



## Citizens Advisory Committee

# Agenda

*BMCMPO Citizens Advisory Committee*

Regular Meeting

Wednesday November 19, 2025

5:30 –7:00 pm

**IN-PERSON LOCATION:** Bloomington City Hall - McCloskey Room

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

**MEETING RECORDINGS:** [link](#)

**MEETING PACKETS:** [link](#)

## AGENDA

- I. Call to Order and Introductions
- II. Approval of Agenda\* *PACKET PAGES 1-3*
- III. Approval of Minutes - August 27, 2025\* *PACKET PAGES 4-6*
- IV. Communications from the Chair and Vice Chair
- V. Reports from the MPO Staff
  - a. FY2026-2030 Transportation Improvement Program (TIP) update, *PACKET PAGES 7-9*
  - b. Submission to INDOT regarding 17<sup>th</sup> and SR45/46 bypass
  - c. College & Walnut open house sessions (October 28 and 30, 2025) – provide your input on this project using the [feedback form](#) available on the [project website](#) between October 28, 2025 to December 1, 2025
  - d. Traffic Incident Management (TIM) training opportunity (October 2025)– see [Facebook post](#) for photos and flier on *PACKET PAGE 10*
  - e. Presentation to City of Bloomington Common Council (October 2025), *PACKET PAGES 11-30*
  - f. INDOT's 2050 update to Indiana Statewide Long Range Transportation Plan (LRTP) – see [fact sheet](#), see [virtual room](#) to learn about goals of plan, complete [public involvement survey](#), *PACKET PAGES 31-34*
  - g. Recent modifications made to FY2026-2030 TIP
    - (1) Funding update to INDOT project 45786-2401386, "Intersection improvements at SR46 and Flatwoods Rd" (September 18 2025), *PACKET PAGES 35-36*
  - h. Proposed CY2026 BMCMPO committee meeting schedule, *PACKET PAGE 37*

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



## Citizens Advisory Committee

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BMCMPO Citizens Advisory Committee

Regular Meeting

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5:30 –7:00 pm

- i. [Project Updates](#) (LPA-led projects using federal funding allocated through the BMCMPO)
  - (1) City of Bloomington
  - (2) Monroe County

### VI. Old Business

### VII. New Business

- a. INDOT CY2026 Safety Targets\* **PACKET PAGES 38-39**
- b. BMCMPO FY 2026-2030 TIP Amendments – Resolution FY2026-03\* **PACKET PAGES 40-44**
  - (1) Add new project, INDOT, DES #2500051 “AASHTO Safety Software”
  - (2) Add new project, Bloomington Transit, “EV Mobile Chargers”
  - (3) Add new project, Bloomington Transit, “S-1 GARD Deflectors”
  - (4) Add new project, Bloomington Transit, “New Administrative & Maintenance Facility”
  - (5) Update FY2027 funding for existing project, Bloomington Transit, BLO-27-023, “Purchase Replacement Battery Electric Buses & Charging Equipment”

### 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: December 12, 2025 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee: January 28, 2026 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee: January 28, 2026 at 5:30 p.m. (Hybrid)

### XI. Adjournment

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



## Citizens Advisory Committee

# Agenda

*BMCMPO Citizens Advisory Committee*

Regular Meeting

Wednesday November 19, 2025

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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.

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

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](mailto:hirtzelm@bloomington.in.gov) and provide your name, contact information, and a link to or description of the document or web page you are having problems with. ***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.***

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

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401 N. Morton Street ▪ Suite 130 ▪ Bloomington, IN 47404 ▪ Web: [www.bloomington.in.gov/mpo](http://www.bloomington.in.gov/mpo)  
Ph: (812) 349-3423 ▪ Fax: (812) 349-3535 ▪ Email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)



## Citizens Advisory Committee

# Minutes

*BMCMPO Citizens Advisory Committee*

Regular Meeting

Wednesday August 27, 2025

5:30 –7:00 pm

## MINUTES

### I. Call to Order and Introductions

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

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

**Staff Present:** Katie Gandhi

**Guests:** None.

### II. Approval of Meeting Agenda\* **PACKET PAGES 1-3**

**\*\*Ryterband moved for approval of the meeting agenda. Tobin-Hoschstadt seconded. Motion carried by a voice vote (6-0). 0 abstained.\* APPROVED**

### III. Approval of Minutes\*

#### a. July 23, 2025 **PACKET PAGES 4-6**

**\*\*Ryterband moved for approval of the July 23, 2025 meeting minutes. Hall seconded. Motion carried by a voice vote (6-0). 0 abstained.\* APPROVED**

### IV. Communications from the Chair and Vice Chair

### V. Reports from Officers and/or Committees

### VI. 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

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



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. **Discussion ensued.**

- (1) The letter BMCMPO 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 Discussion ensued.**
- c. TIP Fund Distribution Process – overview **PACKET PAGES 25-26 MPO staff invite committee members to read this document and share any comments/thoughts they have.**

#### VII. Old Business

- a. FY 2026 - 2030 BMCMPO [Transportation Improvement Program \(TIP\)](#) – Status Report **Federal Highway Administration approval of the TIP is anticipated by INDOT soon.**
- b. [TIP Project Status](#) (project locations can be viewed on the [TIP/STIP Map](#)) **Discussion ensued.**

#### VIII. New Business

- a. BMCMPO FY 2024-2028 TIP Amendments – Status Report **INDOT is no longer accepting amendments to this TIP because approval of the FY2026-2030 TIP is expected soon.**
- b. BMCMPO FY 2026-2030 TIP Amendments (Resolution FY 2026-02)\* **PACKET PAGES 27-50 Staff explained that though the FY2024-2030 TIP is the current legal copy, we are permitted to review and approve amendments to the “soon to be approved” FY2026-2030 TIP. The committee has seen and approved most of these changes already, for the current FY2024-2030 TIP, but today's vote is for the FY26-30 TIP and all the changes that have taken place since the PC approval of the FY26-30 TIP in March. Discussion ensued.**

**\*\*Ryterband moved for approval of all BMCMPO FY 2024-2028 TIP Amendments. Hall seconded. Motion carried by a voice vote (6-0). 0 abstained.\* APPROVED**

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

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

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

- a. Communications **Ryterband shared that August is National Traffic Awareness Month – be aware while driving, especially during college move-in month. Gandhi shared about safety week events that took place in early August, which MPO staff assisted with.**

- b. Topic Suggestions for Future Agendas **Ryterband asked about plans for creating crash reports.**

#### XI. 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)

#### XII. Adjournment

**Meeting adjourned at 6:07PM.**

[Link to Meeting Packets](#)

[Link to Meeting Recordings](#)

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# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Mike Braun, Governor**  
**Lyndsay Quist, Commissioner**

July 2, 2025

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

## **Fiscal Year 2026–2030 Transportation Improvement Program (TIP) Approval**

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2026-2030 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58.

It is my pleasure to inform you that on behalf of Governor Mike Braun, I approve your FY 2026-2030 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2026-2029 timeline and will be included by reference in the FY 2026-2029 Indiana Statewide Improvement Program (STIP). Please be aware that the FY2030 year projects are listed as illustrative.

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

Sincerely,

A handwritten signature in cursive script, reading 'Lyndsay Quist'.

Lyndsay Quist, Commissioner  
Indiana Department of Transportation

cc: Louis Feagans  
Tony McClellan  
Rebecca Packer  
Roy Nunnally  
Erica Tait  
Paige Story

File

**Federal Transit  
Administration**  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253



**U.S. Department  
of Transportation**

**Federal Highway Administration**  
Indiana Division  
575 N. Pennsylvania St., Rm 254  
Indianapolis, IN 46204-1576

August 28, 2025

Ms. Lyndsay Quist  
Commissioner  
Indiana Department of Transportation  
100 N Senate Ave. N955  
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at [erica.tait@dot.gov](mailto:erica.tait@dot.gov), or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov).

Sincerely,

**KELLEY**

**BROOKINS**

Kelley Brookins  
Regional Administrator  
FTA Region V

Digitally signed by  
KELLEY BROOKINS  
Date: 2025.08.27  
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Sincerely,



Christopher J. Hall  
Interim Division Administrator  
FHWA Indiana Division

Digitally signed by  
CHRISTOPHER J HALL  
Date: 2025.08.28  
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# INDIANA TRAFFIC INCIDENT MANAGEMENT RESPONDER TRAINING PROGRAM



## Responder Training Course Announcement

The National TIM Responder Training Program was developed by responders for responders, and was designed to promote consistent training of all responders to achieve the three objectives of the TIM National Unified Goal (NUG):

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

The target audience for this course is all TIM disciplines, including Communications, Emergency Management, Emergency Medical Services (EMS), Fire/Rescue, Law Enforcement, Towing and Recovery, and Transportation/Public Works.

### TIM Responder Training Course Lesson Summary

1. **Introduction:** TIM training program purpose, the dangers encountered by emergency responders working in or near traffic, and the definition of TIM
2. **TIM Laws, Standards, and Terminology:** safe, quick clearance definition, supporting legislation, and common response terminology
3. **Communication and Command:** roles and responsibilities of public safety communications centers and transportation management centers, scene size-up reporting and Incident Command System as it relates to TIM
4. **Vehicle Positioning:** safe positioning of vehicles and blocking
5. **Scene Safety:** emergency vehicle markings, emergency-vehicle lighting, use of high-visibility safety apparel, and safe practices for working around moving traffic
6. **Traffic Management:** Four main components of a TIM area, Advance warning, how to set up a taper, and describe the purpose of a buffer space
7. **Scene Hazards and Other Considerations:** Safety concerns of vehicle fires, Hazardous materials, Vehicle fluid spills, and Crash investigations
8. **Clearance and Termination:** quick clearance strategies, towing and recovery communications, and incident termination

Details for the upcoming TIM Responder Training course are as follows:

**Date:** Oct. 24, 2025

**Time:** 8AM – 12PM

**Location:** Bloomington City Hall

**Address:** 401 N. Morton St., Bloomington, IN 47404

**Registration:** Indiana Public Safety Personnel Portal (Acadis)

**TIM In Person - TIM0007**

**Contact us:** [indianatim@indot.in.gov](mailto:indianatim@indot.in.gov)



This training has been endorsed by the following national associations: American Association of State Highway and Transportation Officials (**AASHTO**), American Public Works Association (**APWA**), Cumberland Valley Volunteer Firemen's Association (**CVVFA**), Division of State Associations of Chiefs of Police (**SACOP**), Institute of Transportation Engineers (**ITE**), Intelligent Transportation Society (**ITS**) of America, International Association of Chiefs of Police (**IACP**), International Association of Directors of Law Enforcement Standards and Training (**IADLEST**), International Association of Fire Chiefs (**IAFC**), International Association of Fire Fighters (**IAFF**), International Municipal Signal Association (**IMSA**), National Association of State EMS Officials (**NASEMSO**), National EMS Management Association (**NEMSMA**), National Sheriffs' Association (**NSA**), National Volunteer Fire Council (**NVFC**), Towing and Recovery Association of America (**TRAA**), and Transportation Research Board (**TRB**).



# Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)



**October 2025**

presentation created for the City of Bloomington Indiana Common  
Council

1

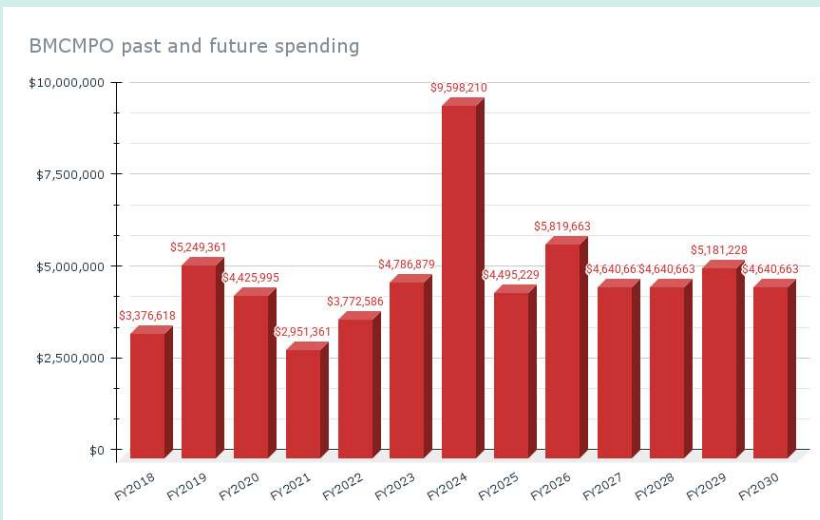
## Presentation Summary

- Summary of federal funding distributed to local public agencies (LPAs) through the BMCMPPO from FFY 2018 – 2025 [slide 3](#)
- Past local projects that received federal funds through the BMCMPPO from FFY 2018-2025 [slides 4-12](#)
- Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030) [slides 13-20](#)
- Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030) [slides 21-26](#)
- Links & Resources [slide 27](#)
- Bonus Slides [slide 28-40](#)



2

## Summary of federal funding distributed to local public agencies (LPAs) through the BMCMPPO from FFY 2018 – 2025



NOTE: Annual spending amounts on local projects vary based on a number of factors, such as:

- annual revenue levels established by INDOT;
- funding exchanges with other MPOs;
- prior year balances that may or may not have been able to be carried over to the following year;
- intermittent bonus funds from INDOT

3

## Past local projects that received federal funds through the BMCMPPO from FFY 2018-2025

# of projects that received funding	# of projects receiving funding that included bicycle/pedestrian improvements as listed in table below
25	21

### Bicycle/pedestrian improvement statistics\*

UNIT	# of curb ramps	# of new/replaced accessible pedestrian signal (APS)**	feet of new sidewalk	feet of sidewalk repaired/replaced	feet of new MU path	feet of existing MU path repaired/replaced	feet of new trail
feet	516	68	19,255	7,050	42,355	100	6,405
miles	n/a	n/a	3.6	1.3	8	<1	1.2

\*does not include statistics for the following projects that received funding from FFY2018-2025 as they are not yet completed: Crosswalks Safety Improvements phases 2 & 3 & 4, Downtown Curb Ramps phases 4 & 5, High Street Intersection modernization and multiuse path, North Dunn St multiuse path, W 2<sup>nd</sup> Street modernization and safety improvements, Old SR 37 South and Dillman Road intersection.

\*\*does not include rectangular rapid flashing beacons (RRFBs)



4



## Past local projects that received federal funds through the BMCMPO in 2018

2018		
LPA	PROJECT NAME	ALLOCATION
COB	<b>Jackson Creek Trail/High Street Path</b>	\$155,801
COB	<b>Pedestrian Safety and Accessibility at Signalized Intersections</b>	\$718,086
COB	<b>Sare/Moores Pike Path and Signal</b>	\$270,491
COB	<b>Tapp Road &amp; Rockport Road (signal &amp; multiuse path)</b>	\$2,232,240
<b>TOTAL</b>		<b>\$3,376,618</b>

project name in bold = project included pedestrian improvements detailed on slide 4



5

## Past local projects that received federal funds through the BMCMPO in 2019

2019		
LPA	PROJECT NAME	ALLOCATION
COB	<b>2nd Street/Bloomfield Road Pedestrian Safety Improvements</b>	\$872,920
COB	<b>Jackson Creek Trail/High Street Path</b>	\$155,801
MC	<b>Fullerton Pike BRIDGE - phase 2</b>	\$1,699,907
MC	<b>Fullerton Pike ROAD - phase 2</b>	\$2,520,733
<b>TOTAL</b>		<b>\$5,249,361</b>



6

## Past local projects that received federal funds through the BMCMPPO in 2020

2020		
LPA	PROJECT NAME	ALLOCATION
COB	Henderson St Multiuse Path (Hillside to Winslow)	\$853,133
COB	Jackson Creek Trail/High Street Path	\$155,801
COB	Rogers Road Multiuse Path (High St to The Stands)	\$718,000
COB	Sare/Moores Pike Path and Signal	\$1,792,753
COB	School Zone Enhancements	\$420,308
COB	Winslow Road Multiuse Path (Henderson to Highland)	\$486,000
TOTAL		\$4,425,995



7

## Past local projects that received federal funds through the BMCMPPO in 2021

2021		
LPA	PROJECT NAME	ALLOCATION
COB	B-Line Trail extension (Adams to Vernal Pike)	\$717,640
COB	Downtown Curb Ramps - phase 3	\$81,858
COB	Jackson Creek Trail/High Street Path	\$1,601,730
MC	Curry Pike/Woodyard Road/Smith Pike Roundabout	\$550,133
TOTAL		\$2,951,361



8

## Past local projects that received federal funds through the BMCMPPO in FFY2022

<b>2022</b>		
<b>LPA</b>	<b>PROJECT NAME</b>	<b>ALLOCATION</b>
BT	35-foot replacement battery electric buses	\$432,000
BT	Bus Stop Accessibility Improvements	\$69,575
COB	17th Street Multimodal Improvements (Monroe to Walnut)	\$2,307,822
COB	Crosswalks Safety Improvements Project - phase 1 (3rd/Grant, Isaac/Patterson, 11th/Diamond)	\$541,255
MC	Fullerton Pike ROAD - phase 3	\$421,934
<b>TOTAL</b>		<b>\$3,772,586</b>



9

## Past local projects that received federal funds through the BMCMPPO in FFY2023

<b>2023</b>		
<b>LPA</b>	<b>PROJECT NAME</b>	<b>ALLOCATION</b>
BT	40-foot Replacement Battery Electric Buses, Charging Stations, and Installation	\$3,978,983
MC	Fullerton Pike ROAD - phase 3	\$298,145
MC	Pedestrian Trail Crossing Improvements	\$509,751
<b>TOTAL</b>		<b>\$4,786,879</b>



10

## Past local projects that received federal funds through the BMCMPPO in FFY2024

2024		
LPA	PROJECT NAME	ALLOCATION
BT	Purchase 35-ft Battery Electric Buses & Charging Equipment	\$168,686
COB	<b>1st Street Reconstruction</b>	\$4,601,337
COB	<b>B-Line Trail extension</b>	\$707,395
COB	<b>Crosswalks Safety Improvements Project - phase 2</b>	\$103,889
COB	<b>Downtown Curb Ramps - phase 4</b>	\$133,293
COB	Signal Timing Project	\$382,050
MC	<b>Fullerton Pike ROAD - phase 3</b>	\$2,872,951
MC	<b>Karst Trail Extension, S Liberty/SR45 to Constitution</b>	\$389,209
MC	<b>Pedestrian Trail Crossing Improvements</b>	\$239,400
<b>TOTAL</b>		<b>\$9,598,210</b>



11

## Past local projects that received federal funds through the BMCMPPO in FFY2025

2025		
LPA	PROJECT NAME	ALLOCATION
BMCMPPO	MPO funding exchange (outgoing/repayment)	\$540,565
BT	Purchase 35-foot Battery Electric Buses & Charging Equipment (STBG and CR Funds)	\$2,529,805
COB	<b>Crosswalks Safety Improvements Project - phase 2 (11th/Adams, 11th/Monroe, Kinser/Parrish, &amp; S Liberty near Aldi)</b>	\$377,835
COB	<b>Crosswalks Safety Improvements Project - phase 3 (locations TBD)</b>	\$250,747
COB	<b>High Street Intersection Modernizations &amp; Multiuse Path (from Arden Drive to Hunter Avenue)</b>	\$189,312
COB	<b>North Dunn Street Multiuse Path</b>	\$515,437
MC	<b>Fullerton Pike ROAD - phase 3</b>	\$29,401
MC	<b>Pedestrian Trail Crossing Improvements</b>	\$62,127
<b>TOTAL</b>		<b>\$4,495,229</b>

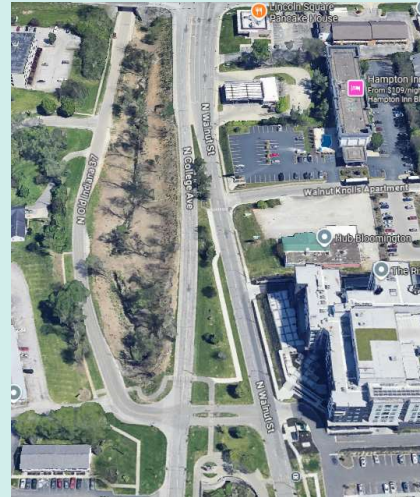
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## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### College and Walnut Street corridor improvements project, phases 1 & 2

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 and minimize pedestrian conflicts. Install accessible bus stops and expand capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. Also includes updates to traffic signals, signage and markings to improve predictability, and storm water improvements.

- Project Lead: City of Bloomington
- Anticipated Construction: FY2029 & FY2030



13

## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### Crosswalks Safety Improvements, phases 3 & 4

Installation and enhancement of pedestrian crosswalks design, including the addition of marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuse islands, curb bumpouts, raised crosswalks, and signal equipment upgrades, at various locations throughout the City of Bloomington.

- Project Lead: City of Bloomington
- Anticipated Construction: FY2028 & FY2030



14

## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### Downtown curb ramps, phase 5

Modification and reconstruction of curb ramps in various locations of the downtown area to meet accessibility guidelines. Work may include curb bump outs, accessible connections to transit stops and other site specific modifications.

- Project Lead: City of Bloomington
- Anticipated Construction: FY2026 & FY2029



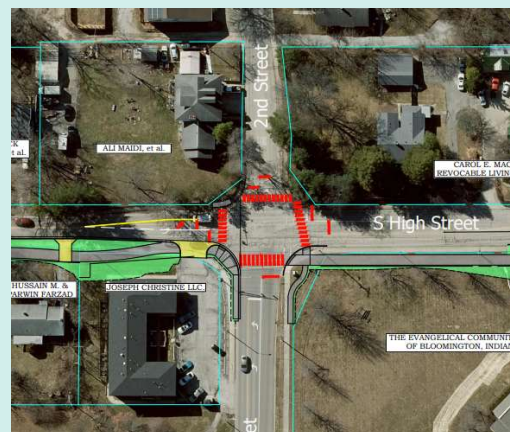
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## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### High Street Intersection modernizations & multi-use path

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.

- Project Lead: City of Bloomington
- Anticipated Construction: FY2026



16

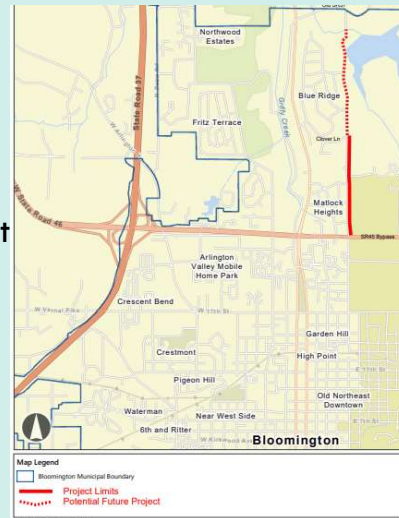


## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### North Dunn Street multi-use path

Construction of a multiuse path on North Dunn Street from Indiana 45/46 to East Clover Lane. Installation of accessible curb ramps, storm water modifications, pavement maintenance, access improvements, and signage and marking updates.

- Project Lead: City of Bloomington
- Anticipated Construction: FY2028



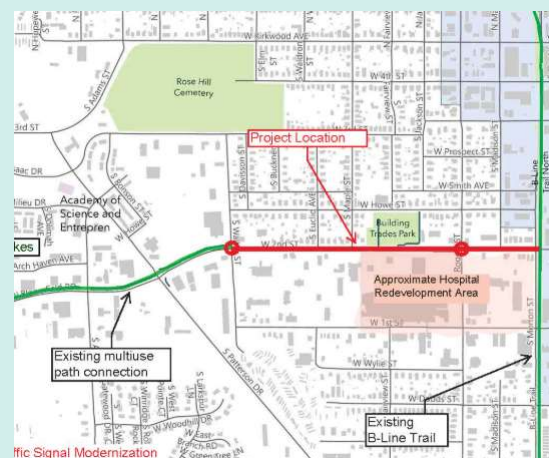
17

## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### W 2<sup>nd</sup> Street modernization and safety improvements

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

- Project Lead: City of Bloomington
- Anticipated Construction: FY2026



18

## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### Old SR 37 South and E Dillman Road intersection improvement

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

- Project Lead: Monroe County
- Anticipated Construction: FY2028



19

## Future local projects slated to receive federal funding through the BMCMPPO from FFY 2026 - 2030 (July 2025 – June 2030)

### AS NEEDED -

- City of Bloomington
  - Downtown Curb ramps phase 4
- Monroe County
  - 2026-2029 County-Wide Bridge Inspection Inventory (Monroe County)
  - Dillman Road, Bridge #83 replacement
  - Eagleson Avenue Bridge #922 over Indiana Railroad
  - Fairfax Road High Friction Surface Treatment
  - Rockport Road, Bridge #308 Replacement
- Bloomington Transit projects
- Other projects listed in the BMCMPPO's long range 2050 Metropolitan Transportation Plan (MTP) document.



20

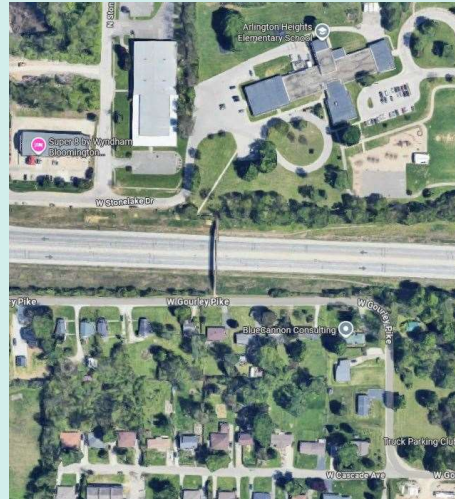


Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

### **pedestrian trail bridge over SR 45**

Address the substandard vertical clearance of this pedestrian trail bridge due to the addition of nearby interchange modifications. Correct the deficiencies in the wearing surface, deck, superstructure, and substructure.

- Project Lead: INDOT
- Anticipated Construction: FY2029
- Estimated Cost: \$3,930,000



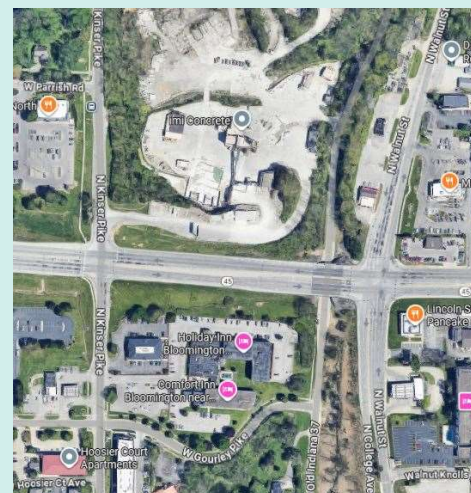
21

Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

### **sidewalk on SR45**

Sidewalk installation on SR 45 between Kinser Pike and Walnut St. The determination of which side of the street the path will be placed is pending development and design.

- Project Lead: INDOT
- Anticipated Construction: FY2029
- Estimated Cost: \$770,000



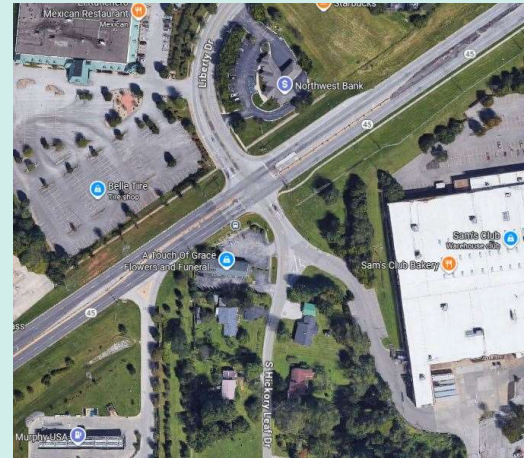
22

Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

### **pedestrian improvements at S Liberty Drive & S Hickory Leaf Drive**

Relocate the existing bus stop, install a bus pad, construct two new marked pedestrian crosswalks - one across SR 45, east of the intersection, and one across South Hickory Leaf Drive, south of the intersection, install crosswalk signals with push buttons for each of the new crossings, construct ADA compliant curb ramps, connect bus pad to sidewalk system.

- Project Lead: INDOT
- Anticipated Construction: FY2028
- Estimated Cost: \$1,174,000



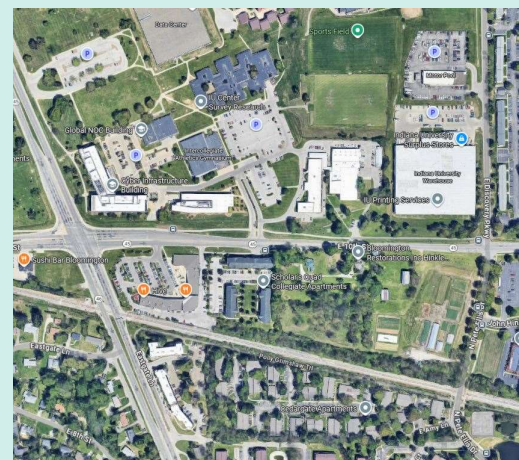
23

Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

### **road and pedestrian improvements between SR 45/46 bypass and N Pete Ellis Dr**

Road reconstruction/installation of two travel lanes eastbound on SR45/10<sup>th</sup> (lane will taper for the eastbound left turn lane at the intersection of Pete Ellis Drive), addition of bike lanes, and addition of sidewalks.

- Project Lead: INDOT
- Anticipated Construction: FY2026
- Estimated Cost: \$10,707,000



24

Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

### **road and pedestrian improvements between N Pete Ellis Dr & N Russel Rd**

Road widening, installation of added turn lanes, installation of pedestrian facilities, and other intersection improvements. Specifics are pending the completion of design plans in 2026.

- Project Lead: INDOT
- Anticipated Construction: FY2029
- Estimated Cost: \$2,050,250



25

Future county-wide state/INDOT projects slated to receive federal funding through the BMCMPPO from FFY2026 - 2030 (July 2025 – June 2030)

- SR 46 and Flatwoods Road intersection improvement
- Minor structural/sidewalks on SR 446
- Small structure/bridge projects
- Slide corrections on SR 37 and I-69
- Repair/replace bridge joints
- Bridge deck overlays
- HMA overlays
- Soil repair
- Scour protection
- Railroad safety
- Other potential projects from state and MPO district funds, including but not limited to: signal modernization/contracts, software, pavement marking, NEVI, cable rail barriers, bridge, geotechnical etc.



26

## Links & Resources

- [BMCMPPO Homepage](#)
- See the [BMCMPPO FY2026-2030 Transportation Improvement Program \(TIP\)](#) document and the [map of projects programmed in the TIP & STIP](#) for a full list/visual of which projects will receive which funding program funds through the BMCMPPO in the next five years.
- BMCMPPO [2050 Metropolitan Transportation Plan \(MTP\)](#)
- [Anticipated lettings dates & latest status](#) provided by engineers
- MPO Contacts:
  - [MPO@BLOOMINGTON.IN.GOV](mailto:MPO@BLOOMINGTON.IN.GOV)
  - Patrick Martin ([martipa@Bloomington.in.gov](mailto:martipa@Bloomington.in.gov))
  - Katie Gandhi ([Katie.Gandhi@Bloomington.in.gov](mailto:Katie.Gandhi@Bloomington.in.gov))



27

## BONUS SLIDES

28



## What is the BMCMPPO?

- The BMCMPPO is the Metropolitan Planning Organization (MPO) for the Bloomington/Monroe County urbanized area.
- Metropolitan Planning Organizations (MPOs) were created by Congress in 1962 through the Federal Aid Highway Act. This legislation focused on planning for urban areas, rather than cities. Every urbanized Area with a population of 50,000 or more (as defined by the US Census) is required by federal regulations to have a designated MPO to conduct regional transportation planning activities.
- MPOs are governed by federal legislation called the Infrastructure Investment and Jobs Act and conduct planning intergovernmental activities for the urbanized areas.
- MPO Program oversight is a joint Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) responsibility.
- The MPO planning process is a prerequisite to the area receiving federal funds for transit, active transportation, and roadway improvements.



29

## The BMCMPPO receives a portion of Indiana's funding from Federal Highway Administration programs to be used on local transportation projects

- Carbon Reduction Program (CRP)
- Highway Safety Improvement Program (HSIP)
- Section 164 Penalty Funds - *federal funds that are transferred to states due to a state's failure to enforce certain safety regulations or meet specific goals under the HSIP (same criteria as HSIP)*
- PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TA)

*A legislatively approved formula is used by FHWA to apportion funding to INDOT, who then apportions these funds to the Indiana MPOs based on population.*

*Funding amounts and project requirements for each funding program vary.*

*Primarily funded by the federal gas tax.*



30

## CRP funding program project eligibility

- Funds projects designed to decrease transportation emissions (CO2) that result from on-road, highway sources.



31

## HSIP/Section 164 funding program project eligibility

- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
- To achieve a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads.
- For locations with a proven, higher than normal frequency, rate and/or risk of fatal and incapacitating injury events.
- For low-cost, high impact [eligible systemic safety improvements](#) projects with a known crash reduction factor (percentage decrease in crashes expected from a specific safety improvement/countermeasure).
- Projects must address one or more of the emphasis areas in Indiana's [Strategic Highway Safety Plan](#) (safe speeds, pos-crash care, safe roads, safe road users, safe vehicles) and demonstrate use crash history, traffic volume, and [road safety audits](#) and other methodical processes to establish the project as a safety priority.



32

## PROTECT funding program project eligibility

- Preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation
- Acquisition of real property (including land related to the project and improvements to land)
- Environmental mitigation
- Construction contingencies
- Resiliency planning/increasing the resiliency of existing transportation infrastructure and evacuation routes to weather/natural disaster events.
- Addressing at-risk highway infrastructure.



33

## STBG funding program project eligibility

- Preserve and improve the conditions and performance on any federal-aid highway
  - Existing Roadway Widening
  - New Roadway Construction
  - Roadway Reconstruction
  - Rehabilitation, and Resurfacing
  - Intersection Improvements
- Bridge/tunnel replacement or rehabilitation on any public road
- Non-motorized transportation facilities
- Transit capital projects, including bus terminals & facilities



34

## TA funding program project eligibility

- Alternative transportation -
  - pedestrian and bicycle facilities
  - recreational trails
  - safe routes to school projects
- Community improvements such as historic preservation and vegetation management
- Environmental mitigation related to stormwater and habitat connectivity



35

## BMCMPO FFY2026-2030 revenue from the Federal Highway Administration

ANNUAL FEDERAL PROGRAM REVENUE <sup>1</sup>						
FUNDING SOURCE	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,697,260
HSIP	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 2,793,870
PROTECT	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 624,985
SEC 164	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 663,005
STBG	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 15,478,960
TA	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,945,235
<b>TOTAL</b>	<b>\$ 4,640,663</b>	<b>\$ 4,640,663</b>	<b>\$ 4,640,663</b>	<b>\$ 4,640,663</b>	<b>\$ 4,640,663</b>	<b>\$ 23,203,315</b>

<sup>1</sup>Source: Indiana Department of Transportation Local Share of Federal Formula Apportionments - ESTIMATES for the BMCMPO, provided by INDOT on 5-29-2025. The FY2026 authorized Federal spending authority for BMCMPO is \$4,578,371, with a starting FY26 amount of \$4,422,798.

*\*All federal funds issued to local LPAs through the BMCMPO require the LPA to provide a 10% or 20% local fund match*



36

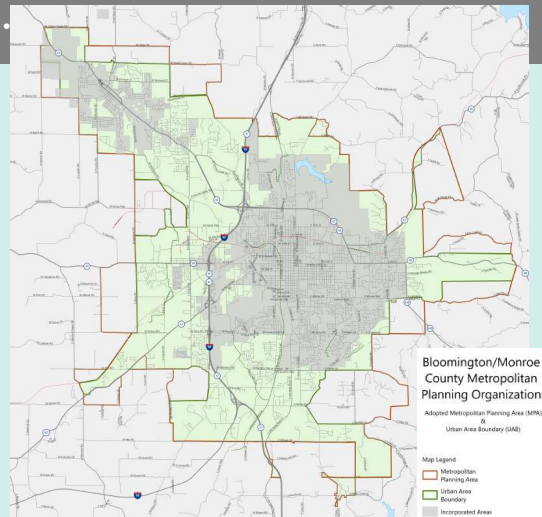


## Annual federal highway fund allocations given to BMCMPPO are distributed to Local Public Agencies (LPAs)...

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington

...for transportation projects within the BMCMPPO's metropolitan planning area (MPA).

- ❖ BMCMPPO issues a "call for projects" every 2 years.
- ❖ LPAs each decide which projects to submit for consideration for BMCMPPO federal funding.
- ❖ The BMCMPPO recommends projects to receive funding through the MPO



37

## How do LPAs generally determine which projects for they want to request federal funding through the BMCMPPO?

*Including, but not limited to:*

- The project is supported by local plans (e.g. transportation plans, comprehensive plans, redevelopment plans, thoroughfare plan etc.) and has been prioritized by staff and approved by council to receive local funding.
- The project targets areas with higher than normal crash/injury rates.
- The project addresses local and regional vehicle and pedestrian circulation and capacity challenges.
- The project's full scope can be funded and if the location requires other infrastructure upgrades, funding for those improvements is available in the same time frame.
- The LPA is able to provide the local funding matches (either 10% or 20%) that are required in order to receive the federal funding.
- The project is identified as a priority in the current long-range BMCMPPO Metropolitan Transportation Plan.
- The project has a long timeframe of completion and higher cost, which makes it the most effective use of federal funds, which require a longer and more complex review process. In other words, the ROI is better.
- The project activities/work is eligible for the federal highway funding programs the funds come from (CRP, HSIP, Section 164 Penalty, PROTECT, STBG, and TA).



38

## BMCMPO selects LPA projects to receive federal funding under the guidance of local and national priorities

### 1. The project addresses the priorities of the Federal Highway Administration and the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58):

- ☐ Safety
- ☐ Infrastructure Condition
- ☐ Congestion Reduction
- ☐ System reliability
- ☐ Freight Movement and Economic Vitality
- ☐ Environmental Sustainability
- ☐ Reduced Project Delivery Delays

### 2. The project demonstrates that it will attain measurable outcomes associated with the BMCMPO Complete Streets Policy priorities:

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

### 3. The project has a high level of project readiness

### 4. The project is regionally significant/included in BMCMPO's long range transportation plan (2050 MTP)

### 5. The project implements elements from local/regional plans

### 6. The project contributes to achieving local and state performance targets

### 7. The project activities/work is eligible for the federal highway funding programs (CRP, HSIP, Section 164 Penalty, PROTECT, STBG, and TA.



39

## Transportation Improvement Program (TIP)

- A planning document that describes which LPA projects were selected (from the “call for projects”) to receive federal highway funding through the BMCMPO for the next 5 years – how much, which project, which LPA, and all funding that’s available to complete the project are articulated in this document.
- Changes to the TIP are permitted at any time (some of which must be reviewed and approved by the BMCMPO Policy Committee).
- Updated every two years.
- Created by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO).



40

# INDIANA DEPARTMENT OF TRANSPORTATION LONG-RANGE TRANSPORTATION PLAN UPDATE

**INDOT is updating its current 2045 Long-Range Transportation Plan (LRTP) to incorporate changing transportation network demands and new trends and to satisfy new state and federal regulations.** INDOT is required to develop, adopt, and implement a LRTP as required in federal legislation and regulations updated through the FAST Act (Fixing America's Surface Transportation Act - 2015) and the Infrastructure Investment and Jobs Act – November 2021 (IIJA). These acts provide funding for enhancement of transportation systems that support connectivity, resiliency, and safety.



## WHAT IS THE LRTP?

The LRTP is a **policy-based plan that is used to guide the development of Indiana's transportation system.** It includes the vision and goals for the coming years, performance measures, transportation demands and strategic recommendations for all modes of transportation, including motor vehicles, public transit, freight, ports, rail, and aviation along with pedestrian and bicycle movements.



## WHY UPDATE THE LRTP?

The update to the LRTP will ensure consistency between overall INDOT goals and the 20-year plan commitments. It further aims to ensure that the transportation needs of 2050 are met in accordance with the changing demographic, land, and environmental needs. Through this update, **INDOT will identify the existing needs and gaps and recommend strategies for the next 20-plus years.** The plan will discuss funding priorities for the implementation of these goals, ensuring efficient multimodal mobility for the greater Indiana transportation vision. The update will also incorporate some critical INDOT plans and efforts including, but not limited to, the INDOT Strategic Plan, Transportation Asset Management Plan, Statewide Transit Plan, and Statewide Aviation Plan.

## HOW WILL WE UPDATE THE LRTP?

The LRTP update kicked off in the summer of 2024 and the final LRTP is anticipated to be released in winter of 2025.



## WHAT DOES THE LRTP INCLUDE?

The LRTP will address several topics related to transportation in Indiana including:



### Safe and Secure Travel

- Strategic Highway Safety Plan, crash reductions, vulnerable road users, reduced fatality and injury rates and construction zone safety



### Economic Competitiveness and Multimodal Mobility

- Tourism, scenic byways, and freight movement via multimodal mobility inclusion



### Active Transportation

- Bicycle and pedestrian infrastructure



### Planning for the Future

- Natural hazards mitigation, EV and CAV, water/noise pollution, and air quality



### Take Care of What We Have

- Access management, improved intersections and traffic operations



### Strategic Policy Actions

- Plan implementation

## GET INVOLVED

INDOT recognizes that **public involvement in the planning process is vital in understanding specific transportation issues and concerns**. INDOT is committed to an extensive public outreach program to ensure that proposed transportation policies and strategies reflect the needs of Indiana's public and stakeholders. Want to stay up-to-date on the INDOT LRTP update? Scan the QR below to visit our virtual room to leave a comment and sign up for email updates.

To learn more scan the  
QR code to visit our  
virtual room!



11/19/2025



32 of 44



Outlook may not display this message well. To view this email as a web page, click [here](#).



INDOT is updating its current 2045 Long-Range Transportation Plan (LRTP) to incorporate changing transportation network demands and new trends and to satisfy new state and federal regulations. We want to hear your thoughts on the proposed goals for the Plan! Explore the Virtual Room to learn more about each goal and take the survey to tell us your goal priorities, share feedback on the interactive map, and provide any other comments about the LRTP.

The LRTP is a policy-based plan that is used to guide the development of Indiana's transportation system. It includes the vision and goals for the coming years, performance measures, transportation demands and strategic recommendations for all modes of transportation, including motor vehicles, public transit, freight, ports, rail, and aviation along with pedestrian and bicycle movements.

The update to the LRTP will ensure consistency between overall INDOT goals and the 20-year plan commitments. It further aims to ensure that the transportation needs of 2050 are met in accordance with the changing demographic, land, and environmental needs. Through this update, INDOT will identify the existing needs and gaps and recommend strategies for the next 20-plus years. The plan will discuss funding priorities for the implementation of these goals, ensuring efficient multimodal mobility for the greater Indiana transportation vision. The update will also incorporate some critical INDOT plans and efforts including, but not limited to, the INDOT Strategic Plan, Transportation Asset Management Plan, Statewide Transit Plan, and Statewide Aviation Plan.



INDOT invites you to the  
**VIRTUAL ROOM**

Stay informed and share insights on  
**INDOT's Long-Range Transportation Plan**

Now Open  
October 1 to December 20  
[bit.ly/LRTPVirtualRoom](https://bit.ly/LRTPVirtualRoom)

**About the Indiana Department of Transportation**

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

[Contact INDOT4U](#)

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**TO:** Indiana Department of Transportation (INDOT)  
**CC:** BMCMPo LPAs  
**FROM:** Pat Martin & Katie Gandhi, BMCMPo Staff  
**DATE:** September 18, 2025  
**RE:** Updates made to the BMCMPo FY 2026-2030 BMCMPo Transportation Improvement Program (TIP)

---

Bloomington Monroe County Metropolitan Planning Organization has updated the [BMCMPo FY26-30 TIP](#) according to the attached documentation.

The updates shown below are considered administrative modifications by the BMCMPo and did not require approval by the BMCMPo Policy Committee. However, staff will share these updates with committees as an informational item at the next meeting.

The revised TIP is available at [www.bloomington.in.gov/mpo/transportation-improvement-program](http://www.bloomington.in.gov/mpo/transportation-improvement-program).

Recordings for BMCMPo Policy Committee meetings where these changes were presented, can be found at: [catstv.net](http://catstv.net) (search term *MPO Policy Committee*). BMCMPo Policy Committee meeting packets and minutes can be found at: [bloomington.in.gov/boards/mpo-policy/meetings?year=2025](http://bloomington.in.gov/boards/mpo-policy/meetings?year=2025)

If you have any questions or concerns, please contact BMCMPo Staff:  
[Katie.gandhi@bloomington.in.gov](mailto:Katie.gandhi@bloomington.in.gov) & [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).



1. INDOT project #45786-2401386, "Intersection improvements at SR46 and Flatwoods Rd," was updated in the BMCMPPO FY26-30 TIP to increase FY2026 PE HSIP funds from \$400,000 to \$511,300. Total project cost increased by 5% (from \$2,138,000 to \$2,249,300) as a result of this change. This change did not require approval by the BMCMPPO Policy Committee.

## PREVIOUS TIP

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

\*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 UPDATED TIP

SR 46 and Flatwoods Road Intersection Improvement									
Lead Agency: INDOT									
Performance Target: Safety									
Anticipated Letting: August 9, 2028									
Description: Proposed project includes intersection improvement at SR 46 and Flatwoods Road (Segment 5) to address safety risks and reduce crashes at the intersection. The project proposes the addition of a right-turn lane on one major-road approach and a left-turn lane on other major-road approach. Roadway alignment of Flatwoods Road will require realignment such that the approach is at a right-angle with SR 46 and full depth pavement replacement and underdrain installation is recommended.									
CONTRACT #: 45789									
DES#: 2401386									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
HSIP	PE	\$ 511,300					\$ 460,170	\$ 51,130	\$ 511,300
HSIP	RW		\$ 124,000				\$ 111,600	\$ 12,400	\$ 124,000
HSIP	UT			\$ 150,000			\$ 135,000	\$ 15,000	\$ 150,000
HSIP	CN				\$ 1,464,000		\$ 1,317,600	\$ 146,400	\$ 1,464,000
TIP TOTALS		\$ 511,300	\$ 124,000	\$ 150,000	\$ 1,464,000	\$ -	\$ 2,024,370	\$ 224,930	\$ 2,249,300
TOTAL PROJECT COST*:									\$ 2,249,300

\*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: MPO staff made an administrative modification in September 2025, at the request of INDOT, to increase the FY26 PE HSIP funding by \$111,300 (increasing from \$400,000 to \$511,300), which increased total project cost by 5%.





## 2026 BMCMPO Committee Meeting Schedules

TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE	POLICY COMMITTEE
January 28, 2026 10:00AM	January 28, 2026 5:30PM	January 30, 2026 10:30AM
February 25, 2026 10:00AM	February 25, 2026 5:30PM	February 27, 2026 10:30AM
March 25, 2026 10:00AM	March 25, 2026 5:30PM	March 27, 2026 10:30AM
April 22, 2026 10:00AM	April 22, 2026 5:30PM	April 24, 2026 10:30AM
May 27, 2026 10:00AM	May 27, 2026 5:30PM	May 29, 2026 10:30AM
June 24, 2026 10:00AM	June 24, 2026 5:30PM	June 26, 2026 10:30AM
July 22, 2026 10:00AM	July 22, 2026 5:30PM	July 24, 2026 10:30AM
August 26, 2026 10:00AM	August 26, 2026 5:30PM	August 28, 2026 10:30AM
September 23, 2026 10:00AM	September 23, 2026 5:30PM	September 25, 2026 10:30AM
October 28, 2026 10:00AM	October 28, 2026 5:30PM	October 30, 2026 10:30AM
December 2, 2026 10:00AM	December 2, 2026 5:30PM	December 4, 2026 10:30AM

**ALL MEETINGS WILL BE HELD IN A HYBRID FORMAT** - for virtual meeting zoom link information, visit the City of Bloomington's Government Calendar at: <https://bloomington.in.gov/calendars>, or visit the individual committee calendars: [Technical Advisory Committee](#), [Citizens Advisory Committee](#), [Policy Committee](#)

***Meetings are subject to cancellation throughout the year.***



## **MEMORANDUM**

**To:** BMCMPPO Citizens Advisory Committee, Technical Advisory Committee and Policy Committee  
**From:** Pat Martin, Katie Gandhi  
**Date:** November 12, 2025  
**Re:** INDOT Safety Targets for Calendar Year 2026

---

### **Background**

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

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

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

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

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

Safety performance targets use 5-year rolling averages. States may employ any methodology they deem most appropriate when establishing safety performance targets. The FHWA encourages States to review data sets and trends and consider factors that may affect targets. Safety performance targets must have a data-driven foundation, reflect realistic targets, have

attainability, and should align with the performance management framework established by Congressional intent.

### **CY 2026 INDOT and Indiana Metropolitan Planning Organization Adoption Targets**

The Indiana Department of Transportation (INDOT) submitted to the Federal Highway Administration Calendar Year 2026 Safety Performance Targets for approval as required by federal legislation.

The INDOT Safety Targets for Calendar Year 2026 based on a 5-year average established by INDOT and for adoption by Indiana Metropolitan Planning Organizations as outlined in the State Highway Safety Plan (SHSP) are as follows:

<b>Target 1</b> - Number of Total Fatalities =	<b>794.7</b>
<b>Target 2</b> - Rate of Fatalities (Per HMVMT) =	<b>0.992</b>
<b>Target 3</b> - Number of Serious Injuries =	<b>2,965.5</b>
<b>Target 4</b> - Rate of Serious Injuries (Per HMVMT) =	<b>3.702</b>
<b>Target 5</b> - Number of Non-Motorized Fatalities & Serious Injuries =	<b>462.96</b>

INDOT has based these targets on a **2.0% straight line reduction** from the 5-year average for Calendar Year 2026. Each MPO has 180 days (mid to late February 2026) to endorse these targets or develop their own targets using methodology approved by the FHWA.

#### **Requested Action**

- Recommended Policy Committee adoption by the BMCMPPO CAC and TAC Committees.
- Formal adoption by the BMCMPPO Policy Committee of the Indiana Department of Transportation and Indiana Metropolitan Planning Organization safety targets for Calendar Year 2026.

PPM/pm



## RESOLUTION FY 2026-03

### RESOLUTION TO APPROVE AMENDMENTS TO THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION (BMCMPPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FEDERAL FISCAL YEARS 2026–2030

As presented to the BMCMPPO Policy Committee on December 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 to 5 projects in the TIP.
- (2) The amended FY 2026– 2030 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 \_\_\_\_-\_\_\_\_.

---

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

**ATTEST:**

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



## 1. Add new project, INDOT, DES #2500051 "AASHTO Safety Software"

### current TIP

N/A

### To be amended TIP

AASHTOware Safety Software									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #:									
DES#: 2500051									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
HSIP	PE	\$ 870,000	\$ 450,000	\$ 450,000	\$ 450,000		\$ 1,776,000	\$ 444,000	\$ 2,220,000
TOTALS		\$ 870,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ -	\$ 1,776,000	\$ 444,000	\$ 2,220,000
TOTAL PROJECT COST*:									\$ 2,670,000

\*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: An amendment was requested by INDOT on 10-7-2025 to add this to the TIP. Total project cost is cost for entire state; all MPOs must add this project to their TIP documents.

## 2. Add new project, Bloomington Transit, "EV Mobile Chargers"

### current TIP

N/A

### To be amended TIP

EV Mobile Chargers							
Lead Agency: Bloomington Transit							
Description: This project will purchase EV mobile chargers to be utilized in the maintenance garage for the electric buses in Bloomington Transit's fleet.							
Performance Target: Transit Equipment							
Transit ID#: TBD							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	\$ 280,000					\$ 280,000
Local	Capital	\$ 70,000					\$ 70,000
TOTALS		\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000

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

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

### 3. Add new project, **Bloomington Transit, "S-1 GARD Deflectors"**

S-1 Gard (also known as the Dangerzone Deflector and the People Catcher) is a safety device consisting of a curved polyurethane guard, mounted in front of the right rear wheels of transit buses, designed to deflect a person out of the path of the wheels in order to prevent injury or death.



**current TIP**

N/A

**To be amended TIP**

S-1 GARD Deflectors							
Lead Agency: Bloomington Transit							
Description: This project will purchase S-1 GARD deflectors for all the fixed route buses to enhance safety.							
Performance Target: Transit Equipment							
Transit ID#: TBD							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	\$ 100,000					\$ 100,000
Local	Capital	\$ 25,000					\$ 25,000
<b>TOTALS</b>		\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000

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

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





**4. Add new project, Bloomington Transit, "New Administrative & Maintenance Facility"**

**current TIP**

N/A

**To be amended TIP**

New Administrative & Maintenance Facility							
Lead Agency: Bloomington Transit							
Description: Design and construction of Bloomington Transit's new Administrative, Operations, and Maintenance facility.							
Performance Target: Transit Administration & Operations							
Transit ID#: TBD							
FUNDING SOURCE	PHASE	2026***	2027	2028	2029**	2030**	TOTAL *
FTA 5307 - FLEX - STBG	Capital	\$ 2,444,371					\$ 2,444,371
Local	Capital	\$ 611,093					\$ 611,093
FTA 5307	Capital	\$ 300,000					\$ 300,000
Local	Capital	\$ 75,000					\$ 75,000
FTA 5339	Capital	\$ 35,000,000					\$ 35,000,000
Local	Capital	\$ 8,750,000					\$ 8,750,000
FTA 5339 - formula	Capital	\$ 428,070					\$ 428,070
Local	Capital	\$ 107,017					\$ 107,017
<b>TOTALS</b>		\$ 47,715,551	\$ -	\$ -	\$ -	\$ -	\$ 47,715,551

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

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



**5. Update project, Bloomington Transit, "Purchase Replacement Battery Electric Buses & Charging Equipment"**

**current TIP**

Purchase Replacement Battery Electric Buses & Charging Equipment							
Lead Agency: Bloomington Transit							
Performance Target: Transit Equipment							
Transit ID#: BLO-27-023, BLO-28-004, BLO-29-04, BLO-30-004							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5339	Capital		\$ 1,040,000	\$ 2,184,000	\$ 5,733,000	\$ 4,815,720	\$ 13,772,720
Local	Capital		\$ 260,000	\$ 546,000	\$ 1,433,250	\$ 1,203,930	\$ 3,443,180
<b>TOTALS</b>		\$ -	\$ 1,300,000	\$ 2,730,000	\$ 7,166,250	\$ 6,019,650	\$ 17,215,900

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

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

**To be amended TIP**

Purchase Replacement Battery Electric Buses & Charging Equipment							
Lead Agency: Bloomington Transit							
Performance Target: Transit Equipment							
Transit ID#: BLO-27-023, BLO-28-004, BLO-29-04, BLO-30-004							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5339	Capital		\$ 1,040,000	\$ 2,184,000	\$ 5,733,000	\$ 4,815,720	\$ 13,772,720
Local	Capital		\$ 260,000	\$ 546,000	\$ 1,433,250	\$ 1,203,930	\$ 3,443,180
FTA 5307 - FLEX - CR	Capital		\$ 85,434				\$ 85,434
Local	Capital		\$ 21,358				\$ 21,358
<b>TOTALS</b>		\$ -	\$ 1,406,792	\$ 2,730,000	\$ 7,166,250	\$ 6,019,650	\$ 17,322,692

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

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