

**RESOLUTION FY 2026-02**

RESOLUTION TO APPROVE AMENDMENTS TO THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION'S FY 2026– 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) as presented to the BMCMPPO Policy Committee on September 12, 2025.

- WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and for meeting the requirements thereof for the Bloomington, Indiana urbanized area; and
- WHEREAS, in cooperation with the State of Indiana, the BMCMPPO is required by the U.S. Department of Transportation to develop and maintain a Transportation Improvement Program (TIP); and
- WHEREAS, all federally funded transportation improvements within the BMCMPPO Planning Area must be included in the BMCMPPO TIP prior to the expenditure of federal funds; and
- WHEREAS, the Policy Committee is the policy body of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) responsible for approving changes to the TIP classified by the BMCMPPO as amendments; and
- WHEREAS, the approved amendments result in a TIP that remains fiscally constrained;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE POLICY COMMITTEE OF THE BLOOMINGTON MONROE COUNTY (INDIANA) METROPOLITAN PLANNING ORGANIZATION, THAT:

- (1) The Bloomington Monroe County Metropolitan Planning Organization's FY 2026– 2030 TIP is amended to include the attached changes.
- (2) The amended TIP is consistent with the changes attached below.

PASSED by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization upon this _____ day of _____, 2025 by a vote of ____ - ____ (with ____ abstentions).

LISA RIDGE, Chair
Policy Committee
Bloomington Monroe County Metropolitan
Planning Organization (BMCMPPO)

ATTEST:

PATRICK MARTIN, Director
Bloomington Monroe County Metropolitan
Planning Organization (BMCMPPO)

***Amendments to BMCMPo FY 2026 – 2030 TIP
as approved by BMCMPo Resolution FY 2026-02***

1.

CURRENT TIP

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

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

SR 46 - Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
CONTRACT #: 43772									
DES#: 2100752									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	LOCAL FUNDING	TOTAL
NHPP	CN			\$ -			\$ -	\$ -	\$ -
TIP TOTALS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COST*:									\$ 1,662,222

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested by INDOT in June 2025 to move the CN phase (the only phase) of this project to FY2031 (outside the current TIP) and increase the total cost of the project to \$1,485,826, due to inflation.

2.

CURRENT TIP

N/A

NOW AMENDED TIP

1-69 - Scour Protection									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: B-45770									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES# 2401197 - I69 NB Bridge over Griffy Creek, 2.55 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 395,000		\$ 355,500	\$ 39,500	\$ 395,000
DES# 2401198 - I69 SB Bridge over Griffy Creek, 2.55 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 395,000		\$ 355,500	\$ 39,500	\$ 395,000
DES# 2401199 - I 69 NB Bridge over BeanBlossom Creek, 2.79 Miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 385,000		\$ 346,500	\$ 38,500	\$ 385,000
DES# 2401200 - I 69 SB Bridge over BeanBlossom Creek, 2.79 Miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 385,000		\$ 346,500	\$ 38,500	\$ 385,000
DES# 2401201 - I 69 NB Bridge over Bean Blossom overflow, 3.28 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 400,000		\$ 360,000	\$ 40,000	\$ 400,000
DES# 2401202 - I 69 SB Bridge over Bean Blossom overflow, 3.28 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 400,000		\$ 360,000	\$ 40,000	\$ 400,000
TOTAL		\$ 600,000	\$ 60,000	\$ -	\$ 2,360,000	\$ -	\$ 2,718,000	\$ 302,000	\$ 3,020,000
TOTAL PROJECT COST*: \$ 3,020,000									

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

NOTE: A change was requested in June 2025, after the March 14 2025 approval of the FY 2026-2030 TIP by the Policy Committee, to add this project to the FY 2026-2030 TIP.

3.

CURRENT TIP

N/A

NOW AMENDED TIP

Small Structure Project									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
Description: Installation of a culvert lining.									
CONTRACT #: B-45782									
DES# 2401352 - on SR58, 13.19 miles E of SR 446 (funding not included because location is outside the BMCMPPO MPA)									
DES# 2401348 - Small Structure Project on SR45, .37 miles west of I-69									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 200,000					\$ 160,000	\$ 40,000	\$ 200,000
STBG	RW		\$ 30,000				\$ 24,000	\$ 6,000	\$ 30,000
STBG	UT			\$ 10,000			\$ 8,000	\$ 2,000	\$ 10,000
STBG	CN				\$ 1,230,000		\$ 984,000	\$ 246,000	\$ 1,230,000
TOTAL		\$ 200,000	\$ 30,000	\$ 10,000	\$ 1,230,000	\$ -	\$ 1,176,000	\$ 294,000	\$ 1,470,000
TOTAL PROJECT COST*:									\$ 2,590,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in June 2025, after the March 14 2025 approval of the FY2026-2030 TIP by the Policy Committee, to add this project to the TIP.

4.

CURRENT TIP

N/A

NOW AMENDED TIP

SR 45 - Pedestrian Trail Bridge over SR 45, .63 miles north of SR 46									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
Coordinates:									
Description: Address the substandard vertical clearance of this pedestrian bridge due to the addition of a nearby interchange modification. In addition,									
CONTRACT #: B-45787									
DES# 2401216 - I69 NB Bridge over Griffy Creek, 2.55 miles N of SR 46									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 750,000					\$ 600,000	\$ 150,000	\$ 750,000
STBG	RW		\$ 30,000				\$ 24,000	\$ 6,000	\$ 30,000
STBG	UT			\$ 50,000			\$ 40,000	\$ 10,000	\$ 50,000
STBG	CN				\$ 3,100,000		\$ 2,480,000	\$ 620,000	\$ 3,100,000
TOTAL		\$ 750,000	\$ 30,000	\$ 50,000	\$ 3,100,000	\$ -	\$ 3,144,000	\$ 786,000	\$ 3,930,000
TOTAL PROJECT COST*:									\$ 3,930,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in June 2025, after the March 14 2025 approval of the FY2026-2030 TIP by the Policy Committee, to add this project to the TIP.

5.

CURRENT TIP

N/A

NOW AMENDED TIP

SR 45 - Sidewalk, from Kinser Pike to Walnut									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: R-45788									
DES# 2401404									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 250,000					\$ 200,000	\$ 50,000	\$ 250,000
STBG	UT		\$ 50,000				\$ 40,000	\$ 10,000	\$ 50,000
STBG	CN				\$ 470,000		\$ 376,000	\$ 94,000	\$ 470,000
TOTAL		\$ 250,000	\$ 50,000	\$ -	\$ 470,000	\$ -	\$ 616,000	\$ 154,000	\$ 770,000
TOTAL PROJECT COST*:									\$ 770,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested by INDOT in June 2025, after the March 14 2025 approval of the FY2026-2030 TIP by the Policy Committee, to add this project to the TIP.

6.

CURRENT TIP

N/A

NOW AMENDED TIP

SR 48 - Repair or Replace Joints									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
Description: Repair or replace joints on SR48 over I-69 NB/SB, 5.96 miles E of SR 43									
CONTRACT #: 46177									
DES# 2500524									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHS	CN		\$ 239,882				\$ 215,894	\$ 23,988	\$ 239,882
TOTAL		\$ -	\$ 239,882	\$ -	\$ -	\$ -	\$ 215,894	\$ 23,988	\$ 239,882
TOTAL PROJECT COST*:									\$ 239,882

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested by INDOT in June 2025, after the March 14 2025 approval of the FY2026-2030 TIP by the Policy Committee, to add this project to the TIP.

7.

CURRENT TIP

N/A

NOW AMENDED TIP

Section 130 Railroad Safety Project									
Lead Agency: INDOT									
Performance Target: Safety									
Description: This project includes work at seven railroad crossings: 292192Y (Brown County), 292180E, 292178D, 292172M, 292397S (Greene County), 292313U (Sullivan County), 292187C (Brown County). Only railroad crossings 292180E, 292178D, 292172M are within the BMCMPo's planning area - those three projects alone total \$830,754. Funding listed below is for the entire project including all locations.									
DES#: 2000804									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
HSIP	CN	\$ 2,030,632					\$ 2,030,632	-	\$ 2,030,632
TIP TOTALS		\$ 2,030,632	\$ -	\$ -	\$ -	\$ -	\$ 2,030,632	\$ -	\$ 2,030,632
TOTAL PROJECT COST*: \$									2,030,632

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

**FY 2029-2030 represent illustrative project years.

Note: An change was requested by INDOT in July 2025, after the March 14 2025 approval of the FY 2026-2030 TIP by the Policy Committee, to move the CN phase of this project from FY2025 to FY2026, which required adding the project to this TIP.

8.

CURRENT TIP

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

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

Performance Target: Bridge Condition

Contract #: 44297

DES#: 2101712

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

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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

Performance Target: Bridge Condition

Contract #: 44297

DES#: 2101712

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ 32,000					\$ 32,000
Bridge Program Funds	RW	\$ 128,000					\$ 128,000
Local Funds	PE UT			\$ 20,000			\$ 20,000
Bridge Program Funds	PE UT			\$ 80,000			\$ 80,000
Local Funds	CE			\$ 84,000			\$ 84,000
Bridge Program Funds	CE			\$ 336,000			\$ 336,000
Local Funds	CN			\$ 470,600			\$ 470,600
Bridge Program Funds	CN			\$ 1,882,400			\$ 1,882,400
TOTALS		\$ 160,000	\$ -	\$ 2,873,000	\$ -	\$ -	\$ 3,033,000
TOTAL PROJECT COST*:							\$ 3,562,000

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

**FY 2029-2030 represent illustrative project years.

Note: A change was requested in May 2025, after the March 14 2025 approval of the FY 2026-2030 TIP by the Policy Committee, to move RW funds to 2026 and to add a UT PE phase to this project.

9.

CURRENT TIP

2026-2030 County-Wide Bridge Inspections & Inventory

Lead Agency: Monroe County

Description: Inspection and inventory of bridges in Monroe County, in various locations. Inspections occur in a four-year cycle.

Performance Target: Bridge Condition

Anticipated Letting: N/A

Contract #: none

DES#: 2100084, 2300141

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 34,324	\$ 3,722	\$ 34,729	\$ 38,416	\$ 36,040	\$ 147,231
Bridge Program Funds	PE	\$ 137,297	\$ 14,888	\$ 138,918	\$ 153,660	\$ 144,162	\$ 588,925
TOTALS		\$ 171,621	\$ 18,610	\$ 173,647	\$ 192,076	\$ 180,202	\$ 736,156

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

2026-2030 County-Wide Bridge Inspections & Inventory

Lead Agency: Monroe County

Description: Inspection and inventory of bridges in Monroe County, in various locations. Inspections occur in a four-year

Performance Target: Bridge Condition

DES#: 2300141

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 53,304	\$ 11,347	\$ 53,164	\$ 11,719	\$ -	\$ 129,534
Bridge Program Funds	PE	\$ 213,217	\$ 45,388	\$ 212,654	\$ 46,877	\$ -	\$ 518,135
TOTALS		\$ 266,521	\$ 56,735	\$ 265,818	\$ 58,596	\$ -	\$ 647,669
TOTAL PROJECT COST*:							\$ 647,663

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested, after this TIP was approved by the Policy Committee in March 2025, to reflect the new contract, which was still in negotiation when the TIP was approved. Local Bridge Program Funds and Local Match funding increased from 2026-2030 and was removed for 2030. Total project cost decreased by 12% and the name of the project and the DES # was updated.

10.

CURRENT TIP

Fairfax Road High Friction Surface Treatment							
Lead Agency: Monroe County							
Description: Installation of High Friction Surface Treatment on four sections of road with geometric issues, according to analysis. Will							
Performance Target: Safety							
Contract #: T-45946							
DES#: 2401515							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
2024 HSIP Special Call Award	CN	\$ 382,500					\$ 382,500
Local Funds	CN	\$ 42,500					\$ 42,500
TOTALS		\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000
TOTAL PROJECT COST*:							\$ 465,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

Fairfax Road High Friction Surface Treatment							
Lead Agency: Monroe County							
Description: Installation of High Friction Surface Treatment on four sections of road with geometric issues, according to							
Performance Target: Safety							
Contract #: T-45946							
DES#: 2401515							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
2024 HSIP Special Call Award	CN		\$ 382,500				\$ 382,500
Local Funds	CN		\$ 42,500				\$ 42,500
TOTALS		\$ -	\$ 425,000	\$ -	\$ -	\$ -	\$ 425,000
TOTAL PROJECT COST*:							\$ 465,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in July 2025, after the March 2025 approval of this TIP, to move FY 2026 CN funding to FY 2027.

11.

CURRENT TIP

Installation of 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 FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 2,000,000					\$ 1,600,000	\$ 400,000	\$2,000,000
TOTALS		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 400,000	\$2,000,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

Installation of 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 FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 2,231,436					\$ 1,785,149	\$ 446,287	\$ 2,231,436
TOTALS		\$ 2,231,436	\$ -	\$ -	\$ -	\$ -	\$ 1,785,149	\$ 446,287	\$ 2,231,436
TOTAL PROJECT COST*: \$ 2,231,436									

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

**FY 2029-2030 represent illustrative project years.

NOTE: A request was made in August 2025, after the March 2025 approval of this TIP, to increase 2026 CN funding by 11%.

12.

CURRENT TIP

NOW AMENDED TIP

Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 42298									
DES#: 2100688 - Bridge Deck Overlay on SR 46									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 1,197,257					\$ 957,806	\$ 239,451	\$ 1,197,257
TOTALS		\$ 1,197,257	\$ -	\$ -	\$ -	\$ -	\$ 957,806	\$ 239,451	\$ 1,197,257
TOTAL PROJECT COST* (includes \$75,761 from FY 2022 PE phase): \$ 1,273,018									

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

**FY 2029-2030 represent illustrative project years.

NOTE: A request was made in August 2025, after the March 2025 approval of this TIP, to add this project to this TIP.

13.

CURRENT TIP

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

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
TOTALS		\$ 1,000,000	\$ -	\$ 100,000	\$ 6,100,000	\$ -	\$ 7,200,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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. Project priorities include improving safety as well as expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. The project includes the installation of accessible bus stops, pedestrian and bicycle infrastructure, and safety improvements to reduce vehicular speeds

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2500059

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 1,000,000					\$ 1,000,000
Local Funds	RW			\$ 100,000			\$ 100,000
Local Funds	CE				\$ 600,000		\$ 600,000
STBG	CN				\$ 3,636,357		\$ 3,636,357
TA	CN				\$ 389,047		\$ 389,047
CRP	CN				\$ 339,452		\$ 339,452
PROTECT	CN				\$ 124,997		\$ 124,997
Local Funds	CN				\$ 1,210,147		\$ 1,210,147
TOTALS		\$ 1,000,000	\$ -	\$ 100,000	\$ 6,300,000	\$ -	\$ 7,400,000
TOTAL PROJECT COST*:							\$ 7,400,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in April 2025, after the March 14 2025 approval of this TIP by the Policy Committee, to increase 2029 CN STBG funding by \$540,565, and decrease 2029 CN LOCAL funding. Money for this increase comes from the loan agreement made in April 2025 - in FY25 when, due to unexpected causes, W 2nd Street was unable to use some of its allocated FY25 funding, a loan agreement was made between BMCMPPO and the MACOG MPO - MACOG will give us \$540,565 in FY29 in exchange for \$540,565 of BMCMPPO FY2025 funds that were allocated to the City of Bloomington's W 2nd Street project but unable to be used prior to the end of the fiscal year.

14.

CURRENT TIP

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

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
TOTALS		\$ -	\$ 800,000	\$ -	\$ 100,000	\$ 6,100,000	\$ 7,000,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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

Contract #: N/A

DES#: 2500062

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE		\$ 800,000				\$ 800,000
Local Funds	RW				\$ 100,000		\$ 100,000
Local Funds	CE					\$ 600,000	\$ 600,000
STBG	CN					\$ 2,066,792	\$ 2,066,792
TA	CN					\$ 389,047	\$ 389,047
CRP	CN					\$ 339,452	\$ 339,452
PROTECT	CN					\$ 124,997	\$ 124,997
Local Funds	CN					\$ 2,579,712	\$ 2,579,712
TOTALS		\$ -	\$ 800,000	\$ -	\$ 100,000	\$ 6,100,000	\$ 7,000,000
TOTAL PROJECT COST*:							\$ 7,000,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in April 2025, after the March 14 2025 approval of this TIP by the Policy Committee, to decrease 2030 CN STBG funding, and increase 2030 CN LOCAL funding - no change in total project cost occurred. To compensate for the W 2nd Street project benefiting from a loan agreement with CAMPO, the City of Bloomington is requesting to decrease their FY30 federal funding allocations for College & Walnut Phase 2 (2500062) and decrease their FY28 federal funding allocations for Dunn St (240042).

15.

CURRENT TIP

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.									
Performance Target: Safety									
CONTRACT #: 42595									
DES#: 1800086 and 1800199									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 5,137,000					\$ 4,109,600	\$ 1,027,400	\$ 5,137,000
STBG	CN	\$ 1,400,000					\$ 1,120,000	\$ 280,000	\$ 1,400,000
TIP TOTALS		\$ 6,537,000	\$ -	\$ -	\$ -	\$ -	\$ 5,229,600	\$ 1,307,400	\$ 6,537,000
									TOTAL PROJECT COST*: \$ 9,130,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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.									
Performance Target: Safety									
CONTRACT #: 42595									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 1800199 - At the intersection of Pete Ellis Drive									
STBG	CN	\$ 6,953,735					\$ 5,562,988	\$ 1,390,747	\$ 6,953,735
DES#: 1800086 - From Bloomington Bypass to the intersection of Pete Ellis Drive									
STBG	CN	\$ 1,160,819					\$ 928,655	\$ 232,164	\$ 1,160,819
TIP TOTALS		\$ 8,114,554	\$ -	\$ -	\$ -	\$ -	\$ 6,491,643	\$ 1,622,911	\$ 8,114,554
									TOTAL PROJECT COST*: \$ 10,707,572

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in in July 2025, after the March 2025 approval of this TIP by the Policy Committee, to increase FY26 CN funding for 1800199 and to decrease FY26 CN funding for 1800086.

16.

CURRENT TIP

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.

Performance Target: Bridge Condition

Contract #: 44216

DES#: 2200146

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

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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.

Performance Target: Bridge Condition

Contract #: 44216

DES#: 2200146

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	UT	\$ -					\$ -
Bridge Program Funds	UT	\$ -					\$ -
Local Funds	RR PE	\$ 25,297					\$ 25,297
Bridge Program Funds	RR PE	\$ 101,187					\$ 101,187
Local Funds	CE	\$ 102,000					\$ 102,000
Bridge Program Funds	CE	\$ 408,000					\$ 408,000
Local Funds	CN	\$ 1,396,503					\$ 1,396,503
Bridge Program Funds	CN	\$ 3,395,400					\$ 3,395,400
TOTALS		\$ 5,428,387	\$ -	\$ -	\$ -	\$ -	\$ 5,428,387

TOTAL PROJECT COST*: \$ 7,315,952

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

**FY 2029-2030 represent illustrative project years.

Note: A change was requested in in July 2025, after the March 2025 approval of this TIP, to increase LOCAL and BRIDGE PROGRAM funding for both the CE and CN phases, and remove UT funds.

17.

CURRENT TIP

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 desirabled 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.							
Performance Target: Safety and Reliability							
Contract #: N/A							
DES#: 2200012							
FUNDING	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
TOTALS		\$ 7,743,707	\$ -	\$ -	\$ -	\$ -	\$ 7,743,707

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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 desirabled 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.

Performance Target: Safety and Reliability

Contract #: R-44765

DES#: 2200012

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ 733,707					\$ 733,707
STBG	CE	\$ 10,000					\$ 10,000
Local Funds	CN	\$ 2,371,712					\$ 2,371,712
STBG	CN	\$ 3,774,792					\$ 3,774,792
TA	CN	\$ 389,047					\$ 389,047
CRP	CN	\$ 339,452					\$ 339,452
PROTECT	CN	\$ 124,997					\$ 124,997
TOTALS		\$ 7,743,707	\$ -	\$ -	\$ -	\$ -	\$ 7,743,707
TOTAL PROJECT COST*:							\$ 8,473,707

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

**FY 2029-2030 represent illustrative project years.

NOTE: Changes were requested in April and July 2025, after the March 14 2025 approval of this TIP by the Policy Committee, to decrease 2026 CE LOCAL funds, add 2026 CE STBG funds, decrease 2026 CN LOCAL funding, increase 2026 CN STBG funding, and add 2026 CN TA, CRP and PROTECT funding. Total project cost did not change. Some federal funds are being moved to this project from the High Street project (2200020) and \$1,179,000 of this federal funding comes from a loan agreement made in April 2025 between BMCMPo and CAMPO (wherein \$150,000 FY2028 BMCMPo funds and \$1,029,000 FY2030 BMCMPo funds were loan will be exchanged for \$1,179,000 FY2026 CAMPO funds). The \$150,000 in FY2028 BMCMPo funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's Dunn Street project (240042) project's FY2028 allocations; and, the other \$1,029,000 in FY2030 BMCMPo funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's College & Walnut Phase 2 (2500062) project FY2030 allocations.

18.

CURRENT TIP

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

Contract #: N/A

DES#: 2400042

FUNDING	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
TOTALS		\$ 100,000	\$ -	\$ 3,390,000	\$ -	\$ -	\$ 3,490,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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

Performance Target: Safety and Reliability

Contract #: R-46093

DES#: 2400042

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	RW	\$ 100,000					\$ 100,000
Local Funds	CE			\$ 300,000			\$ 300,000
Local Funds	CN			\$ 792,712			\$ 792,712
STBG	CN			\$ 553,792			\$ 553,792
TA	CN			\$ 389,047			\$ 389,047
CRP	CN			\$ 339,452			\$ 339,452
PROTECT	CN			\$ 124,997			\$ 124,997
TOTALS		\$ 100,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,600,000
TOTAL PROJECT COST*:							\$ 3,244,297

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

**FY 2029-2030 represent illustrative project years.

Note: A change was requested in April 2025, after the March 14 2025 approval of this TIP by the Policy Committee, to decrease FY2028 CE LOCAL FUNDS, increase FY 2028 CN STBG funds, and decrease FY2028 CN LOCAL funds.

19.

CURRENT TIP

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 addresses in future project phases.

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2200020

FUNDING	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
TOTALS		\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

High Street Intersection Modernizations and Multiuse Path

Lead Agency: City of Bloomington

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

Performance Target: Safety and Reliability

Contract #: R-44721

DES#: 2200020

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ 490,000					\$ 490,000
STBG	CE	\$ 10,000					\$ 10,000
Local Funds	CN	\$ 3,520,000					\$ 3,520,000
STBG	CN	\$ 480,000					\$ 480,000
TA	CN	\$ -					\$ -
CRP	CN	\$ -					\$ -
PROTECT	CN	\$ -					\$ -
TOTALS		\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
TOTAL PROJECT COST*:							\$ 5,836,640

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

**FY 2029-2030 represent illustrative project years.

Note: Changes were requested in April and July 2025, after the March 2025 approval of this TIP, decreasing 2026 CE LOCAL funds, adding 2026 CE STBG funds, increasing 2026 CN LOCAL funds, decreasing 2026 CN STBG funding, and removing 2026 CN TA, CRP, and PROTECT funding. No change in total project cost. The federal funding being removed from this project is being transferred to the W 2nd Street project phases.

20.

CURRENT TIP

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.

Performance Target: Bridge Condition

Contract #: N/A

DES#: 1902772

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

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

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. This project includes the replacement of the existing structurally deficient structure and improvement of the roadway geometry of S. Rockport Road. Due to the potential over-the-road flow, the proposed structure will have a larger waterway opening.

Performance Target: Bridge Condition

Contract #: 42786

DES#: 1902772

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ 8,580					\$ 8,580
Bridge Program Funds	RW	\$ 34,320					\$ 34,320
Local Funds	CE	\$ 62,020					\$ 62,020
Bridge Program Funds	CE	\$ 248,080					\$ 248,080
Local Funds	CN	\$ 331,200					\$ 331,200
Bridge Program Funds	CN	\$ 1,324,800					\$ 1,324,800
TOTALS		\$ 2,009,000	\$ -	\$ -	\$ -	\$ -	\$ 2,009,000
TOTAL PROJECT COST*:							\$ 2,329,640

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

**FY 2029-2030 represent illustrative project years.

NOTE: A request was made in May 2025, after the March 14 2025 approval of this TIP by the Policy Committee, to move RW LOCAL and LOCAL BRIDGE funding to 2026, and decrease all CE funding.

21.

CURRENT TIP

SR 45 - Intersection Improvements with added turn lanes from the SR 46 bypass to N Russell Rd										
Lead Agency: INDOT										
Performance Target: Safety										
CONTRACT #: 43265										
DES#: 2000231										
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL/MATCH %	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*
STBG	CN				\$ 540,000		80/20	\$ 432,000	\$ 108,000	\$ 540,000
STBG	RW		\$ 400,000				80/20	\$ 320,000	\$ 80,000	\$ 400,000
TOTALS		\$ -	\$ 400,000	\$ -	\$ 540,000	\$ -		\$ 752,000	\$ 188,000	\$ 940,000

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

**FY 2029-2030 represent illustrative project years.

NOW AMENDED TIP

SR 45 - Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russell Rd									
Lead Agency: INDOT									
Description: Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russell Rd. Road widening, installation of added turn lanes,									
Coordinates: 39.17148093725319, -86.49547470310279 (start) to 39.175178308844266, -86.48148511734617 (end)									
Performance Target: Safety									
CONTRACT #: 43265									
DES#: 2000231									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	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
TIP TOTALS		\$ 1,110,250	\$ 400,000	\$ -	\$ 540,000	\$ -	\$ 1,680,200	\$ 370,050	\$ 2,050,250
TOTAL PROJECT COST*:									\$ 5,858,499

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested after the March 14 2025 approval of the FY2026-2030 TIP by the Policy Committee, to increase PE funds and move PE funds from FY25 to FY26.

22.

CURRENT TIP

N/A

NOW AMENDED TIP

SR 46 - HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135									
Lead Agency: INDOT									
Performance Target: Pavement Condition									
Description: Installation of a 1.5" preventative maintenance HMA overlay resurfacing, road widening (adding passing blisters/left turn lanes), & the addition/replacement of guardrail end sections, damaged areas and small structures.									
CONTRACT #: 45308									
DES#: 1900331									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	UT	\$ 10,000					\$ 8,000	\$ 2,000	\$ 10,000
NHPP	CN		\$ 12,087,489				\$ 9,669,991	\$ 2,417,498	\$ 12,087,489
DES#: 2500088									
NHPP	CN		\$ 1,121,800				\$ 897,440	\$ 224,360	\$ 1,121,800
TIP TOTALS		\$ 10,000	\$ 13,209,289	\$ -	\$ -	\$ -	\$ 10,575,431	\$ 2,643,858	\$ 13,219,289
							TOTAL PROJECT COST*: \$ 15,609,539		

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

**FY 2029-2030 represent illustrative project years.

NOTE: This project was in the FY2024-2028 TIP but did not originally extend beyond FY 2025. An amendment was requested after the March 14 2025 approval of the FY2026-2030 TIP by the BMCMPPO Policy Committee, to shift funding to FY2026 and 2027.

23.

CURRENT TIP

N/A

NOW AMENDED TIP

SR 46 - HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135									
Lead Agency: INDOT									
Performance Target: Pavement Condition									
Description: Installation of a 1.5" preventative maintenance HMA overlay resurfacing, road widening (adding passing blisters/left turn lanes), & the addition/replacement of guardrail end sections, damaged areas and small structures.									
CONTRACT #: 45308									
DES#: 1900331									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	UT	\$ 10,000					\$ 8,000	\$ 2,000	\$ 10,000
NHPP	CN		\$ 12,087,489				\$ 9,669,991	\$ 2,417,498	\$ 12,087,489
DES#: 2500088									
NHPP	CN		\$ 1,121,800				\$ 897,440	\$ 224,360	\$ 1,121,800
TIP TOTALS		\$ 10,000	\$ 13,209,289	\$ -	\$ -	\$ -	\$ 10,575,431	\$ 2,643,858	\$ 13,219,289
							TOTAL PROJECT COST*: \$ 15,609,539		

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested after the March 14 2025 approval of the FY2026-2030 TIP by the BMCMPPO Policy Committee, to add this project to the TIP.

24.

CURRENT TIP

N/A

NOW AMENDED TIP

Statewide National Electric Vehicle Infrastructure									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #: 44987									
DES#: 2300274									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
NHPP	CN	\$19,948,211	\$ 27,242,899	\$18,987,861			\$ 59,561,073	\$ 6,617,897	\$ 66,178,971
TOTALS		\$19,948,211	\$ 27,242,899	\$18,987,861	\$ -	\$ -	\$ 59,561,073	\$ 6,617,897	\$ 66,178,971
TOTAL PROJECT COST*:									\$ 75,765,370

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

**FY 2029-2030 represent illustrative project years.

NOTE: A change was requested in March 2025, after the approval of this TIP, to add this project to the TIP.