



## Citizens Advisory Committee

# Agenda

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday January 28, 2026

5:30 PM

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

**VIRTUAL LOCATION:** [Zoom Meeting Link](#) (Meeting ID: 828 6550 5511 | Passcode: BMCMPO)

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

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

## AGENDA

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\* *PACKET PAGES 1-3*
- III. Election of Calendar Year (CY) 2026 Citizens Advisory Committee Officers\*
  - a. Chair
  - b. Vice-Chair
- IV. Approval of Minutes – November 19, 2025\* *PACKET PAGES 4-6*
- V. Communications from the Chair and Vice Chair
- VI. Reports from the MPO Staff
  - a. Early Coordination Letter for the Monroe County-led Intersection Improvement Project at Old SR 37 and Dillman Road (DES#2500061), received December 15, 2025 *PACKET PAGES 7-14*
  - b. INDOT press release regarding a new speed limit reduction on SR 45/46 bypass, dated January 13, 2026 *PACKET PAGES 15-17*
  - c. BMCMPO FY 2026-2030 TIP Administrative Modifications, submitted January 14, 2026 *PACKET PAGES 18-19*
  - d. Public meeting open door, zoom and onboard updates, per City of Bloomington ITS Department December 2025 communication
  - e. Project updates for local LPA-led projects using federal funding allocated through the BMCMPO and for INDOT-led projects in Monroe County. [See [BMCMPO project status](#)

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



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[update document](#) - this document lists broad updates only; for more detailed questions, contact the organization managing the project.]

### VII. Old Business

- a. INDOT CY2026 Safety Targets\* *PACKET PAGES 20-22*

### VIII. New Business

- a. BMCMPO FY 2026-2030 TIP Amendments – Resolution FY2026-04\* *PACKET PAGES 23-26*
  - (1) City of Bloomington “High Street Intersection Modernizations and Multiuse Path” project (DES #2200020) - *update project funding & update year of construction*
  - (2) INDOT “Sign Installation and Repair in the Seymour District” project (DES# 2200005) – *add new project*
  - (3) INDOT “SR 45 Small Structure Replacement” project (DES# 2300998) – *add new project*
- b. FY2027-2028 Unified Planning Work Program (UPWP) document and 30-day public comment period (from January 23 to February 21, 2026) – *voting to approve the document will occur at the February 27<sup>th</sup> 2026 Policy Committee meeting* *PACKET PAGES 27-95*

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

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

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

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

### XI. Upcoming Meetings

- a. Policy Committee: January 30, 2026 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee: February 25, 2026 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee: February 25, 2026 at 5:30 p.m. (Hybrid)

### XII. 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 January 28, 2026

5:30 PM

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](mailto: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.

- 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)

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



## Citizens Advisory Committee

# Minutes

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday November 19, 2025

5:30 pm

# Minutes

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

**Staff Present:** Pat Martin, Katie Gandhi

**Guests:** None.

I. Call to Order and Introductions

**Meeting convened at 5:34pm with Kennedy, Chair presiding.**

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

**Hall moved for approval of the November 19, 2025 meeting agenda. Ryterband seconded. MOTION CARRIED by a voice vote (6-0).**

III. Approval of Minutes - August 27, 2025\* *PACKET PAGES 4-6*

**Tobin-Hoschstadt moved for approval of the August 27, 2025 meeting minutes. Ryterband seconded. MOTION CARRIED by a voice vote (6-0). 0 abstained.**

IV. Communications from the Chair and Vice Chair

a. **Tobin-Hoschstadt mentioned that the final step in the Jackson Creek project is finally done (the utility pole has been removed). Discussion ensued.**

V. Reports from the MPO Staff

a. FY2026-2030 Transportation Improvement Program (TIP) update, *PACKET PAGES 7-9*  
**MPO staff shared that the BMCMPO received INDOT and Federal Highway Administration approval of the FY 2026-2030 was received at the end of August. The FY 2026-2030 TIP is now the guiding document for utilizing TIP funding.**

b. Submission to INDOT regarding 17th and SR45/46 bypass  
**MPO staff reminded the committee that there was a fatality at the 17<sup>th</sup> St and SR45/46 bypass earlier this year – the crash involved a car and a motorcycle. Previously, the left turn lane from northbound on the bypass heading west on 17<sup>th</sup> was a flashing yellow**

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

left arrow. INDOT staff have changed that light to simply solid red and solid green lights. Hall reiterated that a no turn on red sign on 17<sup>th</sup> St would also make sense. Tobin-Hoschstadt agreed given the crash rate at that intersection. Discussion ensued.

- 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  
**MPO staff shared about the upcoming public input opportunities for the City of Bloomington's College & Walnut project. Discussion ensued.**
- d. Traffic Incident Management (TIM) training opportunity (October 2025) – see Facebook post for photos and flier in packet, **PACKET PAGES 10**  
**MPO staff shared about the recent TIM training coordinated by the BMCMPO.**
- e. Presentation to City of Bloomington Common Council (October 2025), **PACKET PAGES 11-30**  
**MPO staff shared about the MPO's presentation to the City of Bloomington's Common Council, upon their request.**
- f. INDOT 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**  
**MPO staff encourages all to complete the public involvement survey for INDOT's 2050 LRTP.**
- 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**  
**MPO staff shared information about administrative modifications, which were recently made to the TIP, but did not require approval by MPO committees. Discussion ensued.**
- h. Proposed CY2026 BMCMPO committee meeting schedule, **PACKET PAGES 37**  
**MPO staff shared the proposed schedule with the committee and requested they talk to staff if they have any concerns about it.**
- i. Project Updates (LPA-led projects using federal funding allocated through the BMCMPO)  
**MPO staff and engineering staff from City of Bloomington and Monroe County shared projected updates. Discussion ensued.**

## VI. Old Business

- a. **None.**

## VII. New Business

- a. INDOT CY2026 Safety Targets\* **PACKET PAGES 38-39**  
**MPO staff shared the CY2026 safety targets, created by INDOT, which require approval by all MPO Policy Committees. Discussion ensued.**

**A motion was made for the approval of INDOT's CY2026 safety targets. The motion was seconded. MOTION CARRIED by a voice vote (6-0). 0 abstained.**

- 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"

**MPO staff shared information about the most recent INDOT and local TIP amendments as detailed in the attached memo. Discussion ensued.**

**Tobin-Hoschstadt moved for approval of all BMCMPO FY 2026-2030 TIP Amendments. Hall seconded. MOTION CARRIED by a voice vote (6-0). 0 abstained.**

**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*

- a. **None**

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

- a. Communications
  - (1) **Martin followed up on Ryterband's email regarding the impact the reauthorization of the IIJA act will have on the highway trust fund and transit. Discussion ensued.**
- b. Topic Suggestions for Future Agendas
  - (1) **Ryterband asked if the MPO would produce a crash report. Discussion ensued.**

**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**

**Meeting adjourned at 6:38pm.**

[\*\*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](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.



INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

December 15, 2025

Dear Interested Party,

Re: Early Coordination Letter, Des. No. 2500061, Intersection Improvement Project, Old SR 37 and Dillman Road, 0.05 Mile East of SR 37, Monroe County, Indiana.

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving improvements to the aforementioned intersection in Monroe County. 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.

The project area is located at the Old SR 37 and Dillman Road intersection, in Monroe County, Indiana. Within the project limits, Old SR 37 is functionally classified as a rural minor arterial roadway. The existing Old SR 37 roadway typical section consists of two 12-foot wide travel lanes with 2-foot paved shoulders. Within the project limits, Dillman Road is functionally classified as a rural minor collector. The existing Dillman Road roadway typical section consists of two 11-foot travel lanes with no shoulders. Drainage within the project limits is via sheet flow to roadside ditches. Land uses within the project area are primarily residential and commercial.

The draft need is due to unsafe traffic conditions at the intersection. The draft purpose is to provide an improved intersection with increased traffic safety conditions.

The preferred alternative will replace the existing intersection with a single lane roundabout with curb and gutter. Roadway improvements which will improve the site distance along Old SR 37 will extend approximately 600 feet north and south of the intersection and include tree clearing and straightening of the horizontal curve south of the intersection. The new Old SR 37 roadway typical section within the project limits will consist of two 12-foot travel lanes with curb and gutter. Roadway improvements to Dillman Road will extend approximately 400 feet east and west of the intersection. The new Dillman Road roadway typical section within the project limits will consist of two 10-foot minimum to 11-foot maximum travel lanes with curb and gutter. Drainage will consist of new storm sewer which will drain to either Clear Creek or to a new detention basin to be constructed in the northwest quadrant of the intersection. Two existing driveway culverts will be replaced. It is anticipated that the Old SR 37 and Dillman Road intersection will be closed during construction. Traffic will be maintained via a detour utilizing Empire Road.



INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

Early Coordination Letter  
Des. No. 2500061  
Page 2 of 3

The project is anticipated to require the acquisition of more than 0.5 acre of new permanent right-of-way, and less than 0.5 acre of temporary right-of-way. It is anticipated that tree clearing, if required, will be less than 0.5 acre. Mitigation pertaining to tree removal is not expected to be required for this project. Construction is anticipated to take place between March 2028 and August 2029.

Waters and wetlands determinations will be performed to identify water resources that may be present. The project is anticipated to qualify for the Range-wide Programmatic Agreement for the Indiana Bat and the Northern Long-eared Bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resource Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The result of this investigation will be forwarded to the State Historic Preservation Office (SHPO) for review and concurrence as appropriate.

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 Bradley W. Smith, DLZ Indiana, LLC, email - [bwsmith@dlz.com](mailto:bwsmith@dlz.com), phone - (574) 236-4400, ext. 632, or Brandon Cole, INDOT Project Manager, email – [bcole1@indot.in.gov](mailto:bcole1@indot.in.gov), phone – (812) 569-4537. Thank you in advance for your input.

Sincerely,

Bradley W. Smith  
Environmental Scientist II  
DLZ Indiana, LLC

Cc: FHWA, INDOT Seymour District

Enclosures: Project location graphics and photographs.

**The following agencies/parties received this early coordination request:**

Section Chief, Wetlands and Stormwater Program  
Indiana Department of Environmental Management  
GCWrin@idem.in.gov  
rbraun@idem.in.gov

Environmental Coordinator  
Indiana Department of Natural Resources  
environmentalreview.dnr.in.gov

Environmental Geology Section  
Indiana Geological and Water Section  
(Electronic Coordination)

State Conservationist  
Natural Resource Conservation Service  
john.allen@in.usda.gov

Field Environmental Officer  
Chicago Regional Office, USHUD  
melanie.h.castillo@hud.gov

Ms. Deborah Snyder  
US Army Corps of Engineers,  
Louisville District, Indianapolis Regulatory Office  
RegulatoryApplicationsLRL@usace.army.mil

Bloomington/Monroe County  
Metropolitan Planning Organization (BMCMPO)  
martipa@bloomington.in.gov

Monroe County Board of Commissioners  
ljones@co.monroe.in.us  
jthomas@co.monroe.in.us  
jmadeira@co.monroe.in.us

Monroe County MS4 Coordinator  
storm@co.monroe.in.us

Monroe County Surveyor  
surveyorsOffice@co.monroe.in.us

Monroe County Soil & Water Conservation District  
monroecsoil@gmail.com

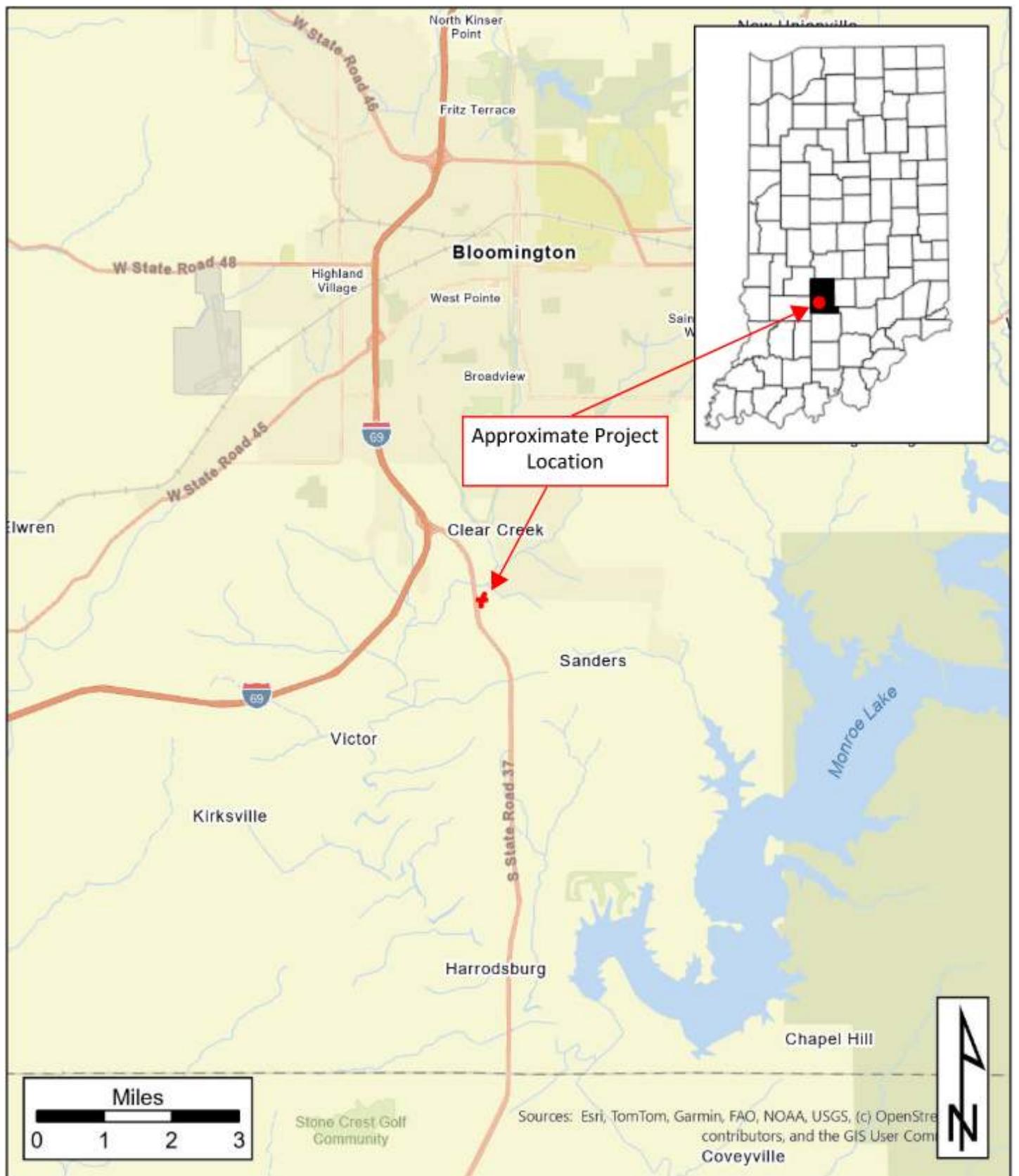
Monroe County Emergency Management Agency  
jneibel@co.monroe.in.us

Monroe County Highway Department  
monroads@co.monroe.in.us

Monroe County Sheriff  
rmarte@co.monroe.in.us

Monroe Fire Protection District  
admin@monroefd.org

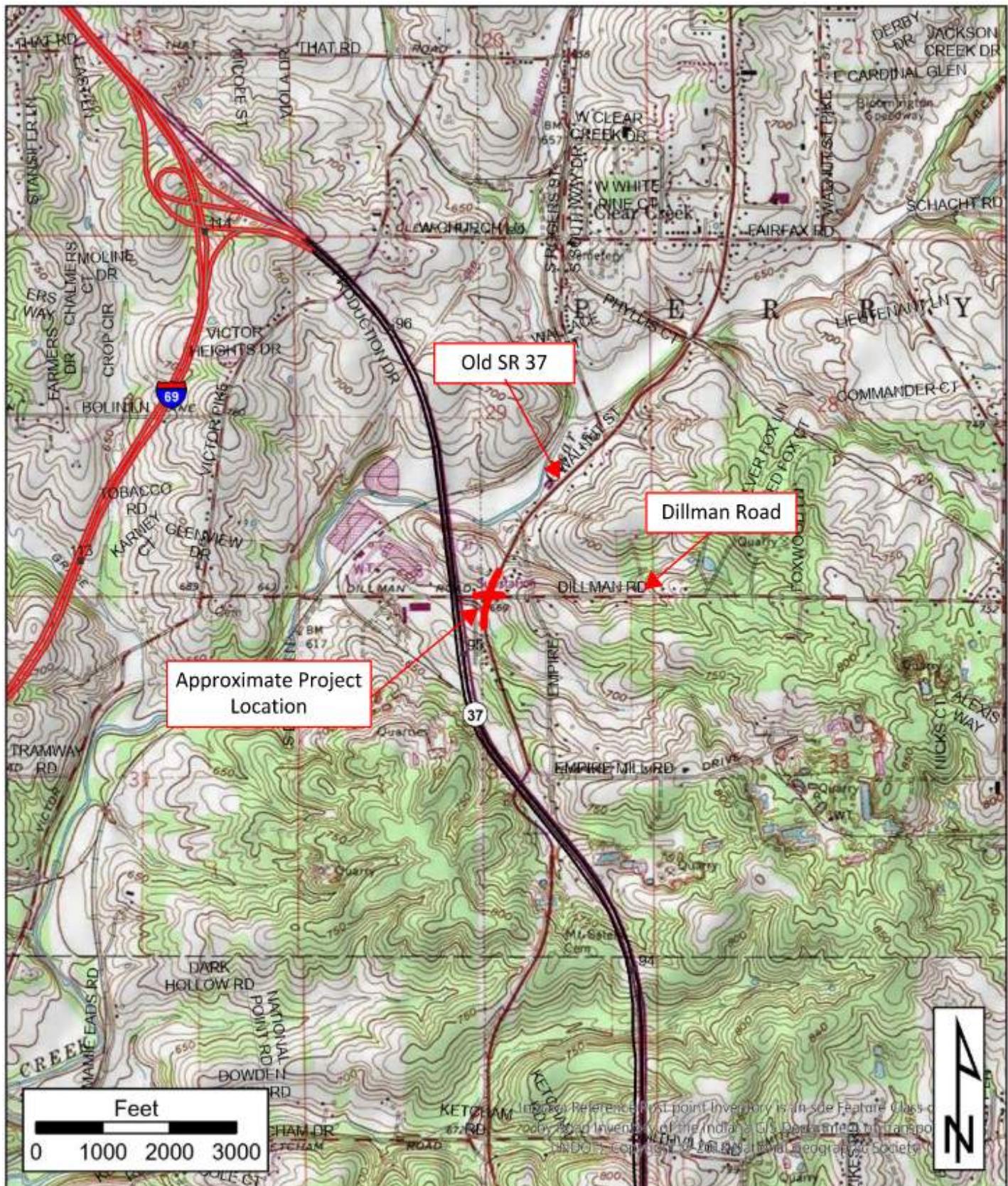
Monroe County Community School Corporation  
mccscsupt@mccsc.edu



Old SR 37 & Dillman Road Intersection Improvement Project  
Old SR 37 & Dillman Road, 0.05 Mile East of SR 37  
Monroe County, INDOT Seymour District  
Des. No.: 2500061

Scale: 1" = 10,500'

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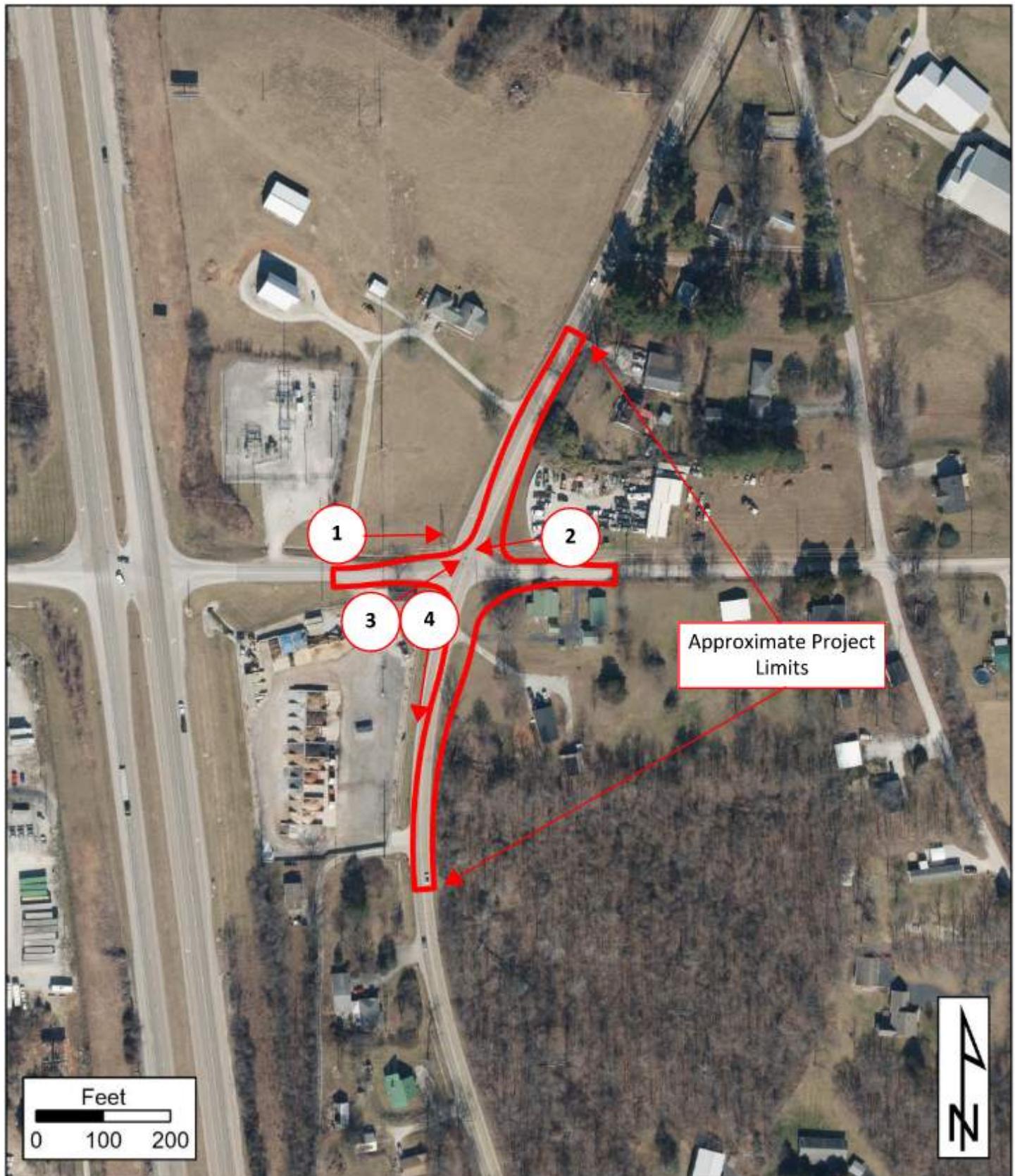


**CDLZ**

Old SR 37 & Dillman Road Intersection Improvement Project  
 Old SR 37 & Dillman Road, 0.05 Mile East of SR 37  
 Monroe County, INDOT Seymour District  
 Des. No.: 2500061

Scale: 1" = 2,000'

Figure 2  
 USGS Topographic Map



**Old SR 37 & Dillman Road Intersection Improvement Project**  
Old SR 37 & Dillman Road, 0.05 Mile East of SR 37  
Monroe County, INDOT Seymour District  
Des. No.: 2500061

Scale: 1" = 200'

Figure 3  
Aerial Photo & Photo Key

**CDLZ**



Photo 1: View looking easterly at intersection along Dillman Road.



Photo 2: View looking westerly at intersection along Dillman Road.

<b>EDLZ</b>	<p>Old SR 37 &amp; Dillman Road Intersection Improvement Project Old SR 37 &amp; Dillman Road, 0.05 Mile East of SR 37 Monroe County, INDOT Seymour District Des. No.: 2500061</p>	<p>Site Photos 5/19/2025</p>
		<p>Figure 4</p>



Photo 3: View looking northeasterly at intersection.



Photo 4: View looking southerly along Old SR 37.

<b>EDLZ</b>	Old SR 37 & Dillman Road Intersection Improvement Project Old SR 37 & Dillman Road, 0.05 Mile East of SR 37 Monroe County, INDOT Seymour District Des. No.: 2500061	Site Photos 5/19/2025
Figure 5		

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



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January 13, 2026

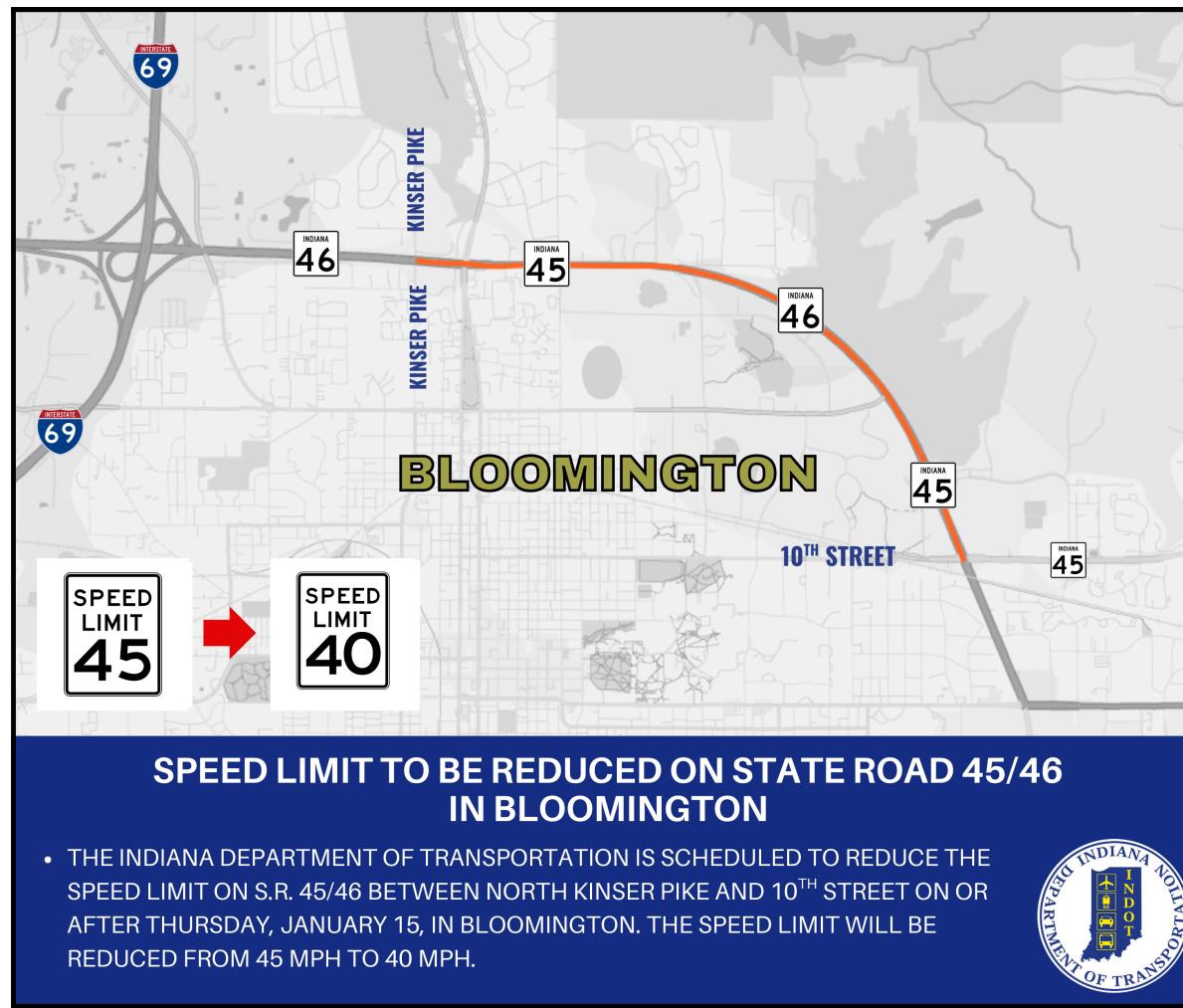
## Speed limit to be reduced on State Road 45/46 in Bloomington

**MONROE COUNTY, Ind.** - The Indiana Department of Transportation is scheduled to reduce the speed limit on State Road 45/46 on or after Thursday, January 15, in Bloomington.

The speed limit will be reduced from 45 mph to 40 mph on S.R. 45/46 between Kinser Pike and 10th Street. The reduced speed limit is intended to improve safety along the corridor.

INDOT reminds drivers to slow down, use extra caution and avoid distractions when traveling in and near work zones. All work is weather-dependent and schedules are subject to change.

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### Stay Informed

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

- Facebook: [facebook.com/INDOTSoutheast](https://facebook.com/INDOTSoutheast)
- Twitter: [@INDOTSoutheast](https://twitter.com/INDOTSoutheast)
- TrafficWise: [511in.org](https://511in.org)
- Mobile App: [iTunes App Store](https://itunes.apple.com/us/app/indiana-transportation/id1000000000000000) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot.transportation)

### 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](http://in.gov/indot).

#### **About Buckle Up Phone Down**

Buckle Up Phone Down is a safety initiative adopted by the Indiana Department of Transportation in late 2023. Unrestrained motorists and passengers, as well as distracted driving continue to be contributing factors in fatal and serious injury crashes on Indiana roadways. Buckle Up Phone Down is one of many efforts to change driver behavior and improve roadway safety across Indiana.

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

#### **Customer Service**

1-855-463-6848

[www.indot4u.com](http://www.indot4u.com)

#### **Media Contact**

Sidney Nierman

812-525-4548

[snierman@indot.in.gov](mailto:snierman@indot.in.gov)

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This email was sent by: Indiana Department of Transportation  
100 N. Senate Ave., Indianapolis, IN, 46204 US

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**TO:** Indiana Department of Transportation (INDOT)

**FROM:** Pat Martin, MPO Director

**DATE:** January 14, 2026

**RE:** Updates made to the BMCMPO FY 2026-2030 BMCMPO Transportation Improvement Program (TIP)

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BMCMPO staff wish to notify INDOT and BMCMPO LPAs of the following updates recently made to the [BMCMPO FY26-30 TIP](#).

The changes made to the TIP, shown below, are considered administrative modifications by the BMCMPO, so they 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).

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).



- City of Bloomington, W 2<sup>nd</sup> Street Modernization and Safety Improvements (R-44765, 2200012):** 1. Add \$490,000 in FY2026 STBG CE phase funds to this project; 2. Decrease FY2026 LOCAL CE phase funds by \$490,000; 3. Decrease FY2026 LOCAL CN phase funds as a result of actual bid results. The \$490,000 in STBG funds being added to this project is coming from the High Street project (2200020), which is shifting to FY2027.

## CURRENT TIP

West 2nd Street Modernization and Safety Improvements							
Lead Agency: City of Bloomington							
<b>Description:</b> 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 desired 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.							
<b>Performance Target:</b> Safety and Reliability							
<b>Contract #:</b> R-44765							
<b>DES#:</b> 2200012							
FUNDING SOURCE	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	\$ 2,595,792					\$ 2,595,792
BMCMPO-CAMPO MPO exchange	CN	\$ 1,179,000					\$ 1,179,000
TA	CN	\$ 389,047					\$ 389,047
CRP	CN	\$ 339,452					\$ 339,452
PROTECT	CN	\$ 124,997					\$ 124,997
<b>TOTALS</b>		<b>\$ 7,743,707</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,743,707</b>
<b>TOTAL PROJECT COST*:</b> <b>\$ 8,473,707</b>							

\*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 approved by the Policy Committee in September 2025 (resolution FY2026-02) to : 1. decrease FY2026 CE LOCAL funds by 10,000; 2. add \$10,000 in FY2026 STBG CE phase funds; 3. decrease 2026 LOCAL CN phase funds by \$3,628,288; 3. increase FY2026 STBG CN phase funds by \$1,595,792; 4. add \$1,179,000 in FY2026 CN phase federal funds from an MPO exchange (see fiscal summary table footnotes for more information); 5. add \$389,047 in TA, \$339,452 in CRP and \$124,997 in PROTECT funds to FY2026 CN phase. Federal and local funds being added to this project are being transferred from the High Street project (2200020).

## PROPOSED CHANGE

West 2nd Street Modernization and Safety Improvements							
Lead Agency: City of Bloomington							
<b>Description:</b> 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 desired 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.							
<b>Performance Target:</b> Safety and Reliability							
<b>Contract #:</b> R-44765							
<b>DES#:</b> 2200012							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ 243,707					\$ 243,707
STBG	CE	\$ 500,000					\$ 500,000
Local Funds	CN	\$ 1,644,712					\$ 1,644,712
STBG	CN	\$ 2,595,792					\$ 2,595,792
BMCMPO-CAMPO MPO exchange	CN	\$ 1,179,000					\$ 1,179,000
TA	CN	\$ 389,047					\$ 389,047
CRP	CN	\$ 339,452					\$ 339,452
PROTECT	CN	\$ 124,997					\$ 124,997
<b>TOTALS</b>		<b>\$ 7,016,707</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,016,707</b>
<b>TOTAL PROJECT COST*:</b> <b>\$ 7,997,779</b>							

\*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 approved by the Policy Committee in September 2025 (resolution FY2026-02) to : 1. decrease FY2026 CE LOCAL funds by 10,000; 2. add \$10,000 in FY2026 STBG CE phase funds; 3. decrease 2026 LOCAL CN phase funds by \$3,628,288; 3. increase FY2026 STBG CN phase funds by \$1,595,792; 4. add \$1,179,000 in FY2026 CN phase federal funds from an MPO exchange (see fiscal summary table footnotes for more information); 5. add \$389,047 in TA, \$339,452 in CRP and \$124,997 in PROTECT funds to FY2026 CN phase. Federal and local funds being added to this project are being transferred from the High Street project (2200020).

NOTE: A change was requested in January 2026 to: 1. Add \$490,000 in FY2026 STBG CE phase funds to this project; 2. Decrease FY2026 LOCAL CE phase funds by \$490,000; 3. Decrease FY2026 LOCAL CN phase funds as a result of actual bid results. The \$490,000 in STBG funds being added to this project is coming from the High Street project (2200020), which is shifting to FY2027.



## **MEMORANDUM**

**To:** BPCMPO Citizens Advisory Committee, Technical Advisory Committee and Policy Committee  
**From:** Pat Martin, Katie Gandhi  
**Date:** January 21, 2026  
**Re:** INDOT Safety Targets for Calendar Year 2026 – Additional Information

---

### **Background**

The national Safety Performance Management System represents a major element of a 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 (<https://www.fhwa.dot.gov/tpm/about/goals.cfm>)

The Safety Performance Management System supports Indiana's 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 ([https://highways.dot.gov/sites/fhwa.dot.gov/files/2025-03/HSIP\\_Report\\_INDIANA\\_2024\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2025-03/HSIP_Report_INDIANA_2024_508.pdf)).

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") must include:

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

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

Indiana's Strategic Highway Safety Plan (SHSP) approved by the Governor, lists a straight line target of 2% reduction in fatal and serious injury crashes per year. The baseline year for this reduction is the 5-year average value for the past five years. INDOT will be using this straight line reduction as a target for each performance measure for each year that the SHSP is active in order to align with the goals set out in this plan.

The SHSP aligns with other statewide planning efforts and provides guidance for statewide traffic safety plans, local plans, as well as guiding the investment of funds for three federally funded programs including:

- The Highway Safety Improvement Program (HSIP) managed by INDOT as established by the Federal Highway Administration (FHWA) that consists of three major components: planning, implementation and evaluation fulfilling the requirements contained in Part 924, Title 23 Code of Federal Regulations (23 CFR 924).
- The Highway Safety Plan (HSP) managed by the Indiana Criminal Justice Institute; and
- The *Commercial Vehicle Safety Plan* (CVSP) managed by the Indiana State Police.

Moreover, the State of Indiana subscribes to the American Association of State Highway Transportation Officials (AASHTO) initiative that sets the ultimate goal of striving **Toward Zero Deaths** (TZD). Within the TZD, objectives are set to help measure progress. Indiana established measurable objectives for 2022 through 2026 to achieve the objective of reducing fatalities and serious injuries to a significant level by 2042 starting from the 2020 levels. For fatalities, the objective is to a decrease from 862 in 2020 to 550 in 2042

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

INDOT submitted to the Federal Highway Administration Calendar Year 2026 Safety Performance Targets for approval as required by federal legislation. These targets are wholly consistent with Indiana's Strategic Highway Safety Plan (SHSP) approved by the Governor and follow Indiana's **Toward Zero Deaths** measurable objectives.

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) approved by the Governor 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 bases 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 recommended by the BMCMPO CAC and TAC Committees.
- Formal BMCMPO Policy Committee adoption of the Indiana Department of Transportation and Indiana Metropolitan Planning Organization safety targets for Calendar Year 2026.

PPM/pm

**RESOLUTION FY 2025-04**

**RESOLUTION TO APPROVE AMENDMENTS TO THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION'S FY 2026– 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** as presented to the BMCMPO Policy Committee on FRIDAY JANUARY 30, 2026.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) 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 BMCMPO 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 BMCMPO Planning Area must be included in the BMCMPO 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 (BMCMPO) responsible for approving changes to the TIP classified by the BMCMPO 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 three (3) 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 30<sup>th</sup> DAY of JANUARY, 2026 by a vote of \_\_\_\_ - \_\_\_\_.

---

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

**ATTEST:**

---

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

**1. City of Bloomington, "High Street Intersection Modernizations and Multiuse Path" (R-44721, 2200020)**

**CURRENT TIP**

<b>High Street Intersection Modernizations and Multiuse Path</b>							
<b>Lead Agency:</b> City of Bloomington							
<b>Description:</b> 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.							
<b>Performance Target:</b> Safety and Reliability							
<b>Contract #:</b> R-44721							
<b>DES#:</b> 2200020							
FUNDING SOURCE	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	\$ -					\$ -
<b>TOTALS</b>		\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
<b>TOTAL PROJECT COST*:</b> \$ 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: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease 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.

**PROPOSED CHANGE - update funding years & funding amounts in the TIP**

<b>High Street Intersection Modernizations and Multiuse Path</b>							
<b>Lead Agency:</b> City of Bloomington							
<b>Description:</b> 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.							
<b>Performance Target:</b> Safety and Reliability							
<b>Contract #:</b> R-44721							
<b>DES#:</b> 2200020							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ -	\$ 350,000				\$ 350,000
STBG	CE	\$ -					\$ -
Local Funds	CN	\$ -	\$ 4,000,000				\$ 4,000,000
STBG	CN	\$ -					\$ -
TA	CN						\$ -
CRP	CN						\$ -
PROTECT	CN						\$ -
<b>TOTALS</b>		\$ -	\$ 4,350,000	\$ -	\$ -	\$ -	\$ 4,350,000
<b>TOTAL PROJECT COST*:</b> \$ 6,593,160							

\*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 approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease 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.

NOTE: A amendment was requested in January 2026, to 1. Remove \$490,000 FY2026 CE phase LOCAL funds. 2. Remove \$10,000 FY2026 CE phase STBG funds. 3. Remove \$3,520,000 FY2026 CN phase LOCAL funds. 4. Remove \$480,000 FY2026 CN phase STBG funds. 5. Add \$350,000 FY2027 CE phase LOCAL funds. 6. Add \$4,000,000 FY2027 CN LOCAL funds.

**2. Indiana Department of Transportation, "Sign Installation & Repair in various locations in the Seymour District," contract 44781, DES #2200005**

**CURRENT TIP**

N/A

**PROPOSED CHANGE – add new project to TIP**

Sign Installation & Repair in various locations in the Seymour District									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44781									
DES#: 2200005									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN		\$ 1,569,361				\$ 1,255,489	\$ 313,872	\$ 1,569,361
<b>TOTALS</b>		\$ -	\$ 1,569,361	\$ -	\$ -	\$ -	\$ 1,255,489	\$ 313,872	\$ 1,569,361
<b>TOTAL PROJECT COST*:</b>									\$ 1,569,361

\*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: INDOT requested on January 5 2026 to add this project to the TIP.

**3. Indiana Department of Transportation, "SR 45 Small Structure Replacement, 5.94 Miles E of SR 45/46 E JCT," DES #2300998**

**CURRENT TIP**

N/A

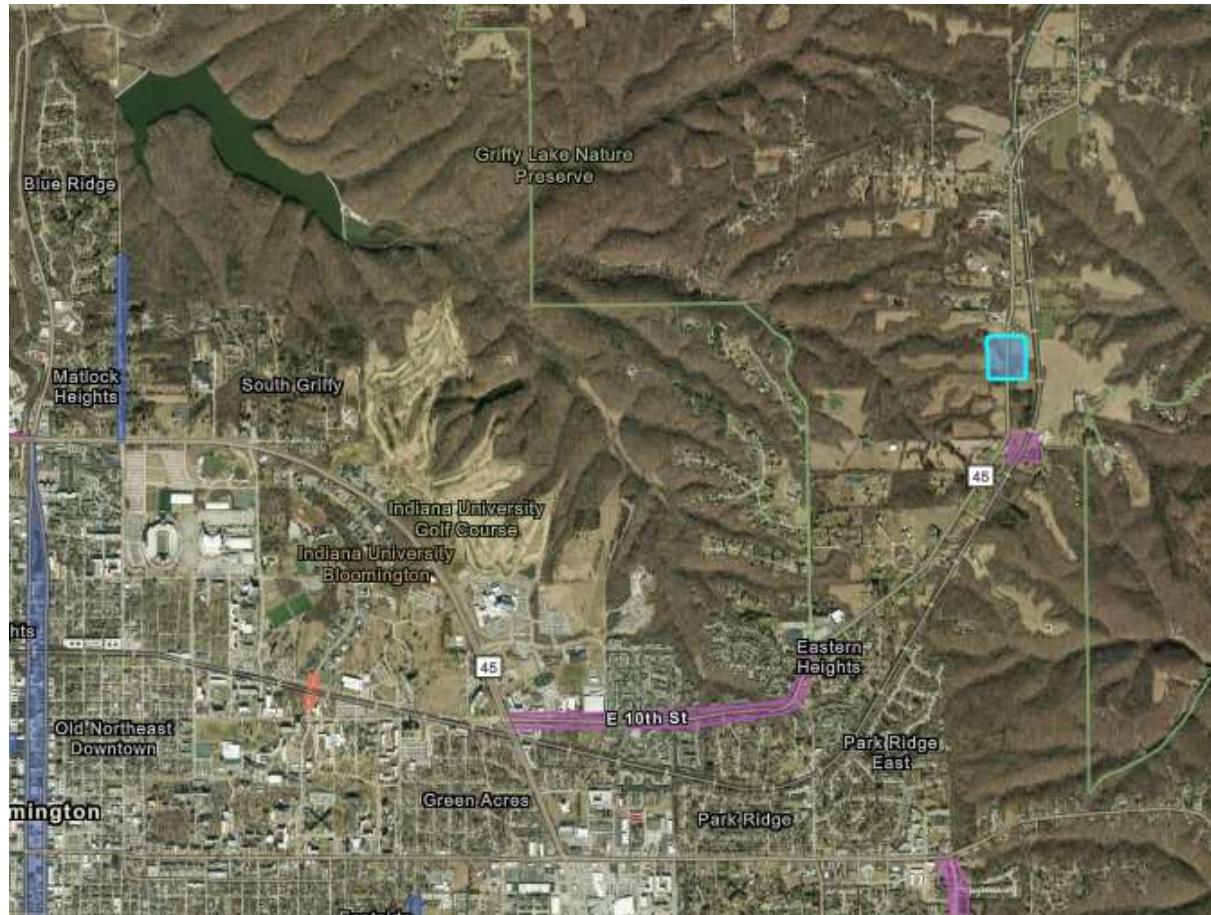
**PROPOSED CHANGE – add new project to TIP**

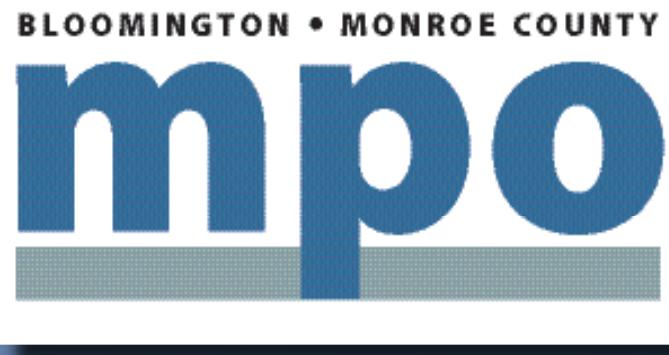
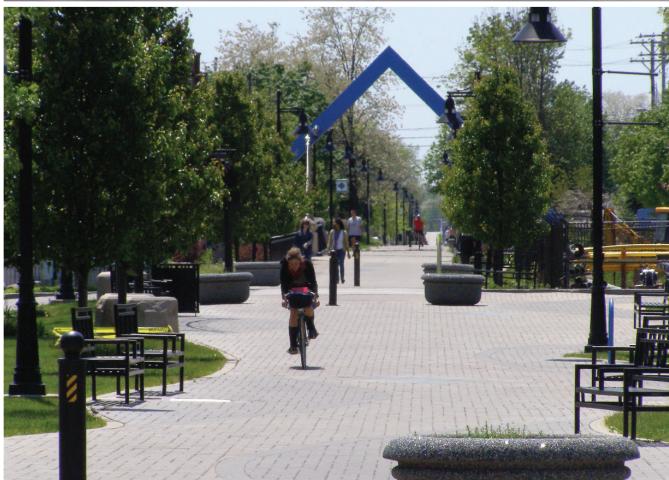
SR 45 - Small Structure Replacement at 5.94 mile E of SR 45/46 junction																	
Lead Agency: INDOT		Replace the existing small metal culvert with a 4' (rise) X 8' (span) precast reinforced concrete box; and, erosion control work (replacing riprap along the SE quadrant).															
Performance Target: Bridge Condition																	
CONTRACT #: 45250																	
LEAD DES #2300998 (SECONDARY DES #2300787 & #2300788)																	
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	LOCAL FUNDING	TOTAL*								
STBG	RW	\$ 15,000					\$ 12,000	\$ 3,000	\$ 15,000								
STBG	CN		\$ 80,000	\$ 559,663			\$ 511,750	\$ 127,913	\$ 639,663								
<b>TOTALS</b>		<b>\$ 15,000</b>	<b>\$ 80,000</b>	<b>\$ 559,663</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 523,750</b>	<b>\$ 130,913</b>	<b>\$ 654,663</b>								
									<b>TOTAL PROJECT COST*: \$ 1,823,688</b>								

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

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

NOTE: INDOT requested in December 2025 to add this project to the TIP. The PE phase took place in FY2025 at a cost of \$1,169,025.





# Unified Planning Work Program

Fiscal Years 2027 - 2028

*Bloomington-Monroe County  
Metropolitan Planning Organization*

Draft  
January 20, 2026

## **ACKNOWLEDGMENT & DISCLAIMER**

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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# Introduction

# Introduction

The FY 2027-2028 *Unified Planning Work Program* (UPWP) fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington/Monroe County Metropolitan Planning Organization (BMCMP) maintains eligibility for Federal transportation funding.

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

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

## Overview

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

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) signed to law on November 15, 2021, currently guides Federal transportation policy and programs related to MPOs. The IIJA provides long-term funding certainty for surface transportation infrastructure planning through the end of Federal Fiscal Year 2027.

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

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users;
- **Security:** Increase the security of the transportation system for motorized and non-motorized users;
- **Mobility/Accessibility:** Increase the mobility and the accessibility of people and freight;
- **Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- **System Integration:** Enhance the integration and connectivity of the transportation system across and between modes for people and freight;

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

The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2027-2028 UPWP satisfies the BMCMPO work program requirement for Fiscal Years 2027 and 2028 (July 1, 2026 to June 30, 2028). **This edition of the BMCMPO UPWP focuses on FY 2027 extending from July 1 2026 to June 30, 2027.**

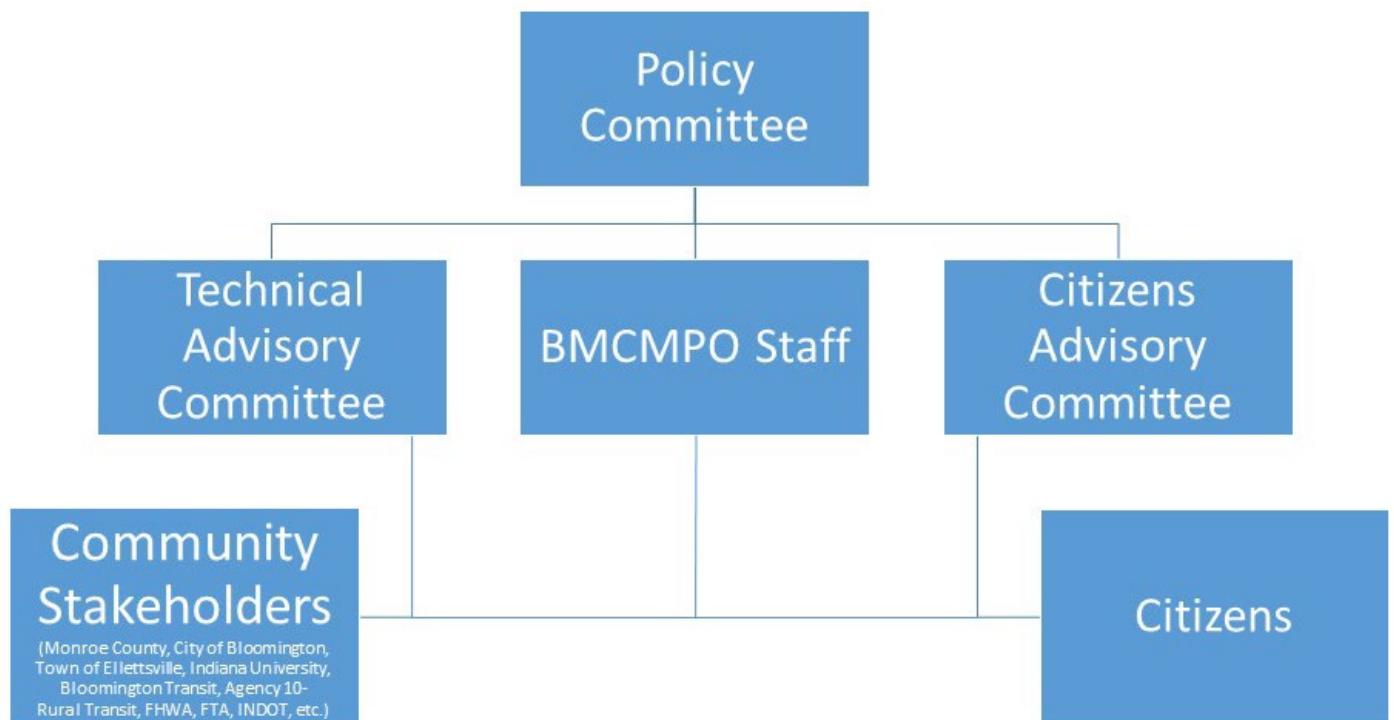
## **BMCMPO Organization and Composition**

The BMCMPO consists of a three-part intergovernmental steering committee with the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning and Transportation Department as the lead staff agency.

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

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

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



## FY 2027 UPWP Planning Focus

The BMCMPO relies on annual planning focal actions within the UPWP to address strategic issues related to national, state, and local transportation planning factors.

Specifically, the BMCMPO will:

### FY 2027-2028 UPWP Planning Focus Topics

1. Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in Title VI and ADA communities. **The BMCMPO will address this focus through Element 501 and Element 503 of the FY 2027-2028 UPWP.**
2. Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management. **The BMCMPO will address this focus through Element 302 and Element 501 of the FY 2027-2028 UPWP.**
3. Promote multiple-occupancy vehicle travel. **The BMCMPO will address this focus through Element 303 of the FY 2027-2028 UPWP.**
4. Offer reduced public transportation fares as appropriate. **The BMCMPO will address this focus with Bloomington Transit through Element 503 of the FY 2027-2028 UPWP.**
5. Target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services. **In coordination with Bloomington Transit, the BMCMPO will address this focus through Element 503 of the FY 2027-2028 UPWP.**
6. Select best practices while developing transit-oriented development including affordable housing strategies and consideration of Title VI and ADA populations. **In coordination with Bloomington Transit, the BMCMPO will address this focus through Element 503 of the FY 2027-2028 UPWP consistent with the framework of current federal and state guidance.**

Below is a list of actions and/or strategies that will advance urban area safety goals, improve accessibility, and ensure equitable outcomes for all residents:

- Support a Transit-Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>. **The BMCMPO will address this focus through Element 503 of the FY 2027-2028 UPWP.**
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery. **The BMCMPO will address focus through Element 301 of the FY 2027-2028 UPWP.**
- Review and/or revise as needed existing documents pertaining to Title VI Implementation, Limited English Proficiency (LEP) assistance, and Title II/Title III ADA procedures (requirements for Places of Public accommodation). **The BMCMPO will address this focus through Element 104 of the FY 2027-2028 UPWP.**

- Maintain current Local Public Agency (LPA) use of Public Right-of-Way Accessibility Guidelines (PROWAG) <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/r3062-public-right-way-accessibility-guidelines-prowag>. **The BMCMPO will address this focus through Element 302 of the FY 2027-2028 UPWP.**
- Review and revise (as needed) the BMCMPO Public Participation Plan and continue the incorporation of tools for meaningful public involvement. **The BMCMPO will address this focus through Element 104 of the FY 2027-2028 UPWP.**
- Develop and facilitate information sessions/training to MPO board members regarding best practice topics. **The BMCMPO will address this focus through Element 101 of the FY 2027-2028 UPWP.**
- Continually review/update metropolitan transportation planning websites and other electronic platforms to ensure accessibility and Section 508 compliance directed by the Rehabilitation Act of 1973. **The BMCMPO will address this focus pertaining to Section 508 (part of a 1998 amendment to the Rehabilitation Act of 1973) through Element 101 of the FY 2027-2028 UPWP.**
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). **The BMCMPO will address this focus through Element 104 of the FY 2027-2028 UPWP.**
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside of motor vehicles. **The BMCMPO will address this focus through Element 302 of the FY 2027-2028 UPWP.**
- Incorporate vulnerable road users (VRU) considerations during planning, project development, and delivery processes. **The BMCMPO will address this focus for Vulnerable Road User (VRU) considerations through Element 302 of the FY 2027-2028 UPWP.**

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. The BMCMPO shall review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The BMCMPO will maintain federal, state, and local agency partnerships to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

Below is a list of FY 2027 actions and/or strategies that will improve and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and engineering staff involved in the NEPA/Environmental review processes, as well as the project design processes. **The BMCMPO will address focus through Element 301 of the FY 2027-2028 UPWP.**
- Continue development and implementation procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, project revisions, and cost estimation practices. **The BMCMPO will address this focus through Element 301 of the FY 2027-2028 UPWP.**
- Develop working groups or committees to disseminate information and best practices related to Federal IIJA regulatory requirements and discretionary grants opportunities/requirements. The **BMCMPO will address this focus through Element 101 of the FY 2027-2028 UPWP.**

# FY 2027-2028 Budget

## Fund Use by Matching Agency

The Fund Use by Matching Agency table below highlights the allocation of Consolidated USDOT Planning Program funding allocations based on the agency using the programmed funds for the BMCMPO staff, Bloomington Transit, consultants/supplies, and contract Service Agreements (e.g., the Monroe County Highway Department and the Bloomington Public Works Department for asset management).

The figures illustrated in the MPO Staff column represent the allocation of resources for individual work elements, including fringe and indirect costs. The Bloomington Transit and Consultant/Supplies columns identify funds set aside for consultant service agreements, the purchase of equipment, and other direct BMCMPO expenses separate from staff costs. The Contract Service Agreement (CSA) column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 2027-2028 UPWP identify additional cost breakdowns of each individual work element.

Work Element		MPO Staff	BT	Cons/Supp	CSA	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>					
	<i>FY 2027</i>	\$173,194	\$0	\$0	\$0	\$173,194
	<i>FY 2028</i>	\$173,194	\$0	\$0	\$0	\$173,194
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
	<i>FY 2027</i>	\$33,961	\$0	\$0	\$0	\$33,961
	<i>FY 2028</i>	\$33,961	\$0	\$0	\$0	\$33,961
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
	<i>FY 2027</i>	\$118,999	\$0	\$0	\$0	\$118,999
	<i>FY 2028</i>	\$118,999	\$0	\$0	\$0	\$118,999
<b>400</b>	<b>Long Range Planning</b>					
	<i>FY 2027</i>	\$3,373	\$0	\$0	\$0	\$3,373
	<i>FY 2028</i>	\$3,373	\$0	\$0	\$0	\$3,373
<b>500</b>	<b>2.5% Set Aside for safe and Accessible Options &amp; Bloomington Transit</b>					
	<i>FY 2027 (2.5% Y410)</i>	\$9,010	\$0	\$0	\$0	\$9,010
	<i>FY 2027</i>	\$28,932	\$52,000	\$0	\$0	\$80,932
	<i>FY 2028 (2.5% Y410)</i>	\$9,010	\$0	\$0	\$0	\$9,010
	<i>FY 2028</i>	\$28,931	\$52,000	\$0	\$0	\$80,931
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
	<i>FY 2027</i>	\$3,118	\$0	\$0	\$0	\$3,118
	<i>FY 2028</i>	\$3,118	\$0	\$0	\$0	\$3,118
<b>TOTAL</b>						
	<i>FY 2027</i>	\$370,587	\$52,000	\$0	\$0	\$422,587
	<i>FY 2028</i>	\$370,587	\$52,000	\$0	\$0	\$422,587
	<b>TOTAL</b>	<b>\$741,174</b>	<b>\$104,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$845,174</b>

## Object Class Budget by Funding Source

The Object Class Budget by Funding Source table shown below highlights **FY 2027** and summarizes FY 2027-2028 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the *BMCMPO FY 2027 Cost Allocation Plan* approved by the Indiana Department of Transportation (INDOT). Funding allocations for BMCMPO staff, Bloomington Transit, Consultants/Supplies, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for additional details on each category.

Object Class		Federal	Local	Total
	<b>Direct Chargeable Salary</b>			
	<i>FY 2027</i>	\$146,482	\$36,620	\$183,102
	<i>FY 2028</i>	\$146,482	\$36,620	\$183,102
	<b>Fringe Expenses</b>			
	<i>FY 2027</i>	\$35,390	\$8,848	\$44,238
	<i>FY 2028</i>	\$35,390	\$8,848	\$44,238
	<b>Indirect Expenses</b>			
	<i>FY 2027</i>	\$126,414	\$31,603	\$158,017
	<i>FY 2028</i>	\$126,414	\$31,603	\$158,017
	<b>Bloomington Transit</b>			
	<i>FY 2027</i>	\$0	\$0	\$0
	<i>FY 2028</i>	\$0	\$0	\$0
	<b>Consultants/Supplies</b>			
	<i>FY 2027</i>	\$880	\$220	\$1,100
	<i>FY 2028</i>	\$880	\$220	\$1,100
	<b>Contract Service Agreements</b>			
	<i>FY 2027</i>	\$0	\$0	\$0
	<i>FY 2028</i>	\$0	\$0	\$0
	<b>TOTAL</b>			
<b>FY 2027</b>		<b>\$309,166</b>	<b>\$77,291</b>	
<b>FY 2028</b>		<b>\$309,166</b>	<b>\$77,291</b>	
<b>TOTAL</b>		<b>\$618,332</b>	<b>\$154,583</b>	

## Summary Budget by Funding Source

The Summary Budget by Funding Source table below highlights **FY 2027** and encapsulates the FY 2027-2028 budget for each of the work elements in the UPWP with elemental federal funding/local match split highlights plus a required 2.5% Safe and Accessible Set Aside requirement. As illustrated in this summary table, the FY 2027 and FY 2028 funding allocations fall within the total available FHWA/FTA federal planning funds assigned to the BMCMPO for specific individual Fiscal Years.

Work Element		Federal	Local	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2027</i>	\$139,435	\$34,859	\$174,294
	<i>FY 2028</i>	\$139,435	\$34,859	\$174,294
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2027</i>	\$27,169	\$6,792	\$33,961
	<i>FY 2028</i>	\$27,169	\$6,792	\$33,961
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2027</i>	\$95,199	\$23,800	\$118,999
	<i>FY 2028</i>	\$95,199	\$23,800	\$118,999
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2027</i>	\$2,699	\$675	\$3,373
	<i>FY 2028</i>	\$2,699	\$675	\$3,373
<b>500</b>	<b>2.5% Set Aside for Safe and Accessible Transportation Options &amp; Bloomington Transit</b>			
	<i>FY 2027</i>	\$33,159	\$8,290	\$41,449
	<i>2.5% Set Aside (Y410)</i>	\$9,010	\$2,253	\$11,263
	<i>FY 2028</i>	\$33,159	\$8,290	\$41,449
	<i>2.5% Set Aside (Y410)</i>	\$9,010	\$2,253	\$11,263
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2027</i>	\$2,494	\$624	\$3,118
	<i>FY 2028</i>	\$2,494	\$624	\$3,118
	<b>TOTAL</b>			
	<i>FY 2027</i>	\$309,166	\$77,291	\$386,457
	<i>FY 2028</i>	\$309,166	\$77,291	\$386,457
	<b>TOTAL</b>	<b>\$618,332</b>	<b>\$154,583</b>	<b>\$772,915</b>

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

The Summary Budget for Active INDOT Purchase Orders table below summarizes the FY 2026 UPWP purchase order reference number, the expiration date of the purchase order, and the estimated balance of the assigned Fiscal Year at the time of the FY 2027-2028 UPWP submission to the Indiana Department of Transportation.

<b>FY 2026 P.O. Balance &amp; Expenditures</b>			
	<b>Expiration Date</b>	<b>P.O. Balance Before FY 2026 Expenses</b>	<b>Anticipated P.O. Balance After FY 2026 Expenses*</b>
<b>FY 2026 P.O.</b>	6/30/2027	\$327,197.00	\$12,000.00
<b>Total</b>		<b>\$327,197.00</b>	<b>\$12,000.00</b>
* The BMCMPO will pursue FY 2026 UPWP carryover funding for the FY 2027 UPWP.			

## Contract Service Agreements

The BMCMPO enters into annual Contract Service Agreements (CSAs) with the Monroe County Highway Department and the City of Bloomington Public Works Department to assist with the completion of specific UPWP work elements and pertaining to asset management when funds become available.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services and follows the scope of work detailed within the final UPWP approved by the BMCMPO Policy Committee. Finally, all entity entering into a CSA with the BMCMPO has responsibility for all “up-front” detailed costs. The table below summarizes the funding allocated for each local agency within the BMCMPO urbanized area boundary defined by the *U.S. 2020 Census of Population*.

Agency	Federal	Local	Total
<b>City of Bloomington Public Works - Asset Management</b>			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
<b>Monroe County Highway Dept. - Asset Management</b>			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
<b>Town of Ellettsville - Asset Management</b>			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
<b>TOTAL</b>			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

# Work Elements

## 100 Administration and Public Participation

## 101 Intergovernmental Coordination

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

### BMCMPO Committees

*See Appendix A for a list of BMCMPO Committees.*

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

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

#### ***Responsible Agency and End Products***

- MPO Staff to conduct up to eleven (11) Policy Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to eleven (11) Technical Advisory Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to eleven (11) Citizens Advisory Committee meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings within the fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in a Federal MPO Certification Review with INDOT, FHWA, and FTA representatives. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Completion: As Required]
- MPO staff to develop and facilitate information sessions/training with MPO board members regarding best practices. [Estimated Completion: Ongoing]
- MPO Staff to coordinate with INDOT, the U.S. Department of Transportation (US DOT) and the U.S. Department of Defense (US DOD) representatives in the transportation planning and

programming process on infrastructure and connectivity needs for the Strategic Highway Network (STRAHNET and <https://www.fhwa.dot.gov/policy/2004cpr/chap18.cfm>) routes and other public roads that connect to US DOD facilities. [Estimated Completion: As Required]

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

## 102 Unified Planning Work Program (UPWP)

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

### BMCMPO Cost Allocation Plan

*See Appendix B for further details.*

MPO Staff will administer all FHWA and FTA planning grants associated with the FY 2027-2028 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2027-2028 UPWP to INDOT for the measurement of MPO activity progress pursuant to the completion of the UPWP.

#### ***Responsible Agency and End Products***

- MPO Staff to develop amendment(s) to FY 2027-2028 Unified Planning Work Program as needed. [Estimated Completion: Q1/FY 2027 through Q4/FY 2027]
- MPO Staff to develop FY 2028 UPWP. [Estimated Completion: Q4/FY 2027]
- MPO Staff to develop the FY 2028 Cost Allocation Plans as part of the UPWP. [Estimated Completion: Q3/FY 2027]
- MPO Staff to prepare and submit the FY 2026 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2027]
- MPO Staff to prepare and submit the FY 2027 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2028]
- MPO Staff to prepare and submit the FY 2027-2028 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY 2027, or with Transportation Improvement Program (TIP) submission]
- MPO Staff to prepare and submit eight (8) UPWP quarterly progress reports to INDOT for review. [Estimated Completion: FY 2027 & FY 2028 Quarterly]
- MPO Staff shall prepare and submit eight (8) UPWP quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY 2027 & FY 2028 Quarterly]

## 103 Staff Training and Education

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

### ***Responsible Agency and End Products***

- MPO Staff will attend the annual Indiana MPO Conference in successive host communities of FY 2027 and FY 2028. [Estimated Completion: Q2/FY 2027 & Q2/FY 2028 Annually]
- MPO Staff may attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) presentations, webinars, classes, and/or conferences and use educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 *Factors Affecting Allowability of Cost*. [Estimated Completion: Ongoing]

## 104 Public Outreach and Public Participation

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

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

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

### ***Responsible Agency and End Products***

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

## Work Element 100 Budget

	Task	FY 2027	FY 2028	Total
<b>101</b>	<b>Intergovernmental Coordination</b>			
	<i>Federal Share</i>	\$75,886	\$75,886	\$151,771
	<i>Local Share</i>	\$18,971	\$18,971	\$37,943
	<b>Total</b>	<b>\$94,857</b>	<b>\$94,857</b>	<b>\$189,714</b>
<b>102</b>	<b>Unified Planning Work Program</b>			
	<i>Federal Share</i>	\$31,228	\$31,228	\$62,456
	<i>Local Share</i>	\$7,807	\$7,807	\$15,614
	<b>Total</b>	<b>\$39,035</b>	<b>\$39,035</b>	<b>\$78,070</b>
<b>103</b>	<b>Staff Training &amp; Education</b>			
	<i>Federal Share</i>	\$12,943	\$12,943	\$25,886
	<i>Local Share</i>	\$3,236	\$3,236	\$6,472
	<b>Total</b>	<b>\$16,179</b>	<b>\$16,179</b>	<b>\$32,358</b>
<b>104</b>	<b>Public Outreach</b>			
	<i>Federal Share</i>	\$19,378	\$19,378	\$38,757
	<i>Local Share</i>	\$4,845	\$4,845	\$9,689
	<b>Total</b>	<b>\$24,223</b>	<b>\$24,223</b>	<b>\$48,446</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$139,435</b>	<b>\$139,435</b>	<b>\$278,871</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$34,859</b>	<b>\$34,859</b>	<b>\$69,718</b>
	<b>TOTAL</b>	<b>\$174,294</b>	<b>\$174,294</b>	<b>\$348,588</b>

# Work Elements

## 200 Data Collection and Analysis

## 201 Traffic Volume Counting

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

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

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

### ***Responsible Agency and End Products***

- MPO staff to perform approximate coverage counts in conjunction with the City of Bloomington Engineering Department. [Estimated Completion: Annually]
- MPO Staff to perform required HPMS traffic counts for INDOT in conjunction with the City of Bloomington Engineering Department. [Estimated Completion: Annually]
- MPO staff to purchase traffic and/or bicycle & pedestrian counting equipment, software (purchase and/or licenses renewals) and supplies to support annual multi-modal traffic counting program needs in conjunction with the City of Bloomington Engineering Department. [Estimated Completion: As Needed]
- MPO staff shall purchase annual software licenses for Adobe software and GIS software as needed for the completion of UPWP Tasks. [Estimated Completion: As Needed]
- The MPO shall rely on INDOT shared access for use of the MS2 TCDS Modern Traffic Analytics traffic count database system (<https://www.ms2soft.com/products/tcds-traffic-count/>) management software, and AASHTOWare Safety platform software for INDOT's Traffic Count Database System (<https://indot.public.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod>). [Estimated Completion: Annually]

## 202 Crash Dashboard

The BMCMPO will produce and continuously updated a BMCMPO Crash Hub and Crash Dashboard (<https://crashhub.bloomington.in.gov/>) with assistance and support from the City of Bloomington, Information & Technology Services Department (<https://bloomington.in.gov/departments/its>).

The identification of locations (intersections, spot locations, corridors) and contributing to aggregate crash data using Indiana State Police data from the intersections within the urban area that includes the identification of associated causal factors found in the Automated Reporting Information Exchange System (ARIES). Crash data analysis allows BMCMPO local jurisdictions to undertake public roadway safety improvements and employ proven FHWA proven safety countermeasures for the evaluation of alternative actions over time. The BMCMPO Crash Dashboard additionally assists with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility. The staff shall further assist with development of Local Road Safety Plans (LRSPs) and Traffic Incident Management (TIM) within the BMCMPO area as necessary.

### ***Responsible Agency and End Products***

- MPO staff, in conjunction with the City of Bloomington ITS Department GIS staff, will maintain and update a CY 2019-2025 countywide *Crash Dashboard* (<https://crashhub.bloomington.in.gov/>) highlighting all crashes, Fatality and Serious Incapacitating injuries (FSI) and Vulnerable Road User (VRU) crashes with overview/trends, and selectors to filter crashes by data range, crash type, location, cause of crash, and serious injuries. Data displays will illustrate in map, density map, and tabular views. [Estimated Completion: Ongoing]
- MPO staff shall correct the GPS locations of ARIES crash records enabling local jurisdictions and the public to view and query GPS-corrected crash data from the *Crash Dashboard for Bloomington-Monroe County*. [Estimated Completion: Ongoing]
- MPO Staff shall assist local public agencies (LPAs) in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries with an emphasis on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, vulnerable road users, vulnerable road user assessments, roadway departures, high frequency corridors, intersections, bicycle-pedestrian focal points, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Annually]
- MPO Staff will consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just-in-time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impact consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for Metropolitan Transportation Plan and Transportation Improvement Program performance measures). [Estimated Completion: Annually]

- MPO staff shall potentially use INDOT's license for MS2 Traffic Crash Location System (TCLS) software module system (<https://www.ms2soft.com/products/tcls-traffic-crash/>) for local system crash rate determinations. [Estimated Completion: Annually]
- MPO staff to support the City of Bloomington Safe Streets and Roads for All (<https://bloomington.in.gov/transportation/ss4a>) Action Plan adopted in December 2024. The SS4A Action Plan includes all components as outlined by the USDOT, including:
  - **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
  - **Planning structure** through a committee, task force, or similar group charged with oversight of the SS4A Action Plan development, implementation, and monitoring.
  - **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries.
  - **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups.
  - **Equity considerations** developed using Title VI and ADA representative processes.
  - **Policy and process assessments** of the current policies, plans, guidelines, and/or standards to identify opportunities to improve them.
  - **Strategy and project selections** that identify a set of projects and strategies that will address the safety problems described in the SS4A Action Plan.
  - **Progress and transparency methods** that measure progress over time after the SS4A Action Plan is developed and adopted.
  - [Estimated Completion: Annually]

### Work Element 200 Budget

	Task	FY 2027	FY 2028	Total
<b>201</b>	<b>Traffic Volume Counting</b>			
	<i>Federal Share</i>	\$5,193	\$5,193	\$10,385
	<i>Local Share</i>	\$1,298	\$1,298	\$2,596
	<b>Total</b>	<b>\$6,491</b>	<b>\$6,491</b>	<b>\$12,982</b>
<b>202</b>	<b>Annual Crash Report &amp; Vulnerable Road Users Assessment</b>			
	<i>Federal Share</i>	\$21,976	\$21,976	\$43,952
	<i>Local Share</i>	\$5,494	\$5,494	\$10,988
	<b>Total</b>	<b>\$27,470</b>	<b>\$27,470</b>	<b>\$54,940</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$27,169</b>	<b>\$27,169</b>	<b>\$54,337</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$6,792</b>	<b>\$6,792</b>	<b>\$13,584</b>
	<b>TOTAL</b>	<b>\$33,961</b>	<b>\$33,961</b>	<b>\$67,922</b>

# Work Elements

**300 Short Range Planning and Management Systems**

## 301 Transportation Improvement Program (TIP)

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

### ***Responsible Agency and End Products***

- MPO Staff to administer the FY 2026-2030 TIP through coordination with LPAs and INDOT, regarding regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes, fiscal management, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO staff will continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices. [Estimated Completion: Ongoing]
- MPO Staff to develop, adopt and administer the FY 2026-2030 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]
- MPO Staff to administer the Quarterly Project Tracking Program for local TIP projects, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2026 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2027]
- MPO Staff to produce the Fiscal Year 2027 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2028]

- MPO Staff will update the adopted BMCMPO *Complete Streets Policy* as necessary to assure safe and adequate accommodations of all users of the transportation system, defined by §11206(a). Staff will identify eligible FY2026-2030 TIP projects for meeting “Increasing Safe and Accessible Transportation Options” compliance requirements and moving beyond information gathering/screening tools to equitable outcomes in project programming and delivery with reliance upon the City of Bloomington’s *Safe Streets for All Action Plan* (<https://bloomington.in.gov/sites/default/files/2024-11/Bloomington%20SS4A%20-%20PC%20Draft%202.pdf>) adopted in FY 2025. [Estimated Completion: Ongoing]

## 302 Highway Safety Improvement Program

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

BMCMPO  
*Vulnerable Road*  
*User Focus*

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

### ***Responsible Agency and End Product***

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

### **303 Transportation Alternatives (TA)**

The Bloomington-Monroe County MPO has an established local Transportation Alternatives (TA) in compliance with current federal legislation and INDOT/FHWA guidance directives. Program revisions reflect TAP guidance directives under current federal legislation. The BMCMPO staff will administer procedures for the solicitation and funding of all LPA TAP projects in compliance with TAP selection criteria.

#### ***Responsible Agency and End Products***

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

## 304 Infrastructure Management Systems

The BMCMPO has historically supported City of Bloomington and Monroe County asset management systems using Contract Service Agreements (CSAs). These respective systems include asset condition data for pavements, signs, and street markings using an appropriate asset management software package thereby allows the respective jurisdictions to develop long term management plans. These asset management systems undergo continuous updating to ensure maintenance of data, quality and conditions.

### ***Responsible Agency and End Products***

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

## **305 Intelligent Transportation System (ITS) Architecture Maintenance**

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

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

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

### ***Responsible Agency and End Product***

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

## 306 Performance Measures

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

**BMCMPO**  
**National Performance**  
**Goals & Measures &**  
**BMCMPO Crash Hub**

The national performance goals for Federal Highway programs include:

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

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

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA has performance measures and final

regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability. INDOT along with the MPOs and FHWA will continue to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information. Data collection and analysis evaluations shall determine the success of established targets. For the FHWA and the FTA to approve any TIP amendments, Indiana MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

The Bloomington-Monroe County area will pursue the achievement of Safe Streets and Roads for All (SS4A) Priorities for Roadway Safety & Safety Performance Measures documented in the FY 2026-2030 TIP involving the identification of High Priority Corridors and Intersections through the Bloomington-Monroe County Crash Hub (<https://crashhub.bloomington.in.gov/>), and the systematic application of FHWA Proven Safety Countermeasures for all High Priority Corridors and intersections leading to measurable annual reductions of fatal and serious injury crashes. The City of Bloomington's vision is zero traffic deaths and serious injuries by 2039.

#### ***Responsible Agency and End Products***

- MPO Staff and the MPO Policy Committee shall support and adopt FHWA and FTA Performance Measures as developed by INDOT in accordance with Federal Rules. [Estimated Completion: Annual]
- The MPO staff will advance local Roadway Safety & Safety Performance Measures with a countywide Crash Hub (<https://crashhub.bloomington.in.gov/>) established in March 2025 by the BMCMPO with support from the City of Bloomington ITS. The Crash Hub provides an in-depth view of all Monroe County motorized vehicles, bicycle, and pedestrian crashes with a GIS-based Crash Dashboard (<https://bloomington.in.gov/arcgis/apps/experiencebuilder/experience/?id=e27a24953eae4dc7beb360639285263a&page=Dashboard>) and a Safe Streets and roads for All (SS4A) Priorities to Roadway Safety link featuring the adopted Safe Streets for All (SS4A) program High Priority Corridors and Intersection safety performance measurement system (<https://experience.arcgis.com/experience/cdc0d14dc107411e81beddd094376b1>).

## Work Element 300 Budget

	Task	FY 2027	FY 2028	Total
<b>301</b>	<b>Transportation Improvement Program</b>			
	<i>Federal Share</i>	\$76,514	\$76,514	\$153,028
	<i>Local Share</i>	\$19,128	\$19,128	\$38,257
	<b><i>Total</i></b>	<b>\$95,642</b>	<b>\$95,642</b>	<b>\$191,285</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>			
	<i>Federal Share</i>	\$4,600	\$4,600	\$9,200
	<i>Local Share</i>	\$1,150	\$1,150	\$2,300
	<b><i>Total</i></b>	<b>\$5,750</b>	<b>\$5,750</b>	<b>\$11,500</b>
<b>303</b>	<b>Transportation Alternatives Program</b>			
	<i>Federal Share</i>	\$4,600	\$4,600	\$9,200
	<i>Local Share</i>	\$1,150	\$1,150	\$2,300
	<b><i>Total</i></b>	<b>\$5,750</b>	<b>\$5,750</b>	<b>\$11,500</b>
<b>304</b>	<b>Infrastructure Management Systems</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b><i>Total</i></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>			
	<i>Federal Share</i>	\$593	\$593	\$1,186
	<i>Local Share</i>	\$148	\$148	\$296
	<b><i>Total</i></b>	<b>\$741</b>	<b>\$741</b>	<b>\$1,482</b>
<b>306</b>	<b>Performance Measures</b>			
	<i>Federal Share</i>	\$8,893	\$8,893	\$17,786
	<i>Local Share</i>	\$2,223	\$2,223	\$4,446
	<b><i>Total</i></b>	<b>\$11,116</b>	<b>\$11,116</b>	<b>\$22,232</b>
	<b><i>TOTAL FEDERAL SHARE</i></b>	<b>\$95,199</b>	<b>\$95,199</b>	<b>\$190,399</b>
	<b><i>TOTAL LOCAL SHARE</i></b>	<b>\$23,800</b>	<b>\$23,800</b>	<b>\$47,600</b>
	<b><i>TOTAL</i></b>	<b>\$118,999</b>	<b>\$118,999</b>	<b>\$237,998</b>

# Work Elements

## 400 Long Range Planning

## 401 2050 Metropolitan Transportation Plan (MTP)

Federal planning requirements stipulate a minimum twenty-year time horizon for the urbanized area Metropolitan Transportation Plan (MTP). The BMCMPO adopted a *2050 Metropolitan Transportation Plan* in FY 2025 as a non-technical, consultant-assisted update given the availability of detailed 2020 Census data. The *2050 Metropolitan Transportation Plan* incorporates an extensive public outreach/input community survey as the significant component of the plan's development. The *2050 Metropolitan Transportation Plan* additionally completed a thorough examination of all required federal and state transportation planning elements consistent with the current Federal IIJA legislation (<https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/>) encompassing all relevant surface travel modes in its evaluation of alternative long-term transportation needs for the Bloomington-Monroe County urbanized area.

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

The BMCMPO maintains an archived TransCAD (<https://www.caliper.com/transcad/default.htm>) travel forecasting model based on 2010 Census data once used to predict travel pattern changes and transportation system use in response to changes in regional development, demographics, and transportation supply.

### ***Responsible Agency and End Products***

- The BMCMPO shall maintain the adopted *2050 Metropolitan Transportation Plan* through ongoing and continuous stakeholder engagement reviews of multimodal transportation needs, recommendations, performance-based planning, and long-term financial management leading to the support of programming of Transportation Improvement Program projects. [Estimated Completion: As Needed]
- The BMCMPO will maintain close working relationships with state and federal partners for the BMCMPO Urbanized Area (UAB) and Metropolitan Planning Area (MPA) boundaries resulting from the 2020 Census data completed in FY 2025, including a review of existing functional classifications producing any needed revisions where necessary. [Estimated Completion: As Needed]

## Work Element 400 Budget

Task		FY 2027	FY 2028	Total
<b>401</b>	<b>2045 Metropolitan Transportation Plan</b>			
	<i>Federal Share</i>	\$2,699	\$2,699	\$5,397
	<i>Local Share</i>	\$675	\$675	\$1,349
	<b><i>Total</i></b>	<b>\$3,373</b>	<b>\$3,373</b>	<b>\$6,746</b>
<b><i>TOTAL FEDERAL SHARE</i></b>		<b>\$2,699</b>	<b>\$2,699</b>	<b>\$5,397</b>
<b><i>TOTAL LOCAL SHARE</i></b>		<b>\$675</b>	<b>\$675</b>	<b>\$1,349</b>
<b><i>TOTAL</i></b>		<b>\$3,373</b>	<b>\$3,373</b>	<b>\$6,746</b>

# Work Elements

## 500 Active Transportation and Bloomington Transit

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

The BMCMPO FY 2027-2028 UPWP shall follow a USDOT directive (through the Indiana Department of Transportation Technical Planning & Programming Division) that the 2.5% Set Aside requirement of the current Infrastructure and Investment Jobs Act (IIJA) “be applied to the consolidated metropolitan planning funds (FHWA PL + FTA 5303)” on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)].

For the purpose of this fulfilling this requirement, the BMCMPO shall rely on the term “Safe Streets and Roads for all (SS4A) and Complete Streets standards or policies” meaning the standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (<https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-24-074.pdf>) and ([https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-02/Complete\\_Streets\\_Tifold\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-02/Complete_Streets_Tifold_508.pdf)), [§ 11206(a)].

The City of Bloomington received a \$1,400,000 Safe Roads and Streets for All (SS4A) Planning and Demonstration grant award from the U.S. Department of Transportation on December 23, 2025, to conduct demonstration or other supplemental planning activities. The City of Bloomington will use this award to complete multiple corridor studies, public engagement, and to begin concept designs for those corridors study. Demonstration activities include a project using hardened centerlines to reduce speeds and temporary conversions of up to five (5) traffic signals to all-way stop control, temporary single lane roundabouts, or both options.

The BMCMPO staff in conjunction with the Bloomington Transportation Commission ([https://bloomington.in.gov/onboard/committees/info?committee\\_id=80](https://bloomington.in.gov/onboard/committees/info?committee_id=80)) will build upon the City of Bloomington’s SS4A Action Plan ([https://bloomington.in.gov/onboard/reports/download?report\\_id=427](https://bloomington.in.gov/onboard/reports/download?report_id=427)). Staff will assist the Commission for the USDOT SS4A Planning and Demonstration grant awarded in December 2025 as needed.

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

### ***Responsible Agency and End Products***

- The BMCMPO shall use at least 2.5% of its consolidated PL funds (PL + FTA 5303) as a Complete Streets/SS4A set-aside for multiple travel modes targeted at people of all ages and abilities. For the purpose of this requirement, the term “Complete Streets standards or policies and SS4A” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [Estimated Completion: Ongoing, As Needed]
- The BMCMPO staff will assist the Commission for the USDOT SS4A Planning and Demonstration grant awarded in December 2025 as needed. [Estimated Completion: Ongoing, As Needed]
- The BMCMPO will continuously review and update the BMCMPO Complete Streets Policy and the SS4A Action Plan that prioritizes and identifies specific project guidance and scoring criteria to improve the safety, health and Title VI and ADA equity, mobility, and accessibility of all public urban area roads and streets as a qualifying action for the IIJA Bipartisan Infrastructure Law. This BMCMPO activity (referenced as a Y410 billing code in FMIS) will represent the BMCMPOs fulfillment for meeting the 2.5% set-aside program requirement. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the BMCMPO will support Monroe County and City of Bloomington consultant-assisted prioritizations for the improvement of safety, mobility, or accessibility of a street or intersection with multiuse trail corridors ([§ 11206(c) and (e)]). [Estimated Completion: Ongoing, As Needed]
- Where appropriate, MPO staff will support the City of Bloomington’s Vision Zero goal and serious injury reductions. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will attend City of Bloomington/Monroe County transportation coordination meetings involving bicycle and pedestrian issues. [Estimated Completion: Monthly, As Needed]
- MPO Staff will conduct Monroe County and City of Bloomington bicycle and pedestrian outreach to targeted urbanized area groups. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will work in collaboration with Monroe County, the City of Bloomington, Indiana University, and INDOT to identify best practice opportunities for bicycle/pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State” for bicycle/pedestrian safety. [Estimated Completion: Ongoing, As Needed]

## 502 Bicycle/Pedestrian Counts

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

### ***Responsible Agency and End Products***

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

## 503 Bloomington Transit Studies

The BMCMPO will assist Bloomington Transit's implementation and undertaking of transit-oriented planning studies during FY 2027-2028 with the following expected outcomes:

- Implementation of *Transform BT 2022-2030* (<https://bloomingtontransit.com/wp-content/uploads/2023/02/Transform-BT-Strategic-Plan.pdf>) strategies and tactics that involve the following:
  - An ongoing transit system fare (<https://bloomingtontransit.com/fares-and-passes/>) review
  - An ongoing continuation of target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services
  - An ongoing continuation of equitable and economically sustainable practices while developing transit-oriented development (TOD) including affordable housing strategies and consideration of identified or potential Title VI and ADA populations.
  - An ongoing continuation of infrastructure development for non-motorized transit system travel, public transportation access, and public transportation service in underserved areas and communities.
- A *Green Line Priority Service Corridor Feasibility Study*, as identified in *Transform BT 2022-2030* with the understanding that some FTA funded discretionary programs include a requirement that selected planning projects such as this must be included in the UPWP upon award or prior to being eligible for pre-award authority. The BMCMPO will incorporate the selected project into the UPWP upon Bloomington Transit's receipt of a discretionary funding award. [Completion: Ongoing, As Needed]
- A Real Estate Appraisal, Real Estate Purchase, and Logistics Feasibility Study examining physical facility expansion/relocation needs as identified in *Transform BT 2022-2030*. [Completion: Continuous through FY 2026]
- An ongoing and periodic review of Bloomington Transit system fares (<https://bloomingtontransit.com/fares-and-passes/>) in accordance with *Transform BT 2022-2030*. [Completion: Ongoing, As Needed]

### **Responsible Agency and End Products**

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

## 504 Bloomington Transit Ridership Counts

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

### ***Responsible Agency and End Products***

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

## Work Element 500 Budget

Task		FY 2027	FY 2028	Total
<b>501</b>	<b>2.5% Set Aside for Safe and Accessible Transportation Options &amp; Bloomington Transit</b>			
	<i>Federal Share</i>	\$28,001	\$28,001	\$56,002
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,453	\$7,453	\$14,906
	<i>Local Share</i>	\$7,000	\$7,000	\$14,001
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$1,863	\$3,726
	<b>Total</b>	<b>\$35,001</b>	<b>\$35,001</b>	<b>\$70,003</b>
	<b>Total 2.5% Set Aside (Billing Code Y410)</b>	<b>\$9,316</b>	<b>\$9,316</b>	<b>\$18,632</b>
<b>502</b>	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$1,809	\$1,809	\$3,618
	<i>Local Share</i>	\$452	\$452	\$905
	<b>Total</b>	<b>\$2,262</b>	<b>\$2,262</b>	<b>\$4,523</b>
<b>503</b>	<b>Bloomington Transit Studies</b>			
	<i>Federal Share</i>	\$4,906	\$4,906	\$9,813
	<i>Local Share</i>	\$1,227	\$1,227	\$2,453
	<b>Total</b>	<b>\$6,133</b>	<b>\$6,133</b>	<b>\$12,266</b>
<b>504</b>	<b>Bloomington Transit Passenger Counts</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$34,717</b>	<b>\$34,717</b>	<b>\$69,434</b>
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,453	\$7,453	\$14,906
	<b>TOTAL LOCAL SHARE</b>	<b>\$8,679</b>	<b>\$8,679</b>	<b>\$17,358</b>
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$1,863	\$3,726
	<b>TOTAL</b>	<b>\$43,396</b>	<b>\$43,396</b>	<b>\$86,792</b>
	<b>Total 2.5% Set Aside (Billing Code Y410)</b>	<b>\$9,316</b>	<b>\$9,316</b>	<b>\$18,632</b>

**Note:** 2.5% Set Aside requirement of the Infrastructure and Investment Jobs Act (IIJA) applied to the BMCMPO consolidated PL funds (PL + FTA 5303) for planning activities to increase safe and accessible options using multiple travel modes for people of all ages and abilities [§ 11206(b)]. The BMCMPO consolidated planning grant total funding (PL+ FTA 5303) for FY 2027 equals \$298,149.02. The 2.5% requirement therefore equals a set aside requirements of \$7,453.73 in federal funds, and a set aside of \$1,863.43 in local matching funds resulting with a FY 2027 set aside sum total equaling \$9,317.16. The BMCMPO FY 2027-2028 UPWP assumes a constant BMCMPO consolidated funding level and 2.5% Set Aside requirement.

# Work Elements

**600 Other Planning Initiatives and Special Projects**

## 601 Title VI and ADA Compliance Plans

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

**BMCMPO**  
Title VI and ADA  
Compliance

### ***Responsible Agency and End Product***

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed.  
[Estimated Completion: Q4/FY 2027 and Q4/FY 2028]

## Work Element 600 Budget

Task		FY 2027	FY 2028	Total
<b>601</b>	<b>Title VI Plans</b>			
	<i>Federal Share</i>	\$2,494	\$2,494	\$4,988
	<i>Local Share</i>	\$624	\$624	\$1,247
	<b><i>Total</i></b>	<b>\$3,118</b>	<b>\$3,118</b>	<b>\$6,235</b>
<b>602</b>	<b>Special Plans</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b><i>Total</i></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>603</b>	<b>Special Studies</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b><i>Total</i></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><i>TOTAL FEDERAL SHARE</i></b>		<b>\$2,494</b>	<b>\$2,494</b>	<b>\$4,988</b>
<b><i>TOTAL LOCAL SHARE</i></b>		<b>\$624</b>	<b>\$624</b>	<b>\$1,247</b>
<b><i>TOTAL</i></b>		<b>\$3,118</b>	<b>\$3,118</b>	<b>\$6,235</b>

# Appendix A

## BMCMPO Committee Membership

## BMCMPO Committee Membership

### Policy Committee

Member	Title	Representing
Lisa Ridge, Chair	Monroe County Highway Director	Monroe County
John Kennedy, PhD., Vice Chair	Citizen	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Susan Weber	Lead Community Planner	FTA - Region V (non-voting)
Margaret Clements, Ph.D.	Plan Commission Member	Monroe County
Kerry Thompson	Mayor	City of Bloomington
Erica Tait	Interim Deputy Division Administrator	FHWA - Indiana Division (non-voting)
Doug Horn	Board of Directors Member	Bloomington PTC
Jillian Kinzie, Ph.D.	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
David G. Henry	County Council Member	Monroe County
Dan Swafford	Town Council Representative	Town of Ellettsville
Jody Madeira, Ph.D.	County Commissioner	Monroe County
Hopi Stosberg	Council President	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington

## Technical Advisory Committee

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

## Citizens Advisory Committee

Member	Representing
John Kennedy, Ph.D., Chair	Council of Neighborhood Associations
Sam Tobin-Hochstadt, Ph.D., Vice Chair	Sycamore Knolls Neighborhood
Sarah Ryterband, M.D.	Prospect Hill Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

## BMCMPO Staff and Program Support Personnel

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

# Appendix B

## **BMCMPO FY 2027 Cost Allocation Plan Approval Letter**



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758 TP  
Indianapolis, Indiana 46204

PHONE: (317) 232-6485

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

January 8, 2026

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

Dear Mr. Martin,

INDOT has reviewed the FY 2027 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2026 through June 30, 2027.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2027 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	86.30%
Indirect	24.16%

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

Sincerely,

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

CC: E. Tait  
P. Story  
R. Nunnally  
J. Mitchell  
File

[www.in.gov/indot](http://www.in.gov/indot)  
An Equal Opportunity Employer

# Appendix C

## Abbreviations

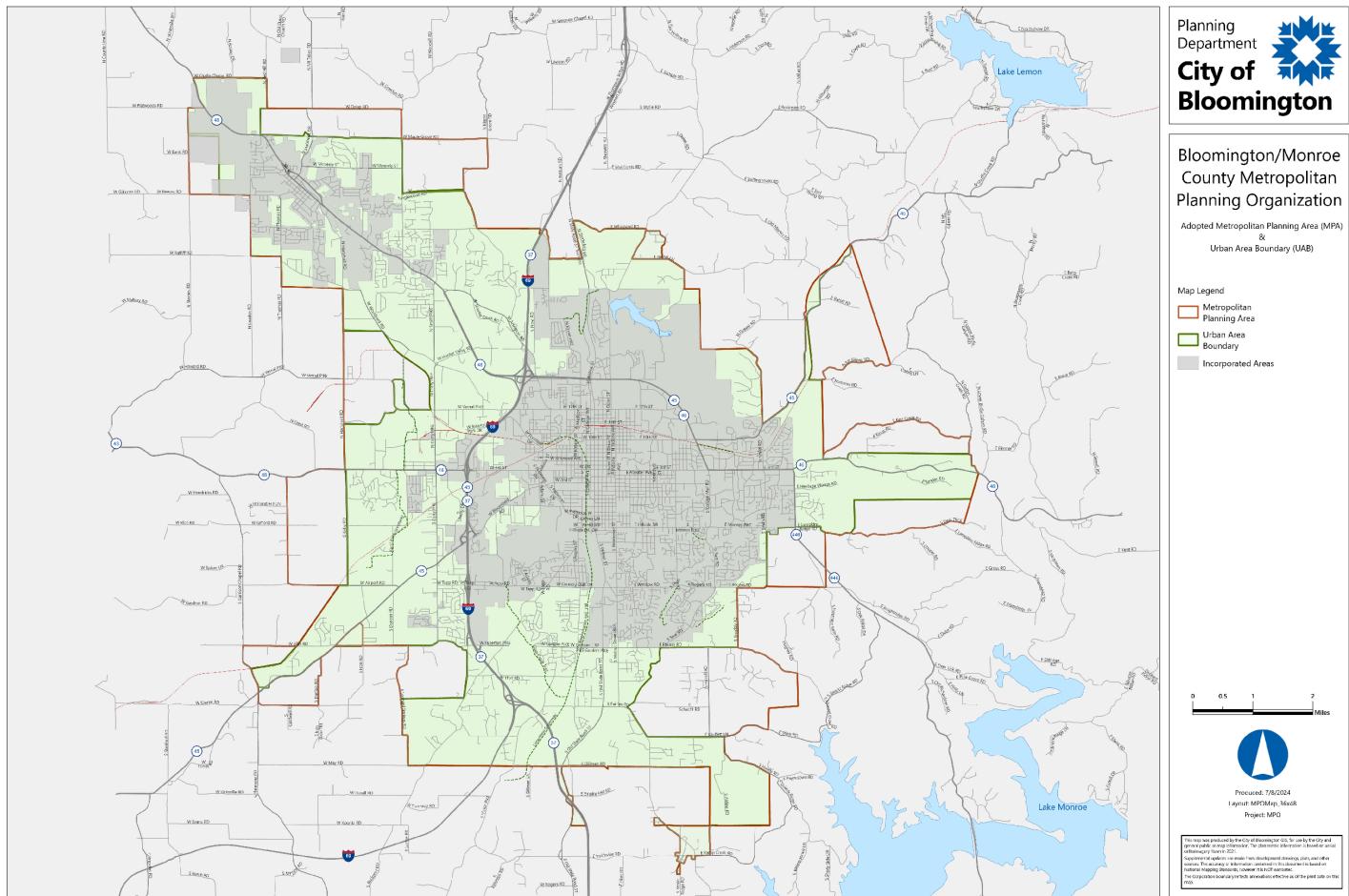
## Key Abbreviations

<b>3-C</b>	Continuing, Comprehensive, and Cooperative Planning Process
<b>ADA</b>	Americans with Disabilities Act
<b>BMCMPO</b>	Bloomington-Monroe County Metropolitan Planning Organization
<b>BT</b>	Bloomington Transit
<b>CAC</b>	Citizens Advisory Committee
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Indiana State Fiscal Year (July 1 through June 30)
<b>GIS</b>	Geographic Information Systems
<b>HPMS</b>	Highway Performance Monitoring System
<b>HSIP</b>	Highway Safety Improvement Program
<b>IIJA</b>	Infrastructure Investment & Jobs Act, Public Law 117-58
<b>INDOT</b>	Indiana Department of Transportation
<b>INSTIP/STIP</b>	Indiana State Transportation Improvement Program
<b>ITS</b>	Intelligent Transportation System
<b>IU</b>	Indiana University
<b>LPA</b>	Local Public Agency
<b>MCCSC</b>	Monroe County Community School Corporation
<b>MPA</b>	Metropolitan Planning Area
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>PC</b>	Policy Committee
<b>PL</b>	Metropolitan Planning Funds
<b>STBG</b>	Surface Transportation Block Grant
<b>TA</b>	Transportation Alternatives
<b>TAC</b>	Technical Advisory Committee
<b>TIP</b>	Transportation Improvement Program
<b>UPWP</b>	Unified Planning Work Program
<b>VMT</b>	Vehicle Miles of Travel
<b>VPI</b>	Virtual Public Involvement

# Appendix D

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

## BBCMPO Metropolitan Planning Area Map



# Appendix E

**Draft FY 2027-2028 Unified Planning Work Program (UPWP)**  
**Legal Notice Publication and Record of Public Comments**

**PUBLIC PARTICIPATION NOTICE**  
**BMCMPO Fiscal Year 2027-2028 UNIFIED PLANNING WORK PROGRAM**

In accordance with its Public Participation Plan, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) will offer a thirty (30) day public review for the Draft Fiscal Year 2027- 2028 Unified Planning Work Program (UPWP). The BMCMPO will accept written comments on the proposed UPWP beginning on January 23, 2026, and ending on February 21, 2026.

The BMCMPO Policy Committee shall vote on adoption of the BMCMPO FY 2027-2028 Unified Planning Work Program at their public meeting held on February 25, 2026 at Bloomington City Hall, Council Chambers, at 401 North Morton Street, Bloomington, Indiana.

The BMCMPO Fiscal Year 2027-2028 Unified Planning Work Program fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington/Monroe County Metropolitan Planning Organization maintains eligibility for Federal transportation funding.

The Fiscal Year 2027-2028 Unified Planning Work Program study area includes the urbanized area of Monroe County, the Town of Ellettsville, and the City of Bloomington. Individuals from all jurisdictions are invited to submit written comments for documentation.

The Fiscal Year 2027-2028 Unified Planning Work Program additionally incorporates a multi-modal transportation approach, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

Copies of the Fiscal Year 2027-2028 Unified Planning Work Program are available for review at:

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

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

Please submit written comments to the address above or by email to: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov).

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

###

## **BMCMPO Draft FY 2027 - 2028 UPWP PUBLICATION RECORD OF PUBLIC COMMENTS**

**Publish Date: January 23, 2026 and January 25, 2026**

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The receipt of Public Comments on the BMCMPO Draft FY2027-2028 Unified Planning Work Program (UPWP) is currently pending until the end of a thirty (30) day public comment period extending from January 23, 2026 to ending on February 21, 2026.

# Appendix F

## BMCMPO Policy Committee Adoption Resolution



## **ADOPTION RESOLUTION FY 2026-XX**

**RESOLUTION ADOPTING THE FISCAL YEAR 2027-2028 UNIFIED PLANNING WORK PROGRAM** as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on February 25, 2026.

**WHEREAS**, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

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

**WHEREAS**, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the Fiscal Year 2027-2028 Unified Planning Work Program

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2027-2028 Unified Planning Work Program*; and
2. That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton

PASSED AND ADOPTED by the BMCMPO Policy Committee upon this 25th day of February 2026.

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Lisa J. Ridge  
BMCMPO Policy Committee Chair

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Attest: Patrick P. Martin  
BMCMPO Senior Transportation Planner



# Appendix G

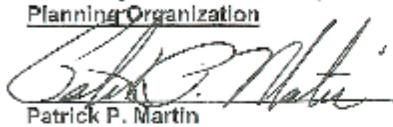
## Self-Certification Statement

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION FY 2026**

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 83;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5322, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114-937) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington Monroe County Metropolitan  
Planning Organization

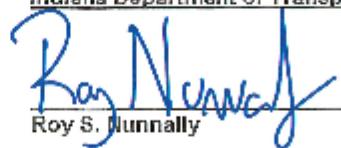


Patrick P. Martin

Senior Transportation Planner  
Title

2/24/2025  
Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT  
Technical Planning & Programming  
Title

2/24/2025  
Date