



# AGENDA

BMCMPO Policy Committee  
Regular Meeting  
Friday February 27, 2026  
10:30 AM

**IN-PERSON LOCATION:** Bloomington City  
Hall – Council Chambers (401 N Morton St)

**VIRTUAL LOCATION:** [Zoom Meeting Link](#) (Meeting ID: 819 5291 8056 | Passcode: BMCMPO)

**MEETING RECORDINGS:** The City offers virtual options, including CATS public access television (live and tape delayed) found at <https://catstv.net>

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

## AGENDA

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda – Friday February 27, 2026\* *PACKET PAGES 1-2*
- III. Election of Calendar Year (CY) 2026 Policy Committee Officers\*
  - a. Vice-Chair
- IV. Approval of Minutes – Friday January 30, 2026\* *PACKET PAGES 3-6*
- V. Communications from the Chair and Vice Chair
- VI. Reports from Officers and/or Committees
- VII. Reports from the MPO Staff
  - a. *Resource:* INDOT Innovative Intersection & interchange Map. This map includes location information INDOT's existing innovative intersections and interchanges. It also includes educational materials that break down each type of intersection and interchange for those interested in learning more. Learn more: [bit.ly/INDOTInnovativeMap](http://bit.ly/INDOTInnovativeMap)
  - b. *Public Input Opportunity:* INDOT is seeking public comment on the draft Planning Public Involvement Plan (PPIP). Review the draft document at <https://bit.ly/46OsyEP> and ask questions or provide feedback at [bit.ly/INDOTPPIP](http://bit.ly/INDOTPPIP) by Friday March 13, 2026. *PACKET PAGES 7-8*
  - c. *Information:* BMCMPO FY2026 TIP annual allocations, programming, spending summary *PACKET PAGES 9*
  - d. *Information:* BMCMPO Historical Designation Documentation *PACKET PAGES 10-20*
  - e. *Information:* project updates for TIP projects [[project locations](#); [project status/letting dates](#)]
- VIII. Old Business

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

- a. FY2027-2028 Unified Planning Work Program (UPWP) *PACKET PAGES 25-96*
  - 1) FHWA-FTA-INDOT February 5, 2026 review comments *PACKET PAGES 21-24*
  - 2) Request for approval of FY2027-2028 UPWP\*

#### IX. New Business

- a. BMCMPO FY 2026-2030 TIP Amendments – Resolution FY2026-05\* *PACKET PAGES 97-98*
  - (1) *New Project: Bloomington Transit, Purchase New Buses*

#### X. 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.*

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

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

#### XII. Upcoming Meetings

- a. Technical Advisory Committee: Wednesday March 25, 2026 at 10:00 a.m. (Hybrid)
- b. Citizens Advisory Committee: Wednesday March 25, 2026 at 5:30 p.m. (Hybrid)
- c. Policy Committee: Friday March 27, 2026 at 10:30 a.m. (Hybrid)

#### XIII. Adjournment

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact Melissa Hirtzel at [hirtzelm@bloomington.in.gov](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 Policy Committee Members (PC). Note that PC members are assigned their place on this committee based on their role and members do not have a set term expiration date.*

- Adam Wason, City of Bloomington Director of Public Works
- Cecilia Godfrey, Federal Transit Administration [non-voting]
- Dan Swafford, Town of Ellettsville Town Council
- David Henry, Monroe County Council
- Doug Horn, Bloomington Transit
- Erica Tait, Federal Highway Administration Indiana Division [non-voting]
- Hopi Stosberg, City of Bloomington, Common Council (alternate representation)
- John Kennedy, Citizen Advisory Committee [vice-chair]
- Jason Banach, Indiana University
- Steve Bishop, City of Bloomington, Plan Commission (alternate representation)
- Julie Thomas, Monroe County, County Commissioners
- Kerry Thomson, City of Bloomington Mayor
- Lisa Ridge, Monroe County, Highway Department, Director [chair]
- Scott Faris, Monroe County, Plan Commission, President
- Tony McClellan, Indiana Department of Transportation, Seymour District

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



# Minutes

BMCMPO Policy Committee

Regular Meeting

Friday January 30, 2026

10:30 am

## MINUTES

[LINK TO MEETING PACKETS](#)

[LINK TO MEETING RECORDINGS](#)

**Members Present:** Andrew Cibor, Doug Horn, Hopi Stosberg, Jason Banach, John Kennedy, Julie Thomas (V) (departed meeting at 12pm), Linnea Wellings, Lisa Ridge, Nate Nickel, Scott Faris

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

**Guests:** None.

I. Call to Order and Introductions

**Meeting convened at 10:30am with Ridge, Chair, presiding.**

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

**Faris moved for approval of the meeting agenda. Horn seconded. MOTION CARRIED by a voice vote (10-0).**

III. Election of Calendar Year (CY) 2026 Policy Committee Officers\*

- a. Chair
- b. Vice-Chair

**Faris moved to nominate and elect Lisa Ridge as CY 2026 Chair of the Policy Committee. Thomas seconded. Ridge accepted the nomination. MOTION CARRIED by a voice vote (10-0).**

**Thomas moved to table the Vice Chair election until next meeting. Faris seconded. MOTION CARRIED by a voice vote (10-0).**

***NOTE: It was stated at this meeting that if Ridge cannot attend the meeting as chair and sends a proxy, her proxy may chair the meeting. However, per BMCMPO bylaws (2.3 D), if the Chair of the Policy Committee is absent, the Vice-Chair shall conduct the meeting, even if the Chair designates a proxy.***

IV. Approval of Minutes – December 12, 2025\* *PACKET PAGES 4-7*

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

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401 N. Morton Street ▪ Suite 130 ▪ Bloomington, IN 47404 ▪ Web: [www.bloomington.in.gov/mpo](http://www.bloomington.in.gov/mpo)

Ph: (812) 349-3423 ▪ Fax: (812) 349-3535 ▪ Email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

Faris moved for approval of the December 12, 2025 meeting minutes. Cibor seconded.  
**MOTION CARRIED by a voice vote (10-0).**

- V. Communications from the Chair and Vice Chair
- a. **Kennedy stated that the election of CY 2026 officers for the CAC was tabled until next meeting.**
  - b. **Kennedy stated that the CAC recommended approval of the TIP amendments and reviewed and recommended approval of the UPWP.**
  - c. **Ridge thanked Paul Satterly for serving on the TAC for the last TAC!**
- VI. Reports from Officers and/or Committees
- a. **Nickel stated that the TAC elected John Baeten (City of Bloomington) as Chair and Jane Fleig (City Bloomington) as Vice Chair. The TAC said goodbye to The TAC recommended approval of the TIP amendments.**
- VII. 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 8-15**  
**Staff shared that this is a project that will received federal funds through the MPO in FY2026, 2027 and 2028. The project's preferred alternative is a roundabout. Horn mentioned that the road is used by long wheel-base vehicles and tractor trailers and asked if that will be taken into consideration when designing the size of the roundabout. Discussion ensued.**
  - b. INDOT press release regarding a new speed limit reduction on SR 45/46 bypass, dated January 13, 2026 **PACKET PAGES 16-18**  
**MPO staff also emailed this information to committees on the date the press release occurred. Staff stated that the speed limit reduction will take place between Kinser Pike and 10<sup>th</sup> St. Faris asked why they made this change. Discussion ensued.**
  - c. BMCMPPO FY 2026-2030 TIP Administrative Modifications, submitted January 14, 2026 **PACKET PAGES 19-20**  
**MPO staff explained this is a modification is to add federal MPO funds to the W 2<sup>nd</sup> Street project, the funds that could not be used for High St in this fiscal year.**
  - d. Public meeting open door, zoom and onboard updates, per City of Bloomington ITS Department December 2025 communication  
**Staff will need to work on making adjustments to documents in the future to make them more accessible. ITS has also enable the attendee recording feature in zoom meetings, which will allow attendees to record the meeting. Meeting hosts are also now being told to allow all AI transcription bots into the meetings to transcribe meetings. Horn asked if the recording abilities that will be permitted through Zoom include video, and if it's possible for us to be made aware by the**

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

**attendee that they are recording. Horn would like to know if his image and voice is being recorded by someone other than the public domain.**

- e. Project updates for local LPA-led projects using federal funding allocated through the BMCMPPO and for INDOT-led projects in Monroe County. [[TIP project map](#)] [[TIP project status & letting dates](#)]

**MPO staff shared updates about the following projects: INDOT’s SR45/10th project (and the oak trees that have been flagged recently by INDOT for removal for the project), Old SR 37 and Dillman, High Street project, Eagleson Avenue Bridge over the Indiana Railroad, and Rockport Bridge #308.**

#### VIII. Old Business

- a. INDOT CY2026 Safety Targets\* *PACKET PAGES 21-23*

**MPO staff shared the memo in the packet, which contains additional information about the targets, as well as additional supporting data on the screen regarding safety targets across all states in the US, as well as state targets, averages, and methodologies. Faris asked what the compliance penalties are if the state fails to meet the statewide targets and if we can challenge it. Stosberg asked how hard it would be to create our own local targets and stated that even if we can’t formally adjust the state targets we should track ours at a local level so we know how we’re doing. Nickel shared the language the TAC has used in the past when approving the statewide safety targets. Horn requested that the MPO work towards developing a local set of goals. Discussion ensued. PC agreed that the next step is to work towards establishing our local goals and including the other committees in that discussion.**

**Stosberg moved “to approve the INDOT CY2026 Safety Targets as presented and strive locally to exceed these targets; and, that over the next year the BMCMPPO pursue specific metropolitan planning area goals related to serious injury and fatality crashes, to work toward a goal of zero serious injury and fatal crashes.” Faris seconded. Motion carried by a voice vote (8-0). Wellings abstained.**

#### IX. New Business

- a. BMCMPPO FY 2026-2030 TIP Amendments – Resolution FY2026-04\* *PACKET PAGES 24-27*

- (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*

**Horn moved for approval of all three BMCMPPO FY 2026-2030 TIP Amendments. Cibor seconded. Motion carried by a voice vote (9-0).**

- 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 27th 2026 Policy Committee meeting* **PACKET PAGES 28-96**

**MPO staff introduced the draft of the FY2027-2028 UPWP document and highlighted sections of the document. Staff noted that the budget decreased for FY2027 by 16% since FY2026; therefore, the contract service agreements with Monroe County, City of Bloomington, and Bloomington Transit are proposed to be eliminated from the budget. Please share public comment period with those who might be interested. Discussion ensued.**

- X. 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**
  
- XI. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
  - a. Communications  
**(1) Nickel complimented and thanked all entities who participated in the moving of snow over the past weeks!**
  - b. Topic Suggestions for Future Agendas  
**(1) None**
  
- XII. Upcoming Meetings
  - a. Technical Advisory Committee: February 25, 2026 at 10:00 a.m. (Hybrid)
  - b. Citizens Advisory Committee: February 25, 2026 at 5:30 p.m. (Hybrid)
  - c. Policy Committee: February 27, 2026 at 10:30 a.m. (Hybrid)

### XIII. Adjournment

**Meeting adjourned at 12:35pm.**

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

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### **INDOT is seeking public comment on the updated Planning Public Involvement Plan (PIIP)**

Last updated in 2023, the [PIIP](#) outlines strategies for public and stakeholder engagement in transportation planning and programming. It serves as INDOT's guidebook for conducting public involvement across numerous planning activities, including the STIP and LRTP, as well as modal, freight, corridor, and safety plans.

The 30-day public comment period begins **February 11th, 2026** and ends **March 13th, 2026**.

Please review [the document](#) and submit comments via the public [comment form](#), email to Cat Seely, [cseely@indot.in.gov](mailto:cseely@indot.in.gov) or by mail to:

Cat Seely, Technical Planning & Programming  
IGCN 758-TE  
100 N. Senate Ave.  
Indianapolis, IN 46204

Thank you for your feedback!



855-463-6848

**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).



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BMCMPPO FY2026 FEDERAL FUND ALLOCATIONS										
	STBG	CMAQ	HSIP	TA	Section 164 HSIP	CRP	PROTECT	TIFIA STBG*	TIFIA TA*	TOTAL
<b>SFY2026 Anticipated Funding Levels provided by INDOT, as of 12-2024</b> [the TIP approved by the committee in March 2025 used these numbers]	\$ 3,095,792	\$ -	\$ 558,774	\$ 389,047	\$ 132,601	\$ 339,452	\$ 124,997	\$ -	\$ -	\$ 4,640,663
<b>SFY2026 Estimate Funding Levels provided by INDOT, as of 5-2025</b>	\$ 3,054,237	\$ -	\$ 551,274	\$ 383,825	\$ 130,821	\$ 334,895	\$ 123,319	\$ -	\$ -	\$ 4,578,371
<b>SFY2025 Adjustments provided by INDOT, as of 5-2025</b> [difference between FY2025 ESTIMATE spending authority and FY2025 FINAL share]	\$ (110,672)	\$ -	\$ (228,963)	\$ (23,208)	\$ (54,230)	\$ (20,251)	\$ (76,044)	\$ 314,445	\$ 43,350	\$ (155,573)
<b>SFY2026 Estimate Starting Numbers provided by INDOT, as of 5-2025</b> [SFY2026 estimate funding levels as of 5-2025 less SFY2025 adjustments]	\$ 2,943,565	\$ -	\$ 322,311	\$ 360,617	\$ 76,591	\$ 314,644	\$ 47,275	\$ 314,445	\$ 43,350	\$ 4,422,798
<b>BMCMPPO-CAMPO MPO exchange, finalized 4-2025</b>	\$ 1,179,000									\$ 1,179,000
<b>SFY2026 FINAL starting numbers</b> [SFY2026 estimate starting levels as of 5-2025 less/add MPO exchanges]	\$ 7,066,130	\$ -	\$ 644,622	\$ 721,234	\$ 153,182	\$ 629,288	\$ 94,550	\$ 628,890	\$ 86,700	\$ 5,601,798

FY2026 AWARDED PROJECT FUNDING (as of TIP adopted 3-2025)					ACTUAL FY2026 SPENDING (as of 1-31-2026)		
PROJECT DESCRIPTION	DES#	PROJECT PHASE	TOTAL BY PHASE	TOTAL BY PROJECT	DATE OF FUNDING LETTER	FUNDING LETTER AMOUNT	TOTAL BY PROJECT
Downtown Curb Ramps - Phase 5** [City of Bloomington]	2500479	PE	\$ 209,875	\$ 209,875	N/A	\$ -	\$ -
High Street Intersection Modernization & Multiuse Path*** [City of Bloomington]	2200020	CN	\$ 2,949,288	\$ 2,949,288	N/A	\$ -	\$ -
W 2nd Street Road Reconstruction [City of Bloomington]	2200012	CE	\$ -	\$ 1,000,000	September 2025	\$ (10,000)	\$ (5,120,298)
		CN	\$ 1,000,000		January 2026	\$ (482,010)	
			October 2025		\$ (4,628,288)		
Old SR 37 South and Dillman Road Intersection Improvement [Monroe County]	2500061	PE	\$ 481,500	\$ 481,500	November 2025	\$ (481,500)	\$ (481,500)
<b>TOTAL AWARDED PROJECT FUNDING</b> in this particular year, equivalent to the SFY2026 Anticipated Funding Levels provided by INDOT, as of 12-2024				<b>\$ 4,640,663</b>	<b>CURRENT BALANCE</b> SFY2026 FINAL STARTING NUMBERS total (\$5,601,798) less funding letter amounts		<b>\$ -</b>
						<b>% OBLIGATED</b>	<b>100%</b>

\*\*Downtown Curb Ramps phase 5 PE phase expected to receive \$209,875 HSIP/Sec 164 funds. However, as of 2-2026, annual BMCMPPO allocations are 0% spent. This is likely because adjustments to the TIP weren't made after start of state fiscal year, once starting numbers were given to us. Also, in previous years, we didn't adjust the TIP because INDOT permitted overspending by small amounts. However, this year were not able to spend beyond our actually estimate starting numbers. Because of this, Monroe County received all the available BMCMPPO HSIP/Sec 164 funds because they submitted their funding request before this was realized and before #2500479 submitted their funding letter.

\*\*\*High Street Intersection Modernization & Multiuse Path was unable to utilize its awarded FY2026; its funds were reassigned mid-fiscal year to the W 2nd Street Road Reconstruction project.

MEMORANDUM OF UNDERSTANDING FOR  
COORDINATION OF THE CONTINUING TRANSPORTATION  
PLANNING PROCESS FOR THE URBANIZING AREA  
OF  
BLOOMINGTON AND MONROE COUNTY, INDIANA

WHEREAS, Bloomington and portions of Monroe County are approaching an urbanized population and character of a community in excess of 50,000 people, and

WHEREAS, the Federal-Aid Highway Act of 1962, hereinafter referred to as the "Act", provides that:

"It is declared to be in the national interest to encourage and promote the development of transportation systems embracing various modes of transport in a manner that will serve the States and local communities efficiently and effectively. To accomplish this objective, the Secretary shall cooperate with the States, as authorized in this title, in the development of long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary shall not approve under Section 105 of this title any program for projects in any area unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section;" and,

WHEREAS, it is of mutual benefit to State and local governments, and in the best interest to comply with the requirements of the "Act;" and

WHEREAS, planning and programming regulations have been jointly issued by the Federal Highway Administration and Urban Mass Transportation Administration under the provisions of Title 23 U.S. Code and the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, these regulations call for an Agreement or Memorandum of Understanding between the State Highway Agency and the participating local units of government, defining the responsibilities for cooperatively carrying out the process; and

WHEREAS, it is the intent of the local officials to establish the Bloomington/Monroe County Transportation Planning Study Policy Committee, hereafter referred to as the Policy Committee, to coordinate local planning responsibilities in this process and to cooperate with the Indiana State Highway Commission (I.S.H.C.); and

WHEREAS, under the provisions of Indiana Statutes, there exists with the cooperating local entities, the responsibility for the preparation of transportation plans for streets and highways within the urbanized area:

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL BENEFITS and the provisions, promises, and considerations herein provided to satisfy the requirements for a "Memorandum of Understanding," the parties hereto agree as follows:

THE LOCAL OFFICIALS agree to maintain Policy and Technical Committees, or their equivalent, to guide the transportation planning process, as well as a citizen participation mechanism; and

THE LOCAL OFFICIALS agree to maintain an organizational arrangement which provides for the representation of all principal elected officials of the general purpose local governments within the urbanized area, and to provide a forum for cooperative decision making by said governmental entities; and

THE LOCAL OFFICIALS agree that in the organization of a policy making mechanism, in addition to representation of principal elected officials, the committee structure shall provide, as appropriate and desired, for the involvement of State, Federal and other special purpose governmental entities, although not limiting the membership, initial anticipated representation on the Policy Committee is as follows:

- . Mayor of Bloomington
- . President of Monroe County Commissioners
- . President of Monroe County Council
- . President of Bloomington City Council
- . President of Monroe County Plan Commission
- . President of Bloomington Plan Commission
- . President of Region 10 Plan Commission
- . Representative of Indiana University
- . Representative of the Indiana State Highway Commission
- . Representative of the Federal Highway Administration (Non Voting)

THE LOCAL OFFICIALS in cooperation with the participating local agencies agree that they have prime responsibility for the provision of local staff support to ensure the development and maintenance of said transportation planning process, including, but not limited to:

1. Preparation of a Prospectus and Overall Planning Work Program, or their equivalent

2. Endorsement of short and long-range transportation plans from the process
3. Development and endorsement of a Transportation Improvement Programs
4. Actions necessary to achieve coordination with air quality, water quality, and other local comprehensive planning programs; and

THE ISHC agrees to participate and cooperate in the continuing, comprehensive, and cooperative transportation planning process by: (1) Providing in-house staff liaison support, (2) Fulfilling State administrative responsibilities for the use of HP&R funds, (3) Participating on the committees and sub-committees of the local transportation planning process, and (4) Accomplishing with ISHC staff or consultant assistance such specific tasks as may be agreed to and identified in subsequent work programs:

THE PARTIES agree that in carrying out their responsibilities, these responsibilities will be accomplished in accord with the delegations and procedures set forth in the Indiana State Action Plan, as amended; and

IT IS AGREED that this Memorandum shall extend for a period beginning on the date of execution by the last of the parties and ending on June 30, 1979. Thereafter, it shall be mutually considered as being automatically extended for periods of one year, unless terminated by a 30-day written notice by either signatory party, or amended by mutual consent.

BE IT FURTHER KNOWN that it is expected this Memorandum will be superseded by an ISHC-Metropolitan Planning Organization agreement if and when the study area is declared an urbanized area and a Metropolitan Planning Organization designated by the Governor.

IN WITNESS THEREOF, the undersigned members of the ISHC and participating local units of government have executed this Memorandum of Understanding on the dates indicated.

Indiana State Highway Commission

Attest: \_\_\_\_\_

Executed by: \_\_\_\_\_ Date \_\_\_\_\_  
Executive Director

Executed by: *[Signature]* Date 12/4/78  
President, Monroe County Commissioners

*[Signature]* Date 12/5/78  
Mayor, City of Bloomington

*[Signature]* Date 12/5/78  
President, Region 10 Planning Commission

Attest: *[Signature]*

METROPOLITAN PLANNING ORGANIZATION  
(MPO)

Synopsis of the December 14, 1981 meeting between FHWA, I-DOH,  
City of Bloomington, and Monroe County.

Members present:

City of Bloomington;  
Frank McCloskey  
Kevin Dogan  
Tim Mueller  
Gary Schindler  
Monroe County;  
Charlotte Zietlow  
Brenda Voss  
Federal Highway Administration;  
Charles Basner  
Gary Dal Porto  
Indiana Dept. of Highways;  
Harshad Shah  
Carter Keith

The September 17, 1981 Federal Register addresses the issue of creating new Metropolitan Planning Organizations (MPO's). From September 1981 - September 1983 there will only be interim MPO designations. After September 1983, those areas having interim designation will be reevaluated.

Bloomington isn't required to become an MPC during the interim period. However, to not become an MPO would have the following negative impacts on the area:

1. FAU monies for capital projects would cease to come to the area after September 1983.
2. The area would not be eligible to receive UMTA Section 3 & 5 funds.
3. The area would not be eligible to receive PL funds from FHWA.

In light of the fact that the initial phase of the transportation study is within some six months of completion and in light of the above mentioned impacts, both Mayor McCloskey and County Commissioner Zietlow indicated that they were interested in having the MPO designation for the Bloomington area.

Mr. Mueller, City Planning Director, stated that the City proposes that the structure of the MPO keep the structure of the existing transportation study. The proposed structure for the MPO is:

1. The City of Bloomington Plan Commission will serve as the formal MPO body. The Plan Commission already has contracting and therefore eliminates the need for the creation of a new level of government.
2. The City, the County, and the State will renew intercooperative agreements. Such agreements will reestablish the Policy and the Technical Advisory Committees. These committees will be comprised of people from the County, the City, the State, Indiana University, and other people as might be necessary to insure their proper functioning. These committees will insure that Monroe County as well as I.U. and the State have a vehicle for input into the MPO process.
3. The intercooperative agreement will also reference a citizen input process. The choice of the form of this process will be left to the discretion of the Policy and Technical Committees.
4. The City of Bloomington Planning Department will be the lead local agency, primarily responsible for the conduct of the

transportation study.

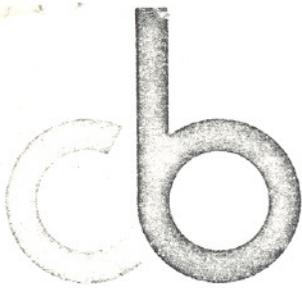
Mr. Basner, of FHWA stated that the proposed MPO structure will be acceptable for the interim period ending September 1983.

This interim period will give Congress time to finalize the proposed new requirements for MPO. It will also allow local areas to initiate whatever structure is necessary to continue the MPO functions for their area.

Mr. Basner explained the process by which Bloomington will become an MPO. There are several steps:

1. The City of Bloomington and Monroe County either individually, or jointly need to express to the State their interest in having the City become the MPO. This can be done through a letter. This request should go to the Governor, the I-DOH, I-DOT, and the Transportation Coordination Board.
2. The Governor will forward this request to both FHWA and UMTA.
3. FHWA and UMTA will review the area's request for MPO status in light of the Sept. 17, 1981 Federal Register requirements. FHWA and UMTA will each respond back to the Governor, either favorably or negatively about the request for designation.
4. The Governor will, based upon information from both UMTA and FHWA, either make the designation or reject the area's request for designation.

Mr. Basner also stated that the final situation with FAU funds is unclear. The fate of these funds is in a joint House and Senate Conference Committee. Most likely the final decision will be a 1 or 2 year extension of these funds.



city of bloomington

box 100, municipal building, bloomington, indiana 47402

planning department (812) 339-2261 Ext. 318, 319, 266

December 29, 1981

The Honorable Robert D. Orr  
Governor of Indiana  
Room 206, State House  
Indianapolis, Indiana 46204

SUBJECT: Designation of a Metropolitan Planning Organization  
for the Bloomington Area

Dear Governor Orr:

Since 1978 the Bloomington Area, in cooperation with the State of Indiana and the Federal Highway Administration, has been involved in an ongoing transportation study. As a result of the 1980 Census, Bloomington has been declared an Urbanized Area. Therefore, the Bloomington Area is eligible to become a Metropolitan Planning Organization (MPO).

On December 14, 1981 representatives from the City of Bloomington, Monroe County, Indiana Department of Highways and the Federal Highway Administration met to discuss the September 17, 1981 Federal Register criteria for new MPO. The local area understands these criteria and finds them acceptable.

The proposed structure for the MPO, for the interim period ending in September 1983, is a continuation of the present transportation study. Mr. Basner of FHWA indicated that he feels this structure will be acceptable for the interim period. The proposed structure is:

1. The City of Bloomington Plan Commission will serve as the formal MPO body. The Plan Commission already has contracting ability and, therefore, eliminates the need for the creation of a new level of government.
2. The City, the County, and the State will renew inter-cooperative agreements. Such agreements will reestablish the Policy and the Technical Advisory Committees. These committees will be comprised of people from the City, the

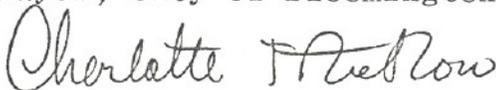
County, the State, Indiana University and other people who might be necessary to insure their proper functioning. These committees will insure that Monroe County, as well as Indiana University and the State, have a vehicle for input into the MPO process.

3. The intercooperative agreement will also reference a citizen-input process. The choice of the form of this process will be left to the discretion of the Policy and Technical Committees.
4. The City of Bloomington Planning Department will be the lead local agency, primarily responsible for the conduct of the transportation study.

Therefore, we formally request that an MPO for the Bloomington Area be designated and that the structure of the MPO be as outlined in this letter. This structure shall serve to administer the transportation planning process for the area for the interim period ending September 1983.

Yours truly,

  
Francis X. McCloskey  
Mayor, City of Bloomington

  
Charlotte Zietlow  
President  
Monroe County Commissioners

/ks

OFFICE OF THE GOVERNOR  
INDIANAPOLIS, INDIANA 46204

ROBERT D. ORR  
GOVERNOR

March 4, 1982

Mr. Timothy Mueller  
Director of Planning  
City of Bloomington Plan Commission  
Box 100, Municipal Building  
Bloomington, Indiana 47402

Dear Mr. Mueller:

The Honorable Francis X. McCloskey, Mayor of Bloomington and Ms. Charlotte Zietlow, President of the Monroe County Commissioners have requested the designation of a Metropolitan Planning Organization for the Bloomington urbanized area. This request is in order and essential to be in compliance with federal regulations to insure a continuous, cooperative and comprehensive planning process.

The letter proposes that the City of Bloomington Plan Commission serve as the designated MPO for the urbanized area. The Indiana Department of Highways and the Indiana Department of Transportation concur with the recommendation of appointment of this organization as the designated MPO.

I hereby designate the "City of Bloomington Plan Commission" as the planning agency for the urbanized area.

Concurrence of this designation is being requested of both the Federal Highway Administration and the Urban Mass Transit Administration.

Sincerely,



ROBERT D. ORR  
Governor

RDO:jp

cc: Gene K. Hallock, Director  
Department of Highways

Roland J. Mross, Director  
Department of Transportation

Gary



U.S. DEPARTMENT OF TRANSPORTATION  
REGION 5

cc: Tim Mueller  
John Freeman

FEDERAL HIGHWAY ADMINISTRATION  
18209 Dixie Highway  
Homewood, Illinois 60430

URBAN MASS TRANSPORTATION ADMINISTRATION  
300 South Wacker Drive - Suite 1740  
Chicago, Illinois 60606

April 5, 1982

Honorable Robert D. Orr  
Governor of Indiana  
Indianapolis, Indiana 46204

Honorable Francis X. McCloskey  
Mayor, City of Bloomington  
Box 100, Municipal Building  
Bloomington, Indiana 47402

Dear Governor Orr and Mayor McCloskey:

We are in receipt of the Governor's March 4, 1982 letter which informed us that it was the decision of the State, the City of Bloomington, and the Monroe County Board of County Commissioners that the City of Bloomington Plan Commission be designated as the Metropolitan Planning Organization (MPO) for the Bloomington Urbanized Area. We have found these actions in order, thus we are pleased to acknowledge the City of Bloomington Plan Commission as the MPO for this newly designated urbanized area under the 1980 census. This MPO designation will remain valid until the Governor's office and the local officials take appropriate action to revise it.

The FHWA and UMTA staffs look forward to working with the Indiana Department of Highways and the Indiana Department of Transportation, and the City of Bloomington Plan Commission staffs to carry out a cooperative transportation planning process for the Bloomington area.

Sincerely yours,

Donald E. Trull  
Regional Administrator, FHWA

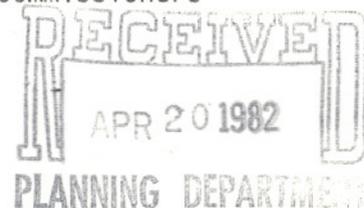
Joel P. Ettinger  
Regional Administrator, UMTA

cc: Mr. George D. Gibson, Jr.  
Division Administrator  
Indianapolis, Indiana

Mr. Roland J. Mross, Director  
Department of Transportation

Mr. Gene K. Hallock, Director  
Department of Highways

Ms. Charlotte Zietlow, President  
Monroe County Commissioners





U.S. Department  
of Transportation

**Urban Mass  
Transportation  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

300 South Wacker Drive  
Suite 1740  
Chicago, Illinois 60606

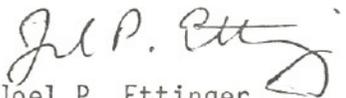
Mr. Roland J. Mross, Director  
Indiana Department of Transportation  
143 West Market Street, Suite 300  
Indianapolis, Indiana 46204

Re: Designated Recipient for the  
Bloomington Urbanized Area

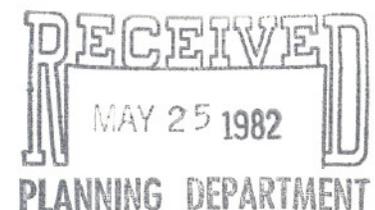
Dear Mr. Mross:

I am pleased to acknowledge your recent designation of the City of  
Bloomington as the designated recipient for the subject urbanized area  
pursuant to the provisions of Section 5 of the Urban Mass Transportation  
Act of 1964, as amended.

Sincerely,

  
Joel P. Ettinger  
Regional Administrator

cc: Mayor McCloskey, City of Bloomington  
Mr. Timothy Mueller, City Planning Commission ✓



**Draft Bloomington-Monroe County FY 2027-2028 UPWP  
FHWA-FTA-INDOT Review Comments - February 5, 2026**

**FHWA – General Comments**

- *Please refer to FTA comments on March 20<sup>th</sup>, 2025 for their universal comments on UPWPs. FTA may have additional comments on other aspects of the UPWP. If you have questions regarding FTA comments, please reach out to your FTA representative.*
  - **Completed.**
  
- *Please make sure any/all references to BIL are removed and replaced with IIJA. Remove the phrase “Bipartisan Infrastructure Law” or acronym “BIL” in its entirety.*
  - Any/all references to BIL are removed and replaced with IIJA All BIL references were removed and replaced with IIJA. **Completed.**
  
  - The phrase “Bipartisan Infrastructure Law” or acronym “BIL” in its entirety were removed. **Completed.**
  
- *Recommend references to rescinded Executive Orders (EOs) and Planning Emphasis Areas (PEAs) are removed and review content to ensure that it does not conflict with rescinded EOs and PEAs. Including all references listed in the Appendix F.*
  - All references to rescinded Executive Orders (EOs) and Planning Emphasis Areas (PEAs) are removed and review content to ensure that it does not conflict with rescinded EOs and PEAs. Including all references listed in the Appendix F. **Completed.**
  
- *Are any activities continuing from the FY2025-2026 UPWP? - If so, where are they listed?*
  - No BMCMPPO activities are continuing from the FY2025-2026 UPWP. **Completed.**

**Page 40 – Element 501- Active Transportation - Required 2.5% Set-aside for Complete Streets and Transit-Oriented Development**

- *Remove reference to Bipartisan Infrastructure Law (BIL) and replace with Infrastructure Investment and Jobs Act (IIJA)*
  - All references to Bipartisan Infrastructure Law (BIL) were removed and replaced with Infrastructure Investment and Jobs Act (IIJA). **Completed.**

**Page 41 – Element 501- Active Transportation.... Responsible Agency and End Products:**

- *Remove reference to Bipartisan Infrastructure Law (BIL) and replace with Infrastructure Investment and Jobs Act (IIJA).*
  - All references to Bipartisan Infrastructure Law (BIL) were removed and replaced with Infrastructure Investment and Jobs Act (IIJA). **Completed.**

**FTA – General Comments**

- *Please remove FTA, or FTA Region V from the references to the PEA’s – planning emphasis areas.*
  - References to the FTA and FTA Region V were removed from the Planning Emphasis Areas. **Completed.**
  
- *The term BIL should be replaced with IIJA.*
  - The term BIL was replaced with IIJA throughout the document. **Completed.**
  
- *Remove references to rescinded Executive Orders.*
  - All references to rescinded Executive Orders were removed. **Completed.**
  
- *NOFOs (Notice of Funding Opportunity) for some discretionary programs where FTA funds for planning may be awarded include a requirement that selected planning projects must be included in the UPWP upon award and prior to being eligible for pre-award authority (e.g., Areas of Persistent Poverty, Transit Oriented Development Planning Pilot Program, etc.). If a recipient was awarded discretionary funds with this requirement, please incorporate selected projects into the UPWP.*
  - NOFOs for discretionary programs where FTA funds for planning may be awarded will be included in the UPWP upon award and prior to being eligible for pre-award authority (e.g., Areas of Persistent Poverty, Transit Oriented Development Planning Pilot Program, etc.). The UPWP incorporate selected projects if a recipient is receives was awarded discretionary funds. **Completed.**

**INDOT - General Comments**

- *Recommend in addition to the indirect endorsement letter as listed in the appendix, please also place a dialogue box in the introduction that lists the approved Indirect Rate that will be used for the UPWP.*
  - The final UPWP introduction includes INDOT’s approved indirect rate and fringe rates that will be used throughout FY 2027. **Completed.**
  
- *The estimated unexpended UPWP balance table on page 13 is fine, please also include the purchase order (PO) number somewhere in the table.*
  - The UPWP balance table on page 13 includes INDOT’s assigned purchase order identification number. **Completed.**

- *The individual planning element budget table that follows each planning element should be structured in a similar manner showing new FY2027 Federal and Local matching funds and the estimated carryover funds. All tables must be reconciled and reflect the master table.*
  - The individual planning element budget table following each planning element were structured in a similar manner showing new FY2027 Federal and Local matching funds and estimated carryover funds. All tables were reconciled and reflect the master table.

#### **Page 12 – Summary Budget by Funding Source**

- *It is highly recommended that Bloomington MPO restructure the Summary Budget table. Please see attached excel table.*
  - The summary budget table was restructured to show “carryover” columns. **Completed.**
- *Furthermore, the FY 2027 Bloomington MPO Consolidated Planning Grant Allocation Mark is \$298,149. However, the summary budget table indicated \$309,166, a total of \$11,017 over the “Mark.” Please adjust all relevant tables and narrative to reflect the correct funding.*
  - The summary budget table shows the addition of carryover columns and a balanced total of \$372,686.00 for the impending planning grant agreement. **Completed.**

#### **Page 25 – 202 - Crash Dashboard**

- *5<sup>th</sup> bullet: Please reword “Equity considerations”*
  - The term “Equity considerations” was revised. **Completed.**

#### **Page 26 – Short Range Planning and Management Systems**

- **Element 300 Series:** *Please include the beginning activities for the next TIP/STIP update (2029-2033).*
  - A new 9th bullet states “MPO staff will undertake beginning activities for the next FY 2029-2033 Transportation Improvement Program/State Transportation Improvement Program update. **Completed.**

#### **Page 33 – Element 306- Performance Measures**

- *6<sup>th</sup> bullet: Suggest rewording “Sustainability”*
  - Changed to “Environmental Conservation. **Completed.**

#### **Page 40 – Element 501- Active Transportation - Required 2.5% Set-aside for Complete Streets and Transit-Oriented Development**

- *5<sup>th</sup> paragraph: Please remove “equity” from “ADA equity considerations”*
  - The term “equity” was removed. **Completed.**
- *3<sup>rd</sup> bullet: Please remove “equity” from “ADA equity”*
  - The term “equity” was removed. **Completed.**

**Page 41 – Element 501- Active Transportation....** Responsible Agency and End Products:

- *3<sup>rd</sup> bullet: Please remove “equity” from “ADA equity”*
  - The term “equity” was removed. **Completed.**
- *3<sup>rd</sup> bullet: Please remove mention of “Bipartisan Infrastructure Law”*
  - The term “Bipartisan Infrastructure Law” was removed and replaced with IIJA. **Completed.**

**Page 47 – 601 Title VI and ADA Compliance Plans**

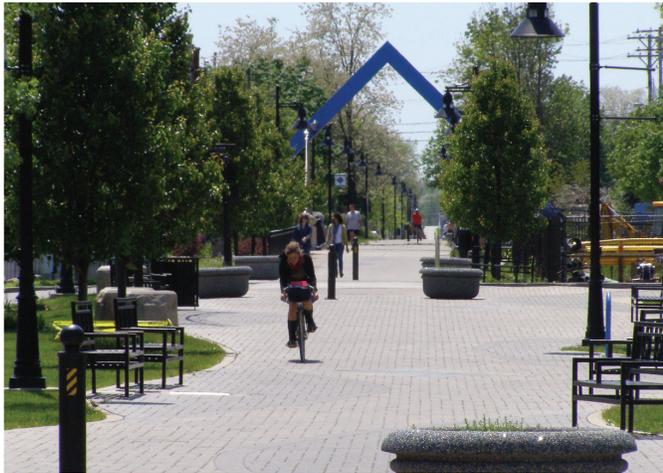
- *Identify by name the LPAs where BMCMPPO will monitor Title VI status going forward and move toward limiting funding to those entities not meeting their requirements as Federal-aid recipients.*
  - Revised text now states “MPO Staff to assist urbanized area LPAs (Monroe County, Town of Ellettsville, and the City of Bloomington) in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. **Completed.**

**Please address these comments and submit the final Bloomington MPO FY 2027-2028 Unified Planning Work Program (UPWP) for approval.**

- All comments were addressed for submission of the Final FY 2027-2028 UPWP for approval.



# Unified Planning Work Program



Fiscal Years 2027 - 2028



*Bloomington-Monroe County  
Metropolitan Planning Organization*

Final Draft  
February 27, 2026

BLOOMINGTON • MONROE COUNTY



## **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

This **FY 2027** edition of the *FY 2027-2028 Unified Planning Work Program (UPWP)* fulfills Federal and State transportation planning requirements ensuring that the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) maintains eligibility for Federal transportation funding thereby ensuring community representation that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process.

The BMCMPPO FY 2027-2028 UPWP study area encompasses forty-three (43) square miles with a population of 107,655 residents as defined by the *U.S. 2020 Census of Population* which includes the urbanized area of Monroe County, the Town of Ellettsville, and the City of Bloomington. The UPWP additionally incorporates a multi-modal transportation planning perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

The FY 2027 UPWP task budget consists of consolidated Federal Highway Administration (FHWA) Metropolitan Planning (PL) and Federal Transit Administration (FTA) Section 5303 metropolitan transportation funds allocated to the Bloomington-Monroe County area totaling \$298,149.02 with \$74,537.06 in non-federal matching funds provided by the City of Bloomington for a total planning grant of \$372,686.28. The Indiana Department of Transportation (INDOT) acting as the pass-through entity for the FHWA, in accordance with 2 CFR 200,331, approved a FY 2027 cost allocation indirect rate of 24.16% and a fringe rate of 86.30% with respect to the FY 2027 UPWP budget (see Appendix B).

## 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 metropolitan planning program is responsible for ensuring that the defined Bloomington-Monroe County urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process as directed 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 metropolitan planning. 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.

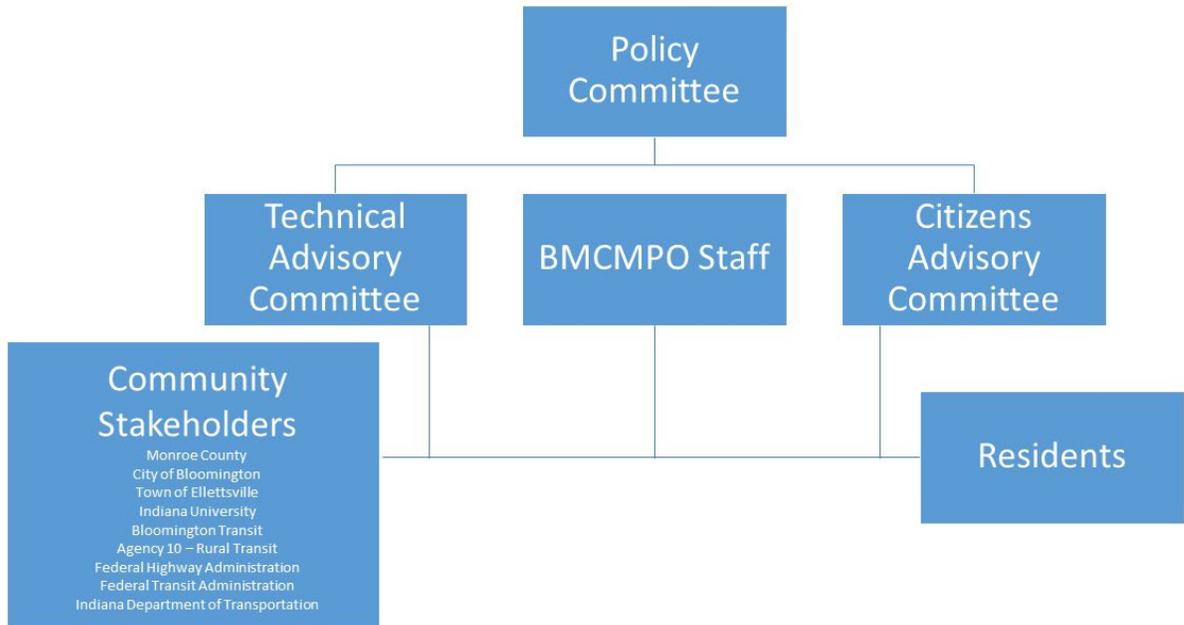
The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2027-2028 UPWP satisfies the BMCMPPO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

## BMCMPPO Organization and Composition

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 resident representatives. **Appendix A** illustrates the current representative BMCMPPO 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 (BMCMPPO) Organization**



## FY 2027 UPWP Planning Focus

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

### BMCMPO FY 2027 UPWP Planning Focus Actions

The FY 2027 UPWP will:

1. Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in Title VI and ADA communities. **The BMCMPPO 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 BMCMPPO will address this focus through Element 302 and Element 501 of the FY 2027-2028 UPWP.**
3. Promote multiple-occupancy vehicle travel. **The BMCMPPO will address this focus through Element 303 of the FY 2027-2028 UPWP.**
4. Offer reduced public transportation fares as appropriate. **The BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 and 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 IIIA 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 approved FY 2027 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. There are no anticipated FY 2027 - FY 2026 carryover funds.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Carryover	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>					
FY 2027	\$173,194	\$0	\$144	\$0	\$0	\$173,338
FY 2028	\$173,194	\$0	\$144	\$0	\$0	\$173,338
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
FY 2027	\$33,961	\$0	\$0	\$0	\$0	\$33,961
FY 2028	\$33,961	\$0	\$0	\$0	\$0	\$33,961
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
FY 2027	\$118,999	\$0	\$0	\$0	\$0	\$118,999
FY 2028	\$118,999	\$0	\$0	\$0	\$0	\$118,999
<b>400</b>	<b>Long Range Planning</b>					
FY 2027	\$3,373	\$0	\$0	\$0	\$0	\$3,373
FY 2028	\$3,373	\$0	\$0	\$0	\$0	\$3,373
<b>500</b>	<b>Active Transportation - 2.5% Set Aside for Safe and Accessible Options &amp; Bloomington Transit</b>					
FY 2027*	\$42,031	\$0	\$0	\$0	\$0	\$42,031
FY 2028*	\$42,031	\$0	\$0	\$0	\$0	\$42,031
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
FY 2027	\$984	\$0	\$0	\$0	\$0	\$984
FY 2028	\$984	\$0	\$0	\$0	\$0	\$984
<b>TOTAL</b>						
<b>FY 2027</b>	<b>\$372,542</b>	<b>\$0</b>	<b>\$144</b>	<b>\$0</b>	<b>\$0</b>	<b>\$372,686</b>
<b>FY 2028</b>	<b>\$372,542</b>	<b>\$0</b>	<b>\$144</b>	<b>\$0</b>	<b>\$0</b>	<b>\$372,686</b>
<b>TOTAL</b>	<b>\$745,084</b>	<b>\$0</b>	<b>\$288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$745,372</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 2025 set aside sum total equaling \$9,317.16 which lies within the FY 2027-2028 amounts of \$42,031 . The BMCMPO FY 2027-2028 UPWP assumes a constant BMCMPO consolidated funding level and 2.5% Set Aside requirement for FY 2028.

## 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	Carryover	Total
<b>Direct Chargeable Salary</b>				
<i>FY 2027</i>	\$141,611	\$35,403	\$0	\$177,013
<i>FY 2028</i>	\$141,611	\$35,403	\$0	\$177,014
<b>Fringe Expenses</b>				
<i>FY 2027</i>	\$34,213	\$8,553	\$0	\$42,766
<i>FY 2028</i>	\$34,213	\$8,553	\$0	\$42,766
<b>Indirect Expenses</b>				
<i>FY 2027</i>	\$122,210	\$30,552	\$0	\$152,762
<i>FY 2028</i>	\$122,210	\$30,552	\$0	\$152,762
<b>Bloomington Transit</b>				
<i>FY 2027</i>	\$0	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0	\$0
<b>Consultants/Supplies</b>				
<i>FY 2027</i>	\$115	\$29	\$0	\$144
<i>FY 2028</i>	\$115	\$29	\$0	\$144
<b>Contract Service Agreements</b>				
<i>FY 2027</i>	\$0	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0	\$0
<b>TOTAL</b>				
<i>FY 2027</i>	\$298,149	\$74,537	\$0	\$372,686
<i>FY 2028</i>	\$298,149	\$74,537	\$0	\$372,686
<b>TOTAL</b>	\$596,298	\$149,074	\$0	\$745,372

## 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 BMCMPPO for specific individual Fiscal Years.

	<b>Work Element</b>	<b>Federal</b>	<b>Local</b>	<b>Carryover</b>	<b>Total</b>
<b>100</b>	<b>Administration &amp; Public Participation</b>				
	<i>FY 2027</i>	\$138,671	\$34,668	\$0	\$173,338
	<i>FY 2028</i>	\$138,671	\$34,668	\$0	\$173,338
<b>200</b>	<b>Data Collection &amp; Analysis</b>				
	<i>FY 2027</i>	\$27,169	\$6,792	\$0	\$33,961
	<i>FY 2028</i>	\$27,169	\$6,792	\$0	\$33,961
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>				
	<i>FY 2027</i>	\$95,199	\$23,800	\$0	\$118,999
	<i>FY 2028</i>	\$95,199	\$23,800	\$0	\$118,999
<b>400</b>	<b>Long Range Planning</b>				
	<i>FY 2027</i>	\$2,699	\$675	\$0	\$3,373
	<i>FY 2028</i>	\$2,699	\$675	\$0	\$3,373
<b>500</b>	<b>Active Transportation - 2.5% Set Aside for Safe and Accessible Options &amp; Bloomington Transit</b>				
	<i>FY 2027</i>	\$24,614	\$6,154	\$0	\$30,768
	<i>2.5% Set Aside (Y410)</i>	\$9,010	\$2,253	\$0	\$11,263
	<i>FY 2028</i>	\$24,614	\$6,154	\$0	\$30,768
	<i>2.5% Set Aside (Y410)</i>	\$9,010	\$2,253	\$0	\$11,263
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>				
	<i>FY 2027</i>	\$787	\$197	\$0	\$984
	<i>FY 2028</i>	\$787	\$197	\$0	\$984
	<b>TOTAL</b>				
	<b><i>FY 2027</i></b>	<b>\$298,149</b>	<b>\$74,537</b>	<b>\$0</b>	<b>\$372,686</b>
	<b><i>FY 2028</i></b>	<b>\$298,149</b>	<b>\$74,537</b>	<b>\$0</b>	<b>\$372,686</b>
	<b><i>TOTAL</i></b>	<b>\$596,297</b>	<b>\$149,074</b>	<b>\$0</b>	<b>\$745,372</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 by June 30, 2026.

<b>BMCMPPO FY 2026 Purchase Order Balance &amp; Expenditures</b>			
	<b>Expiration Date</b>	<b>P.O. Balance Before FY 2026 Expenses</b>	<b>P.O. Balance After FY 2026 Expenses*</b>
INDOT Purchase Order 00800-0020154814	6/30/2027	\$327,197.00	\$0.00
<b>Total</b>		\$327,197.00	\$0.00

\* All funds are scheduled for total expenditure by 06-30-26.

## Contract Service Agreements

The BMCMPPO 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.

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 BMCMPPO Policy Committee. Finally, all entity entering into a CSA with the BMCMPPO has responsibility for all “up-front” detailed costs. The table below summarizes the funding allocated for each local agency within the BMCMPPO urbanized area boundary defined by the *U.S. 2020 Census of Population*.

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

# Work Elements

## 100 Administration and Public Participation

## 101 Intergovernmental Coordination

The BMCMPPO 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 BMCMPPO 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 BMCMPPO staff will attend and/or participate in these meetings to represent the interests of BMCMPPO on the State and Federal levels.

Each MPO must undergo a certification review by the Federal Highway Administration every four years. The BMCMPPO 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 IIA 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 BMCMPPO 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 BMCMPPO staff billing rates.

### BMCMPPO 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 BMCMPPO 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	Carryover	FY 2028	Carryover	Total
<b>101</b>	<b>Intergovernmental Coordination</b>					
	<i>Federal Share</i>	\$75,885.75	\$0	\$75,885.75	\$0	\$151,771
	<i>Local Share</i>	\$18,971	\$0	\$18,971	\$0	\$37,943
	<b>Total</b>	<b>\$94,857</b>	<b>\$0</b>	<b>\$94,857</b>	<b>\$0</b>	<b>\$189,714</b>
<b>102</b>	<b>Unified Planning Work Program</b>					
	<i>Federal Share</i>	\$31,228	\$0	\$31,228	\$0	\$62,456
	<i>Local Share</i>	\$7,807	\$0	\$7,807	\$0	\$15,614
	<b>Total</b>	<b>\$39,035</b>	<b>\$0</b>	<b>\$39,035</b>	<b>\$0</b>	<b>\$78,070</b>
<b>103</b>	<b>Staff Training &amp; Education</b>					
	<i>Federal Share</i>	\$12,143	\$0	\$12,143	\$0	\$24,286
	<i>Local Share</i>	\$3,036	\$0	\$3,036	\$0	\$6,072
	<b>Total</b>	<b>\$15,179</b>	<b>\$0</b>	<b>\$15,179</b>	<b>\$0</b>	<b>\$30,358</b>
<b>104</b>	<b>Public Outreach</b>					
	<i>Federal Share</i>	\$19,414	\$0	\$19,414	\$0	\$38,827
	<i>Local Share</i>	\$4,853	\$0	\$4,853	\$0	\$9,707
	<b>Total</b>	<b>\$24,267</b>	<b>\$0</b>	<b>\$24,267</b>	<b>\$0</b>	<b>\$48,534</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$138,671</b>	<b>\$0</b>	<b>\$138,671</b>	<b>\$0</b>	<b>\$277,341</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$34,668</b>	<b>\$0</b>	<b>\$34,668</b>	<b>\$0</b>	<b>\$69,335</b>
	<b>TOTAL</b>	<b>\$173,338</b>	<b>\$0</b>	<b>\$173,338</b>	<b>\$0</b>	<b>\$346,676</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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO will produce and continuously updated a BMCMPPO 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 BMCMPPO local jurisdictions to undertake public roadway safety improvements and employ proven FHWA proven safety countermeasures for the evaluation of alternative actions over time. The BMCMPPO 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 BMCMPPO 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 use INDOT’s license for MS2 Traffic Crash Location System (TCLS) software module system (<https://www.ms2soft.com/products/tcls-traffic-crash/>) and/or AASHTOWare Safety (<https://www.aashtoware.org/products/safety/safety-overview/>) to analyze traffic local crash patterns, create crash density maps, crash heat maps, intersection collision diagrams, crash rates, and crash severity rates to aid in identifying local problem intersections. [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.
  - **Impartiality 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	Carryover	FY 2028	Carryover	Total
<b>201</b>	<b>Traffic Volume Counting</b>				
<i>Federal Share</i>	\$4,600	\$0	\$4,600	\$0	\$9,200
<i>Local Share</i>	\$1,150	\$0	\$1,150	\$0	\$2,300
<b>Total</b>	<b>\$5,750</b>	<b>\$0</b>	<b>\$5,750</b>	<b>\$0</b>	<b>\$11,500</b>
<b>202</b>	<b>Annual Crash Report &amp; Vulnerable Road Users Assessment</b>				
<i>Federal Share</i>	\$22,569	\$0	\$22,569	\$0	\$45,138
<i>Local Share</i>	\$5,642	\$0	\$5,642	\$0	\$11,284
<b>Total</b>	<b>\$28,211</b>	<b>\$0</b>	<b>\$28,211</b>	<b>\$0</b>	<b>\$56,422</b>
<b>TOTAL FEDERAL SHARE</b>	<b>\$27,169</b>	<b>\$0</b>	<b>\$27,169</b>	<b>\$0</b>	<b>\$54,337</b>
<b>TOTAL LOCAL SHARE</b>	<b>\$6,792</b>	<b>\$0</b>	<b>\$6,792</b>	<b>\$0</b>	<b>\$13,584</b>
<b>TOTAL</b>	<b>\$33,961</b>	<b>\$0</b>	<b>\$33,961</b>	<b>\$0</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 BMCMPPO 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 IIIJA for other activities outlined below and Work Element 501. The BMCMPPO will additionally work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

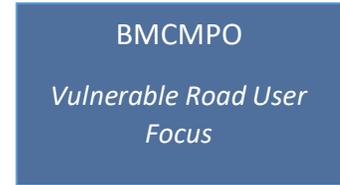
#### **Responsible Agency and End Products**

- 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 BMCMPPO *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]
- MPO staff will undertake beginning activities for the next FY 2029-2033 Transportation Improvement Program/State Transportation Improvement Program update. [Estimated Completion: Ongoing]

## 302 Highway Safety Improvement Program

The BMCMPPO has an established local Highway Safety Improvement Program (HSIP) in compliance with current federal legislation and INDOT/FHWA guidance directives. The BMCMPPO 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.



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 Program (TAP)

The Bloomington-Monroe County MPO has an established local Transportation Alternatives Program (TAP) in compliance with current federal legislation and INDOT/FHWA guidance directives. Program revisions reflect TAP guidance directives under current federal legislation. The BMCMPPO 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 project that focuses 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 Program report and submit required documentation to INDOT and FHWA partners. [Estimated Completion: as Needed]

## 304 Infrastructure Management Systems

The BMCMPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems using Contract Service Agreements (CSAs). The City of Bloomington and Monroe County regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate asset management software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will 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 (Public Law 117-58) 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 Conservation** - 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 has a vision is zero traffic deaths and serious injuries goal 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 BMCMPPO 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/cdc0d14dc107411e81bedddf094376b1>).

## Work Element 300 Budget

	Task	FY 2027	Carryover	FY 2028	Carryover	Total
<b>301</b>	<b>Transportation Improvement Program</b>					
	<i>Federal Share</i>	\$77,444	\$0	\$77,444	\$0	\$154,888
	<i>Local Share</i>	\$19,361	\$0	\$19,361	\$0	\$38,722
	<b>Total</b>	<b>\$96,805</b>	<b>\$0</b>	<b>\$96,805</b>	<b>\$0</b>	<b>\$193,610</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>					
	<i>Federal Share</i>	\$3,935	\$0	\$3,935	\$0	\$7,871
	<i>Local Share</i>	\$984	\$0	\$984	\$0	\$1,968
	<b>Total</b>	<b>\$4,919</b>	<b>\$0</b>	<b>\$4,919</b>	<b>\$0</b>	<b>\$9,839</b>
<b>303</b>	<b>Transportation Alternatives Program</b>					
	<i>Federal Share</i>	\$4,600	\$0	\$4,600	\$0	\$9,200
	<i>Local Share</i>	\$1,150	\$0	\$1,150	\$0	\$2,300
	<b>Total</b>	<b>\$5,750</b>	<b>\$0</b>	<b>\$5,750</b>	<b>\$0</b>	<b>\$11,500</b>
<b>304</b>	<b>Infrastructure Management Systems</b>					
	<i>Federal Share</i>	\$0	\$0	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>					
	<i>Federal Share</i>	\$327	\$0	\$327	\$0	\$654
	<i>Local Share</i>	\$82	\$0	\$82	\$0	\$164
	<b>Total</b>	<b>\$409</b>	<b>\$0</b>	<b>\$409</b>	<b>\$0</b>	<b>\$818</b>
<b>306</b>	<b>Performance Measures</b>					
	<i>Federal Share</i>	\$8,893	\$0	\$8,893	\$0	\$17,786
	<i>Local Share</i>	\$2,223	\$0	\$2,223	\$0	\$4,446
	<b>Total</b>	<b>\$11,116</b>	<b>\$0</b>	<b>\$11,116</b>	<b>\$0</b>	<b>\$22,232</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$95,199</b>	<b>\$0</b>	<b>\$95,199</b>	<b>\$0</b>	<b>\$190,399</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$23,800</b>	<b>\$0</b>	<b>\$23,800</b>	<b>\$0</b>	<b>\$47,600</b>
	<b>TOTAL</b>	<b>\$118,999</b>	<b>\$0</b>	<b>\$118,999</b>	<b>\$0</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 BMCMPPO 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 IJA law (<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 BMCMPPO 2050 Metropolitan Transportation Plan replaces the non-technical *2045 Metropolitan Transportation Plan* adopted by the BMCMPPO Policy Committee in October 2020.

The BMCMPPO 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 BMCMPPO 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 BMCMPPO will maintain close working relationships with state and federal partners for the BMCMPPO 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	Carryover	FY 2028	Carryover	Total
401	<b>2045 Metropolitan Transportation Plan</b>					
	<i>Federal Share</i>	\$2,699	\$0	\$2,699	\$0	\$5,397
	<i>Local Share</i>	\$675	\$0	\$675	\$0	\$1,349
	<b>Total</b>	<b>\$3,373</b>	<b>\$0</b>	<b>\$3,373</b>	<b>\$0</b>	<b>\$6,746</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$2,699</b>	<b>\$0</b>	<b>\$2,699</b>	<b>\$0</b>	<b>\$5,397</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$675</b>	<b>\$0</b>	<b>\$675</b>	<b>\$0</b>	<b>\$1,349</b>
	<b>TOTAL</b>	<b>\$3,373</b>	<b>\$0</b>	<b>\$3,373</b>	<b>\$0</b>	<b>\$6,746</b>

# Work Elements

500 Active Transportation and Bloomington Transit

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

The BMCMPPO 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 BMCMPPO 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 Trifold 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 \$1,440,000 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 considerations, policy and process assessments, strategy and project selections, and progress and transparency methods. Taken together, these activities represent a qualifying action for the Infrastructure Investment Jobs Act (IIJA, Public Law No: 117-58) 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 BMCMPPOs initiative for meeting the federal 2.5% set-aside program requirement.

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

- The BMCMPPO 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 BMCMPPO 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 BMCMPPO will continuously review and update the BMCMPPO 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/ADA considerations, mobility, and accessibility of all public urban area roads and streets as a qualifying action for the IIJA law. This BMCMPPO activity (referenced as a Y410 billing code in FMIS) will represent the BMCMPPOs fulfillment for meeting the 2.5% set-aside program requirement. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the BMCMPPO will support Monroe County, the Town of Ellettsville, 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]
- MPO staff will work in collaboration with Monroe County, the City of Bloomington, Indiana University, and INDOT to create and track goals and targets related to serious injury and fatality crashes, to work toward a goal of zero serious injury and fatal crashes.

## 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 BMCMPPO will assist Bloomington Transit's implementation and undertaking of transit-oriented planning studies during FY 2025-2026 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 BMCMPPO 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 to collect operating data required by the Federal Transit Administration (FTA) for estimates of annual passenger miles. [Estimated Completion: Annually]
- Bloomington Transit to 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	Carryover	FY 2028	Carryover	Total
<b>501</b>	<b>Active Transportation - Required 2.5% Set-aside and Transit-Oriented Development</b>				
<i>Federal Share</i>	\$20,559	\$0	\$20,559	\$0	\$41,118
<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,454	\$0	\$7,454	\$0	\$14,907
<i>Local Share</i>	\$5,140	\$0	\$5,140	\$0	\$10,279
<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$0	\$1,863	\$0	\$3,727
<b>Total Active Transportation</b>	\$25,699	\$0	\$25,699	\$0	\$51,397
<b>Total Task</b>	<b>\$35,016</b>	<b>\$0</b>	<b>\$35,016</b>	<b>\$0</b>	<b>\$70,032</b>
<b>502</b>	<b>Bicycle/Pedestrian Counts</b>				
<i>Federal Share</i>	\$1,809	\$0	\$1,809	\$0	\$3,618
<i>Local Share</i>	\$452	\$0	\$452	\$0	\$905
<b>Total Task</b>	<b>\$2,262</b>	<b>\$0</b>	<b>\$2,262</b>	<b>\$0</b>	<b>\$4,523</b>
<b>503</b>	<b>Bloomington Transit Studies</b>				
<i>Federal Share</i>	\$3,803	\$0	\$3,803	\$0	\$7,605
<i>Local Share</i>	\$951	\$0	\$951	\$0	\$1,901
<b>Total Task</b>	<b>\$4,753</b>	<b>\$0</b>	<b>\$4,753</b>	<b>\$0</b>	<b>\$9,506</b>
<b>504</b>	<b>Bloomington Transit Passenger Counts</b>				
<i>Federal Share</i>	\$0	\$0	\$0	\$0	\$0
<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0
<b>Total Task</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL FEDERAL SHARE</b>	<b>\$26,171</b>	<b>\$0</b>	<b>\$26,171</b>	<b>\$0</b>	<b>\$52,342</b>
<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,454	\$0	\$7,454	\$0	\$14,907
<b>TOTAL LOCAL SHARE</b>	<b>\$6,543</b>	<b>\$0</b>	<b>\$6,543</b>	<b>\$0</b>	<b>\$13,085</b>
<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$0	\$1,863	\$0	\$3,727
<b>TOTAL</b>	<b>\$32,713</b>	<b>\$0</b>	<b>\$32,713</b>	<b>\$0</b>	<b>\$65,427</b>
<b>Total 2.5% Set Aside (Billing Code Y410)</b>	<b>\$9,317</b>	<b>\$0</b>	<b>\$9,317</b>	<b>\$0</b>	<b>\$18,634</b>
<b>TOTAL</b>	<b>\$42,031</b>	<b>\$0</b>	<b>\$42,031</b>	<b>\$0</b>	<b>\$84,061</b>

**Note:** 2.5% Set Aside requirement of the Infrastructure and Investment Jobs Act (IIJA) applied to the BMCMPPO 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 BMCMPPO 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 2025 set aside sum total equaling \$9,317.16. The BMCMPPO FY 2027-2028 UPWP assumes a constant BMCMPPO consolidated funding level and 2.5% Set Aside requirement for FY 2028.

# 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.



### *Responsible Agency and End Product*

- MPO Staff to assist urbanized area LPAs (Monroe County, Town of Ellettsville, and the City of Bloomington) 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 2025 and Q4/FY 2026]

## Work Element 600 Budget

	Task	FY 2027	Carryover	FY 2028	Carryover	Total
<b>601</b>	<b>Title VI Plans</b>					
	<i>Federal Share</i>	\$787	\$0	\$787	\$0	\$1,574
	<i>Local Share</i>	\$197	\$0	\$197	\$0	\$394
	<b>Total</b>	<b>\$984</b>	<b>\$0</b>	<b>\$984</b>	<b>\$0</b>	<b>\$1,968</b>
<b>602</b>	<b>Special Plans</b>					
	<i>Federal Share</i>	\$0	\$0	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>603</b>	<b>Special Studies</b>					
	<i>Federal Share</i>	\$0	\$0	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$787</b>	<b>\$0</b>	<b>\$787</b>	<b>\$0</b>	<b>\$1,574</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$197</b>	<b>\$0</b>	<b>\$197</b>	<b>\$0</b>	<b>\$394</b>
	<b>TOTAL</b>	<b>\$984</b>	<b>\$0</b>	<b>\$984</b>	<b>\$0</b>	<b>\$1,968</b>

# Appendix A

## BMCMPO Committee Membership

# BMCMPO Committee Membership

## Policy Committee

Member	Title	Representing
Lisa Ridge, Chair	Monroe County Highway Director	Monroe County
Sam Tobin-Hochstadt, Ph.D.	Chair	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Susan Weber	Lead Community Planner	FTA - Region V (non-voting)
Scott Faris	Plan Commission President	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 Public Transit Corporation
Brad Wisler	Plan Commission, President	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
Julie Thomas, Ph.D.	County Commissioner	Monroe County
Isak Nti Asare	City Council President	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington

## Technical Advisory Committee

Member	Title	Representing
Nate Nickel	Data Analyst & Manager	City of Bloomington, Public Works Dept.
Vacant	Highway Engineer	Monroe County
John Baeten, Ph.D., 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., Vice-Chair	Utilities 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
Daniel Bitner	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., Vice-Chair	Council of Neighborhood Associations
Sam Tobin-Hochstadt, Ph.D., 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	Indiana Uplands Realtor Association

# BMCMPO Staff and Program Support Personnel

## Metropolitan Planning Organization and Program Support Staff

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

# Appendix B

## BMCMPO FY 2027 Cost Allocation Plan Approval Letter



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N756 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. Nannally  
J. Mitchell  
File

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

# Appendix C

## Abbreviations

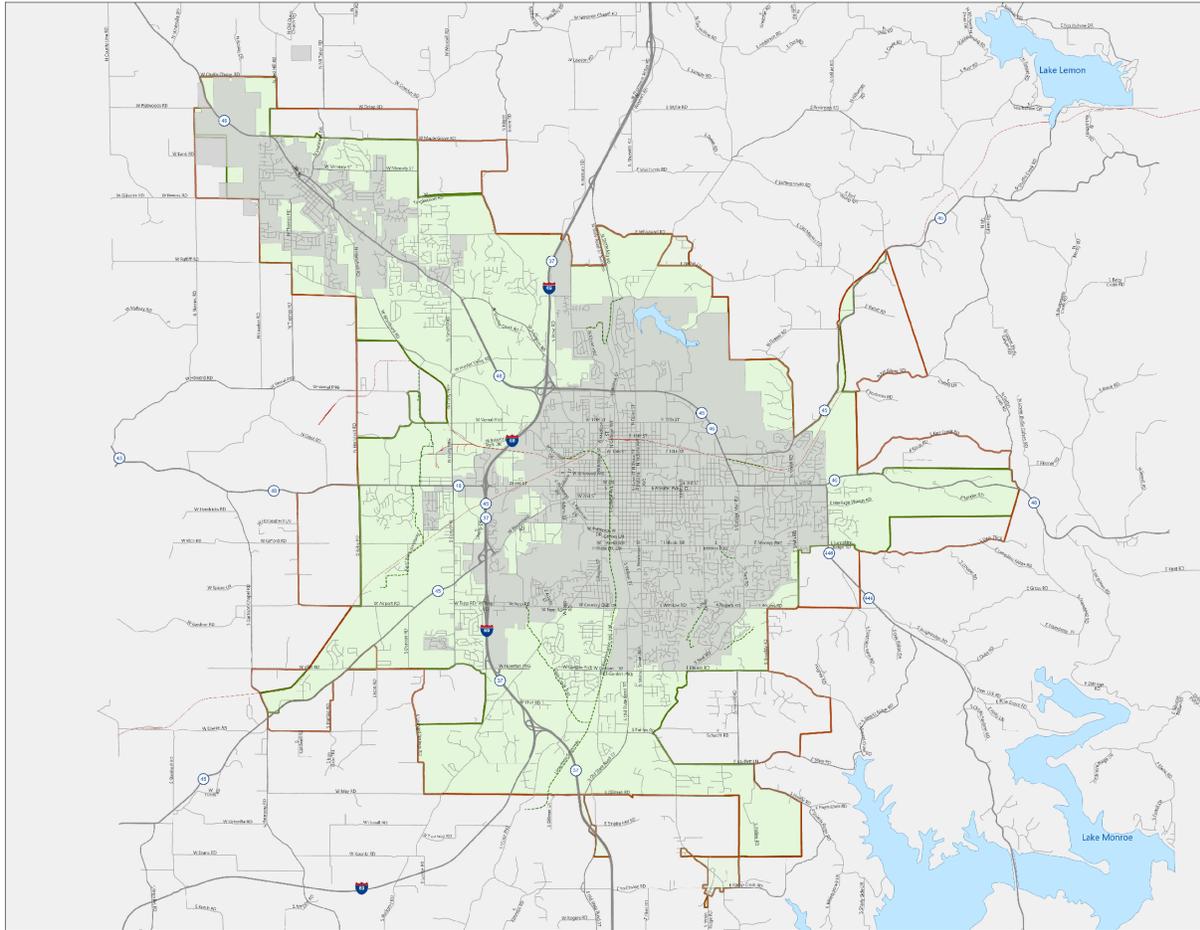
## Key Abbreviations

<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>IJA</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>TAP</b>	Transportation Alternatives Program
<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)**

# BCCMPO Metropolitan Planning Area Map



**Bloomington/Monroe County Metropolitan Planning Organization**  
Adopted Metropolitan Planning Area (MPA) & Urban Area Boundary (UAB)

- Map Legend
- Metropolitan Planning Area
  - Urban Area Boundary
  - Incorporated Areas



Prepared: 7/18/2024  
Layout: MPSPMap\_11x17.rvt  
Project: MPO

This map was prepared for the City of Bloomington, IN, by the City of Bloomington's Planning Department. The City of Bloomington is not responsible for any errors or omissions in this map. The City of Bloomington is not responsible for any damages or liabilities arising from the use of this map. The City of Bloomington is not responsible for any damages or liabilities arising from the use of this map. The City of Bloomington is not responsible for any damages or liabilities arising from the use of this map.

# Appendix E

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

**PUBLIC PARTICIPATION NOTICE**  
**BMCMPO FY 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 FY 2027- 2086 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 2025 - 2026 Unified Planning Work Program at their public meeting held on February 25, 2026.

The BMCMPO FY 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 FY 2027 - 2028 Unified Planning Work Program study area includes the urbanized area of Monroe County, the Town of Ellettsville, and the City of Bloomington thereby ensuring community representation and that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process.

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

Copies of the FY 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 And POST-PUBLICATION RECORD OF PUBLIC COMMENTS**

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

---

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) received no written public comments regarding the Draft FY 2027- 2028 Unified Planning Work Program (UPWP) during the formal thirty (30) day public comment period.

The BMCMPO did, however, receive the following public comment on February 23, 2026, after the formal thirty (30) day public comment period from Mr. Scott Faris on February 23, 2026.

“Be advised the questions I asked the MPO Staff following last month’s MPOPC were sent out via email on 3 Feb 26. The MPO Staff sent back a response to me last Friday (20 Feb 26) at 5:10 PM. Those responses to my questions form the basis for suggested changes to the UPWP. The intent was for a timely response from the MPO Staff, versus the delayed response given, thus denying our ability to provide public comment.”

*The February 20, 2026, response provided an opportunity for the inclusion of additional written public comments on the draft Unified Planning Work Program in response to a thirty (30) day legal advertisement that ended on February 21, 2026.*

“Pat provided the source documents which established the MPO for the Bloomington Urbanized Area. They are provided as a part of Friday’s MPOPC read ahead package. Those documents include: City/County/etc. MOU dated 12/5/78, City/County/FHA/IDH MPO Meeting Synopsis dated 12/14/81, City/County Letter to Governor Orr dated 12/29/81, Governor Orr Letter to City Director of Planning dated 3/4/82, USDOT Letter to Governor Orr and Mayor McCloskey dated 4/5/82, USDOT to INDOT Letter dated 5/25/82). Please note that I am not aware of any other source documents pertaining to this topic...nothing new since 1982.”

*Federal metropolitan planning program reviews and requirements have been met since the program establishment in the early 1980s. The fulfillment of these requirements have resulted in successful state and local transportation capital and operating projects.*

“The 2/27/26 version of the UPWP (page 4/BMCMPO Organization and Composition) deleted the “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.” explanation.”

*The "three-part intergovernmental..." language remains in the February 27, 2026 final draft on page 4. Regarding the contracting entity/lead staff agency language - there is equivalent information on page 3, with the statement "the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the MPO..." Staff could consider reinserting the contracting entity/lead staff agency language, if that is desirable by the committee.*

“This intergovernmental relationship along with any intercooperative agreement, and the need for cooperative decision-making by government entities, are discussed in the source documents mentioned above. It is unclear from the source documents if a recent formalized intercooperative agreement exists beyond the interim period of September of 1983 (reference City/County Letter to Governor Orr dated 12/29/81). This is where the interim agreement discusses the role of the City of Bloomington Plan Commission and Bloomington Planning Department. The Governor Orr Letter to the City of Bloomington Director of Planning, dated 3/4/82, only designates “...the City of Bloomington Plan Commission as the planning agency for the urbanized area.”

*The Indiana Department of Transportation annually reviews and approves the UPWP for fulfillment of federal planning requirements and the intergovernmental metropolitan planning organization. The renewal of the required intercooperative agreement referenced in the historic paperwork (packet page 16) where it says "the City, County and State will renew intercooperative agreements" is referring to the formal process by which the state approves the planning process thereby qualifying the urban area for the receipt of federal funding assistance. We have no knowledge of the process in prior decades where the process may have differed from the current time.*

“I am not aware of a more recent intercooperative agreement since the interim one mentioned above. The City/County Letter, dated 12/29/81, indicated “The City, the County, and State will renew intercooperative agreements” beyond the interim period.

*Intercooperative, in this context, is not referring to a specific agreement between the city and county. The UPWP undergoes annual review and approval INDOT, Federal Highway, the FTA, and by the BMCMPPO Policy Committee that is a renewing of the intercooperative agreement between local/state/federal officials that is required for MPOs by federal law in exchange for receiving federal funding. The successful 'continuing' review and approving of the UPWP is what maintains the intercooperative agreement required to maintain the Bloomington-Monroe County urbanized area eligibility for the receipt of federal transportation funding. Page 89 of the packet and UPWP for the self-certification signed by the MPO and INDOT, which is one part of the renewed intercooperative agreement. Additionally, INDOT performs a planning certification review of the urbanized area metropolitan planning process to meet assurance requirements. The resolution, signed by BMCPO chair and planning staff represents another piece of this intercooperative agreement. As part of the intercooperative agreement between the BMCMPPO/the State of Indiana/Federal Transportation Agencies, the City of Bloomington/Plan Commission was designated the lead staff agency not only because a single agency needed to take legal responsibility for the MPO, but also because the Plan Commission had necessary contracting authority ability (as referenced in the December 29, 1981 letter), the City Planning Department was already the lead agency doing transportation studies at the time, other jurisdictions had similarly made the decision to house MPOs within existing Plan Commissions, and also likely because of the greater size of City staff and the greater population of city residents within the urbanized area boundary.*

“The USDOT Letter, dated 4/5/82, to Governor Orr and Mayor McCloskey stated “This MPO designation will remain valid until the Governor’s office and local officials take appropriate to revise it.”

*The MPO designation remains valid as long as the required intercooperative activities (e.g. the Unified Planning Work Program, the Transportation Improvement Program, the Metropolitan*

*Transportation Plan, and others) between local, state and federal representatives are reviewed and approved by establish deadlines each year. 23 USC 134 notes, "Metropolitan planning organization - The term "metropolitan planning organization" means the policy board of an organization established as a result of the designation process." The designation process occurred in 1982. Copies of this historic record is provided in the meeting packet.*

“What apparently was agreed to back in the 70s/80s no longer exists. The City of Bloomington Plan Commission designation as the MPO planning agency for the specified urbanized area is no longer valid.”

*This is incorrect; see explanations above.*

“It appears that in its place is Pat as the MPO Director/Senior MPO Transportation Planner, Ryan Robling as the Planning Services Manager overseeing the grant agreement, and Katie Gandhi as the MPO Transportation Planner. None of this is discussed in the rewritten Bylaws or UPWP, nor addressed in a revised/new intercooperative agreement. It should be.

*Both the bylaws (page 3) and the UPWP state that the City of Bloomington Plan Commission was designated as the MPO for the Bloomington urbanized area. The UPWP, which is the intercooperative agreement reviewed and approved annually by local, state and federal officials, restates each year how the MPO fulfills the intercooperative requirements in order to receive federal funding for the urbanized area. The UPWP describes in depth, the organization and composition of the BMCMPPO, specific staff and roles, the composition of MPO committees, coordination of stakeholders, how the MPO proposes to serve not just the city but all bodies represented within the urbanized/metropolitan area boundary, etc. When an MPO is designated, the local agencies determine their respective and mutual roles and responsibilities and procedures governing their cooperative efforts.*

“Also, suggest this begin the discussion for a new intercooperative agreement.”

*As part of the intercooperative agreement between the MPO/state/federal highway, the City of Bloomington/Plan Commission was designated the lead staff agency not only because a single agency needed to take legal responsibility for the MPO, but also because the City of Bloomington Plan Commission had necessary contracting ability (as referenced in the December 29 1981 letter), the City Planning Department was the lead agency for transportation studies at the time, and also likely because of the greater size of City staff and the greater population of City residents within the Bloomington-Monroe County urbanized area boundary.*

“Pat describes the budget process, but a robust deliberative review by “local committees” of “...a budget for prescribed tasks reflecting federal priorities.” does not exist. When the UPWP is presented to the MPOPC, there is little discussion. We continue to suggest this process needs to be explained in detail in the UPWP, so all concerned parties understand their role in the process.”

*The submission of an annual Unified Planning Work Program meets U.S. Department of Transportation and Indiana Department of Transportation requirements leading to a metropolitan Grant Agreement and advancement of multimodal transportation improvement program projects programmed by the State of Indiana and local jurisdictions. Transportation planning staff develop the annual UPWP and its budget in accordance with federal requirements overseen by the Indiana Department of Transportation. Staff presentations of the draft and the recommended final*

*proposed UPWP to the three committees involving interactive comments and questions. The annual UPWP defines a fiscal year transportation planning program budget maximizing the use of available federal funds for the assigned year, individual planning work elements identifying the responsible agency and end products for each element, and the budget for the completion of each element. Committee presentations typically involve discussions.*

###

# Appendix F

## BMCMPO Policy Committee Adoption Resolution



## **ADOPTION RESOLUTION FY 2026-06**

**RESOLUTION ADOPTING THE FISCAL YEAR 2026-2026 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 (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

**WHEREAS**, The BMCMPPO 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 2026 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 BMCMPPO Policy Committee upon this 25th day of February 2026.

---

Lisa J. Ridge  
BMCMPPO Policy Committee Chair

---

Attest: Patrick P. Martin  
BMCMPPO Director



# Appendix G

## FY 2026 Self-Certification Statement

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION FY 2026**

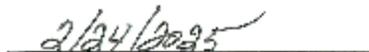
In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning 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 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

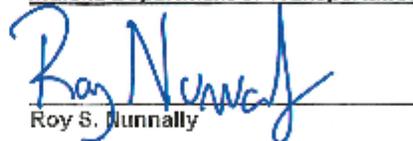
**Bloomington Monroe County Metropolitan  
Planning Organization**

  
Patrick P. Martin

**Senior Transportation Planner**  
Title

  
Date

**Indiana Department of Transportation**

  
Roy S. Munnally

**Director, INDOT  
Technical Planning & Programming**  
Title

**2/24/2025**  
Date



**RESOLUTION FY 2026-05**

**RESOLUTION TO APPROVE AMENDMENTS TO THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION'S FY 2026– 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** as presented to the BMCMPPO Policy Committee on February 27, 2026.

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

WHEREAS, in cooperation with the State of Indiana, the BMCMPPO is required by the U.S. Department of Transportation to develop and maintain a Transportation Improvement Program (TIP); and

WHEREAS, all federally funded transportation improvements within the BMCMPPO Planning Area must be included in the BMCMPPO TIP prior to the expenditure of federal funds; and

WHEREAS, the Policy Committee is the policy body of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) responsible for approving changes to the TIP classified by the BMCMPPO as amendments; and

WHEREAS, the approved amendments result in a TIP that remains fiscally constrained;

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

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

PASSED by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization upon this \_\_\_\_\_ day of \_\_\_\_\_, 2026 by a vote of \_\_\_\_ - \_\_\_\_.

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

**ATTEST:**

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



**Amendments to one (1) project in the BMCMPPO FY 2026– 2030 TIP, as approved by BMCMPPO Resolution FY 2025-05:**

**CURRENT TIP**

N/A

**PROPOSED CHANGE – add new project called Purchase Replacement Buses & add FLEX funding amounts to FY2026**

<b>Purchase Replacement Buses</b>							
<b>Lead Agency:</b> Bloomington Transit							
<b>Performance Target:</b> Transit Equipment							
<b>Transit ID#:</b> BLO-225-005 for FY22; BLO-23-004 for FY23; BLO-26-004 for FY24							
<b>FUNDING SOURCE</b>	<b>PHASE</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029**</b>	<b>2030**</b>	<b>TOTAL*</b>
FTA 5307 Flex (FY22)	Capital	\$69,575					\$ 69,575
Local	Capital	\$17,394					\$ 17,394
FTA 5307 Flex (FY23)	Capital	\$3,978,983					\$ 3,978,983
Local	Capital	\$994,746					\$ 994,746
FTA 5307 Flex (FY24)	Capital	\$168,686					\$ 168,686
Local	Capital	\$42,172					\$ 42,172
<b>TOTALS</b>		<b>\$ 5,271,556</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,271,556</b>

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

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

NOTE: Bloomington Transit requested in January 2026 to add a new project to the TIP in order to use MPO federal funds from FY2022, FY2023, and FY2024 that were flexed to transit.