

Citizens Advisory Committee Meeting for the Bloomington Metropolitan Planning Organization

Date of Meeting

February 25, 2026

General Meeting Information

As a quorum of this committee may be present, this gathering constitutes a meeting under the Indiana Open Door Law (I.C. § 5-14-1.5). For that reason, this statement provides notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.

BMCMPPO Citizens Advisory Committee Meetings are held once a month on the last Wednesday of the month at 5:30PM in the McCloskey Room at City Hall, which is located at 401 North Morton Street in Bloomington Indiana. BMCMPPO Citizens Advisory Committee Meetings are open to the public to attend in person and may be viewed live at the [2026 BMCMPPO Citizens Advisory Committee zoom link](#).

Materials for this meeting can be found on the [BMCMPPO Citizens Advisory Committee's website](#).

Recordings for past BMCMPPO Citizens Advisory Committee meetings can be viewed on the following websites:

- View [BMCMPPO Citizens Advisory Committee Recordings on Google Drive](#)

Note that items in the agenda followed by the phrase [3rd Party Content] indicate that a material was not created by City of Bloomington staff and may therefore not be accessible.

Agenda for BMCMPPO Citizens Advisory Committee Meeting on February 25, 2026 at 5:30PM

1. **Call to Order and Introductions**
2. **Approval of Agenda for February 25, 2026**
3. **Election of calendar year 2026 Citizens Advisory Committee Officers**
 - Chair
 - Vice Chair
4. **Approval of Minutes from January 28, 2026** - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*

5. Communications from Chair and Vice Chair

6. Communications from Officers and/or Committees

7. Reports from MPO Staff

- [Indiana Department of Transportation's Innovative Intersection & Interchange Map](#). This webpage also includes educational information about each type of intersection and interchange for those interested in learning more.
- INDOT is seeking public comment on the draft Planning Public Involvement Plan (PPIP). Go to the following link to review the [draft INDOT Planning Public Involvement Plan](#). Ask questions or provide feedback by completing [INDOT's Planning Public Involvement Plan comment form](#) by Friday March 13, 2026:.
- BMCMPPO FY2026 TIP annual allocations, programming, spending summary - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*
- BMCMPPO Historical Designation Documentation - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*
- Updates on Transportation Improvement Program projects - view a [map of project locations and a list of project updates and lettings dates](#).

8. Old Business

- FY2027-2028 Unified Planning Work Program (UPWP)
 - Comments received from Federal Highway Administration, Federal Transit Administration and the Indiana Department of Transportation regarding the draft version of BMCMPPO's Fiscal Year 2027-2028 UPWP with staff response - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*
 - Staff presentation of and committee vote on the approval of BMCMPPO Fiscal Year 2027-2028 UPWP (Resolution FY2026-06) - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*

9. New Business

- Staff presentation of and committee vote on the approval of BMCMPPO FY 2026-2030 TIP Amendments (Resolution FY2026-05) - *an accessible version of this document is not available at this time; contact staff if you require an accessible version*

10. 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

11. Communications from Committee Members on matters not included on the agenda (non-voting items)

- Communications
- Topic Suggestions for Future Agendas

12. Upcoming Meetings

- Policy Committee: February 27, 2026 at 10:30AM (hybrid)
- Technical Advisory Committee: March 25, 2026 at 10:00AM (hybrid)
- Citizens Advisory Committee: March 25, 2026 at 5:30PM (hybrid)

13. Adjournment

Board Membership

Pursuant to applicable law and policy, and in compliance with Indiana Code 5-14-9-6, the following details are provided regarding the officers serving on this committee. BMCMPPO Citizens Advisory Committee members are assigned their place on this committee based on their role and members do not have a set term expiration date.

Committee Member	Representing
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
John Kennedy, Ph.D. [vice chair]	Council of Neighborhood Associations
Mary Jane Hall	Indiana Uplands Realtor Association
Paul Ash	McDoel Gardens Neighborhood
Sam Tobin-Hochstadt, Ph.D. [chair]	Sycamore Knolls Neighborhood
Sarah Ryterband, M.D.	Prospect Hill Neighborhood

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Citizens Advisory Committee

Minutes

BMCMPO Citizens Advisory Committee

Regular Meeting

Wednesday January 28, 2026

5:30 PM

Minutes

Members Present: Elizabeth Cox-Ash (V), Paul Ash (V), Mary Jane Hall, John Kennedy, Sarah Ryterband (V) (joined at 5:40pm)

Staff Present: Pat Martin, Katie Gandhi

Guests: Eric Ost (member of the public)

I. Call to Order and Introductions

Meeting convened at 5:30pm with Kennedy, Chair, presiding.

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

Kennedy moved to amend agenda to delay election item until additional members joined the meeting. Cox-Ash seconded. MOTION CARRIED by a voice vote (5-0).

III. Election of Calendar Year (CY) 2026 Citizens Advisory Committee Officers*

- a. Chair
- b. Vice-Chair

Item was revisited at 5:50pm. Hall moved to take elections off the table until next meeting for CY 2026 BMCMPO Citizens Advisory Committee Officers. Cox-Ash seconded. Motion carried by a voice vote (5-0).

IV. Approval of Minutes – November 19, 2025* *PACKET PAGES 4-6*

Cox-Ash moved for approval of the November 19, 2025 meeting minutes. Hall seconded. MOTION CARRIED by a voice vote (5-0).

V. Communications from the Chair and Vice Chair

- a. **None**

VI. Reports from the MPO Staff

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

- a. Early Coordination Letter for the Monroe County-led Intersection Improvement Project at Old SR 37 and Dillman Road (DES#2500061), received December 15, 2025
PACKET PAGES 7-14

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.

- b. INDOT press release regarding a new speed limit reduction on SR 45/46 bypass, dated January 13, 2026 *PACKET PAGES 15-17*

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 10th St. Hall pointed out that when driving on 17th, she could see north on the bypass due to snow piles.

- c. BMCMPPO FY 2026-2030 TIP Administrative Modifications, submitted January 14, 2026 *PACKET PAGES 18-19*

MPO staff explained this is a modification is to add federal MPO funds to the W 2nd 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. Kennedy asked about meeting recordings – MPO staff reminded the committee that we do post the meeting recordings publicly via link on the City Government calendar entry.

- 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.

VII. Old Business

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

MPO staff shared that the memo in the packet contains additional information about the targets that will be presented to the Policy Committee, based on the questions they presented at their December meeting. No action was taken by the CAC today because the CAC voted to recommend the targets for approval at their November 2025 meeting.

VIII. New Business

- a. BMCMPPO FY 2026-2030 TIP Amendments – Resolution FY2026-04* *PACKET PAGES 23-26*

(1) City of Bloomington “High Street Intersection Modernizations and Multiuse Path” project (DES #2200020) - *update project funding & update year of construction*

- (2) INDOT “Sign Installation and Repair in the Seymour District” project (DES# 2200005) – *add new project*
- (3) INDOT “SR 45 Small Structure Replacement” project (DES# 2300998) – *add new project*

Hall moved to recommend approval of all three BMCMPO FY 2026-2030 TIP Amendments. Ryterband seconded. Motion carried by a voice vote (5-0).

- 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 27-95**

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.

Due to possible lack of quorum next month, the CAC decided to vote to recommend approval of the UPWP to the Policy Committee, as the document was presented tonight. Ryterband moved to recommend approval of the FY2027-2028 UPWP to the Policy Committee, as the document was presented tonight. Hall seconded. Motion carried by a voice vote (5-0).

- IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*)
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak
 - a. **None**
- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)
 - a. Communications
 - (1) Ryterband spoke in favor of continuing to encourage INDOT to work to address road design in addition to altering the speed limit on SR 45-46, if we want any real change in driver behavior. Additionally, flashing speed indicator signs are very effective too, for example on Atwater, when they are functioning.**
 - b. Topic Suggestions for Future Agendas
- XI. Upcoming Meetings
 - a. Policy Committee: January 30, 2026 at 10:30 a.m. (Hybrid)
 - b. Technical Advisory Committee: February 25, 2026 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee: February 25, 2026 at 5:30 p.m. (Hybrid)

- XII. Adjournment

Meeting adjourned at 6:20pm.

[Link to Meeting Packets](#)

[Link to Meeting Recordings](#)

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

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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 or by mail to:

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

Thank you for your feedback!



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.



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BMCMPPO FY2026 FEDERAL FUND ALLOCATIONS										
	STBG	CMAQ	HSIP	TA	Section 164 HSIP	CRP	PROTECT	TIFIA STBG*	TIFIA TA*	TOTAL
SFY2026 Anticipated Funding Levels provided by INDOT, as of 12-2024 [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
SFY2026 Estimate Funding Levels provided by INDOT, as of 5-2025	\$ 3,054,237	\$ -	\$ 551,274	\$ 383,825	\$ 130,821	\$ 334,895	\$ 123,319	\$ -	\$ -	\$ 4,578,371
SFY2025 Adjustments provided by INDOT, as of 5-2025 [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)
SFY2026 Estimate Starting Numbers provided by INDOT, as of 5-2025 [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
BMCMPPO-CAMPO MPO exchange, finalized 4-2025	\$ 1,179,000									\$ 1,179,000
SFY2026 FINAL starting numbers [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 2025	\$ (482,010)	
						October 2025	
Old SR 37 South and Dillman Road Intersection Improvement [Monroe County]	2500061	PE	\$ 481,500	\$ 481,500	November 2025	\$ (481,500)	\$ (481,500)
TOTAL AWARDED PROJECT FUNDING in this particular year, equivalent to the SFY2026 Anticipated Funding Levels provided by INDOT, as of 12-2024				\$ 4,640,663	CURRENT BALANCE SFY2026 FINAL STARTING NUMBERS total (\$5,601,798) less funding letter amounts		\$ -
						% OBLIGATED	100%

**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.

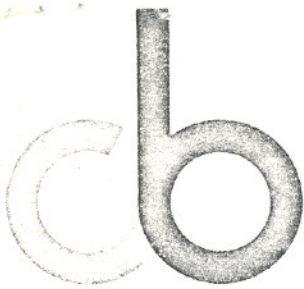
Mr. Basner, of FHWA stated that the proposed MPO structure will be acceptable for the interim period ending September 1983.

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:

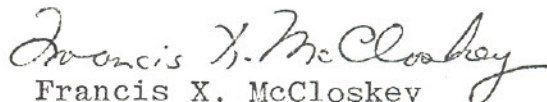
1. The City of Bloomington Plan Commission will serve as the formal MPO body. The Plan Commission already has contracting ability and, therefore, eliminates the need for the creation of a new level of government.
2. The City, the County, and the State will renew inter-cooperative agreements. Such agreements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

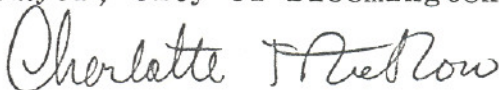
County, the State, Indiana University and other people who might be necessary to insure their proper functioning. These committees will insure that Monroe County, as well as Indiana University and the State, have a vehicle for input into the MPO process.

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

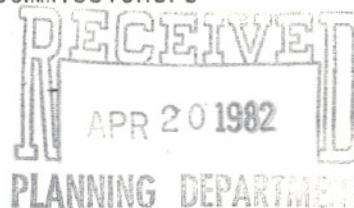
Joel P. Ettinger
Regional Administrator, UMTA

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,

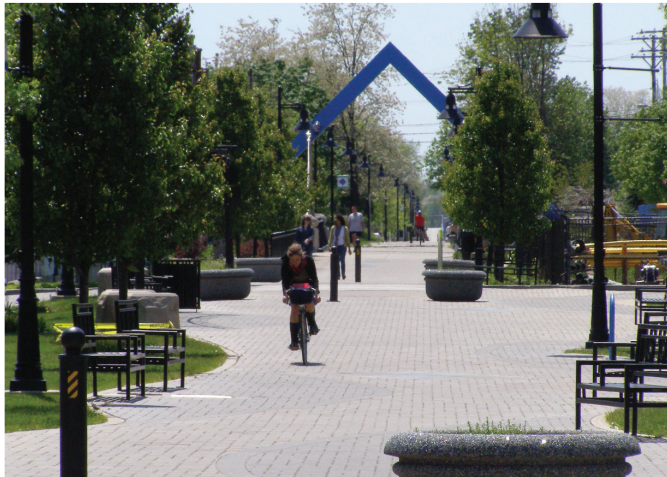

Joel P. Ettinger
Regional Administrator

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

RECEIVED
MAY 25 1982
PLANNING DEPARTMENT



Unified Planning Work Program



Fiscal Years 2027 - 2028



*Bloomington-Monroe County
Metropolitan Planning Organization*

Final Draft as of
February 20, 2026

BLOOMINGTON • MONROE COUNTY

mpo

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.

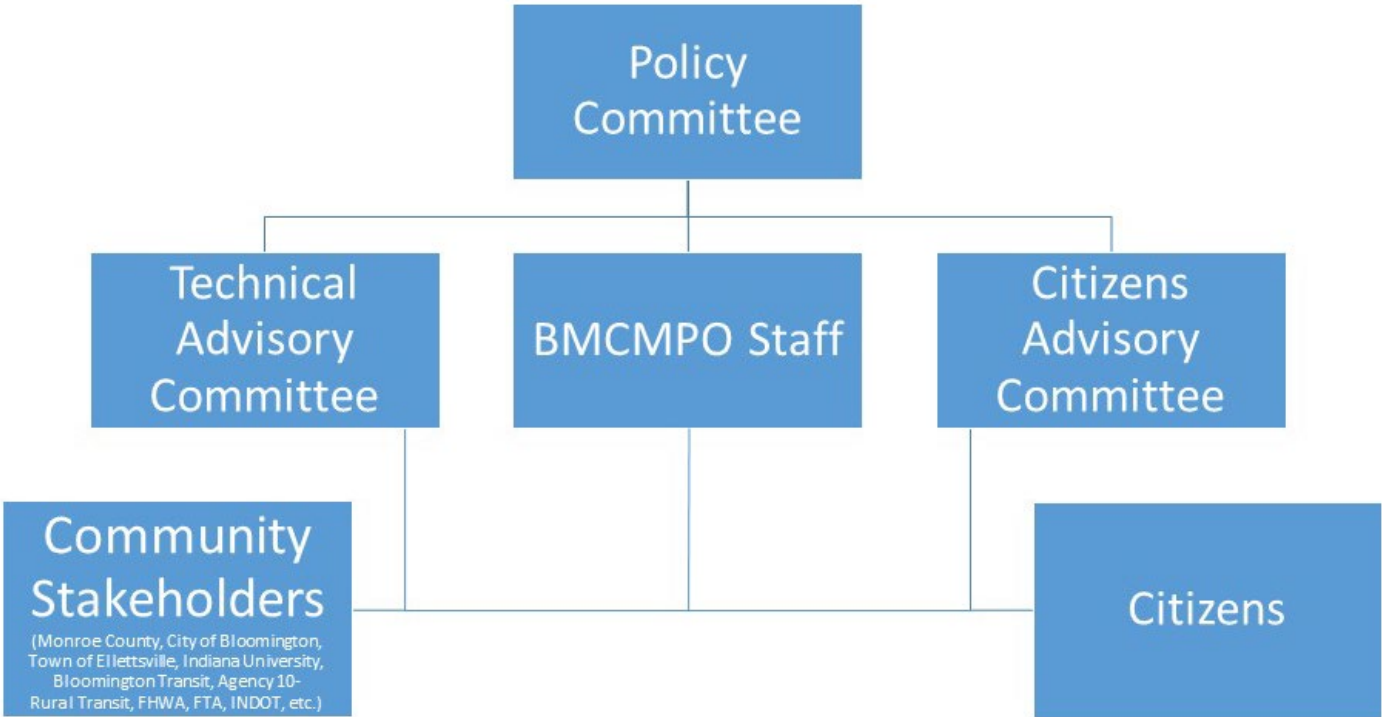
The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2027-2028 UPWP satisfies the BMCMPPO 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 citizen 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 and Composition**



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.

BMCMPPO 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 BMCMPPO will address this focus through Element 302 of the FY 2027-2028 UPWP.**
- Review and revise (as needed) the BMCMPPO Public Participation Plan and continue the incorporation of tools for meaningful public involvement. **The BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO shall review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The BMCMPPO 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 IJIA 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 BMCMPPO staff, Bloomington Transit, consultants/supplies, and contract Service Agreements (e.g., the Monroe County Highway Department and the Bloomington Public Works Department for asset management).

The figures illustrated in the MPO Staff column represent the allocation of resources for individual work elements, including fringe and indirect costs. The Bloomington Transit and consultant/supplies columns identify funds set aside for consultant service agreements, the purchase of equipment, and other direct BMCMPPO 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 BMCMPPO FY 2027-2028 UPWP identify additional cost breakdowns of each individual work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
100 Administration & Public Participation					
FY 2027	\$173,194	\$0	\$144	\$0	\$173,338
FY 2028	\$173,194	\$0	\$144	\$0	\$173,338
200 Data Collection & Analysis					
FY 2027	\$33,961	\$0	\$0	\$0	\$33,961
FY 2028	\$33,961	\$0	\$0	\$0	\$33,961
300 Short Range Planning & Management Systems					
FY 2027	\$118,999	\$0	\$0	\$0	\$118,999
FY 2028	\$118,999	\$0	\$0	\$0	\$118,999
400 Long Range Planning					
FY 2027	\$3,373	\$0	\$0	\$0	\$3,373
FY 2028	\$3,373	\$0	\$0	\$0	\$3,373
500 Active Transportation - 2.5% Set Aside for Safe and Accessible Options & Bloomington Transit					
FY 2027*	\$42,031	\$0	\$0	\$0	\$42,031
FY 2028*	\$42,031	\$0	\$0	\$0	\$42,031
600 Other Planning Initiatives & Special Projects					
FY 2027	\$984	\$0	\$0	\$0	\$984
FY 2028	\$984	\$0	\$0	\$0	\$984
TOTAL					
FY 2027	\$372,542	\$0	\$144	\$0	\$372,686
FY 2028	\$372,542	\$0	\$144	\$0	\$372,686
TOTAL	\$745,084	\$0	\$288	\$0	\$745,372

***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.

Object Class Budget by Funding Source

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

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

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

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.

BMCMPPO FY 2026 Purchase Order Balance & Expenditures			
	Expiration Date	P.O. Balance Before FY 2026 Expenses	P.O. Balance After FY 2026 Expenses*
INDOT Purchase Order 00800-0020154814	6/30/2027	\$327,197.00	\$0.00
Total		\$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	Total
City of Bloomington Public Works - Asset Management			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
Monroe County Highway Dept. - Asset Management			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
Town of Ellettsville - Asset Management			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
TOTAL			
<i>FY 2027</i>	\$0	\$0	\$0
<i>FY 2028</i>	\$0	\$0	\$0
<i>TOTAL</i>	\$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.

BMCMPPO 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 IJIA 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO, in addition to the traditional forms of correspondence that are available. Staff will continue to use and explore new methods of communication, such as social media, in order to enhance public engagement with the MPO.

Responsible Agency and End Products

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

Work Element 100 Budget

Task		FY 2027	FY 2028	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$75,885.75	\$75,885.75	\$151,771
	<i>Local Share</i>	\$18,971	\$18,971	\$37,943
	Total	\$94,857	\$94,857	\$189,714
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$31,228	\$31,228	\$62,456
	<i>Local Share</i>	\$7,807	\$7,807	\$15,614
	Total	\$39,035	\$39,035	\$78,070
103	Staff Training & Education			
	<i>Federal Share</i>	\$12,143	\$12,143	\$24,286
	<i>Local Share</i>	\$3,036	\$3,036	\$6,072
	Total	\$15,179	\$15,179	\$30,358
104	Public Outreach			
	<i>Federal Share</i>	\$19,414	\$19,414	\$38,827
	<i>Local Share</i>	\$4,853	\$4,853	\$9,707
	Total	\$24,267	\$24,267	\$48,534
	TOTAL FEDERAL SHARE	\$138,671	\$138,671	\$277,341
	TOTAL LOCAL SHARE	\$34,668	\$34,668	\$69,335
	TOTAL	\$173,338	\$173,338	\$346,676

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	FY 2028	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$4,600	\$4,600	\$9,200
	<i>Local Share</i>	\$1,150	\$1,150	\$2,300
	Total	\$5,750	\$5,750	\$11,500
202	Annual Crash Report & Vulnerable Road Users Assessment			
	<i>Federal Share</i>	\$22,569	\$22,569	\$45,138
	<i>Local Share</i>	\$5,642	\$5,642	\$11,284
	Total	\$28,211	\$28,211	\$56,422
	TOTAL FEDERAL SHARE	\$27,169	\$27,169	\$54,337
	TOTAL LOCAL SHARE	\$6,792	\$6,792	\$13,584
	TOTAL	\$33,961	\$33,961	\$67,922

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.

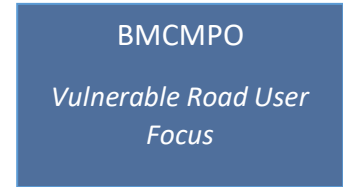
Responsible Agency and End Products

- 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]

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 BMCMPPO 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 BMCMPPO 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 BMCMPPO 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	FY 2028	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$77,444	\$77,444	\$154,888
	<i>Local Share</i>	\$19,361	\$19,361	\$38,722
	Total	\$96,805	\$96,805	\$193,610
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$3,935	\$3,935	\$7,871
	<i>Local Share</i>	\$984	\$984	\$1,968
	Total	\$4,919	\$4,919	\$9,839
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$4,600	\$4,600	\$9,200
	<i>Local Share</i>	\$1,150	\$1,150	\$2,300
	Total	\$5,750	\$5,750	\$11,500
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$327	\$327	\$654
	<i>Local Share</i>	\$82	\$82	\$164
	Total	\$409	\$409	\$818
306	Performance Measures			
	<i>Federal Share</i>	\$8,893	\$8,893	\$17,786
	<i>Local Share</i>	\$2,223	\$2,223	\$4,446
	Total	\$11,116	\$11,116	\$22,232
	TOTAL FEDERAL SHARE	\$95,199	\$95,199	\$190,399
	TOTAL LOCAL SHARE	\$23,800	\$23,800	\$47,600
	TOTAL	\$118,999	\$118,999	\$237,998

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

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%20Streets%20Trifold%20508.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) will build upon the City of Bloomington’s SS4A Action Plan (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) 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

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.

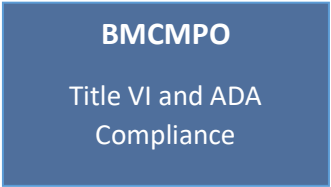
Task		FY 2027	FY 2028	Total
501	Active Transportation - Required 2.5% Set-aside and Transit-Oriented Development			
	<i>Federal Share</i>	\$20,559	\$20,559	\$41,118
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,454	\$7,454	\$14,907
	<i>Local Share</i>	\$5,140	\$5,140	\$10,279
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$1,863	\$3,727
	Total Active Transportation	\$25,699	\$25,699	\$51,397
	Total Task	\$35,016	\$35,016	\$70,032
502	Bicycle/Pedestrian Counts			
	<i>Federal Share</i>	\$1,809	\$1,809	\$3,618
	<i>Local Share</i>	\$452	\$452	\$905
	Total Task	\$2,262	\$2,262	\$4,523
503	Bloomington Transit Studies			
	<i>Federal Share</i>	\$3,803	\$3,803	\$7,605
	<i>Local Share</i>	\$951	\$951	\$1,901
	Total Task	\$4,753	\$4,753	\$9,506
504	Bloomington Transit Passenger Counts			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total Task	\$0	\$0	\$0
	TOTAL FEDERAL SHARE	\$26,171	\$26,171	\$52,342
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$7,454	\$7,454	\$14,907
	TOTAL LOCAL SHARE	\$6,543	\$6,543	\$13,085
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$1,863	\$1,863	\$3,727
	TOTAL	\$32,713	\$32,713	\$65,427
	Total 2.5% Set Aside (Billing Code Y410)	\$9,317	\$9,317	\$18,634

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

Appendix A

BMCMPO Committee Membership

BMCMPO Committee Membership

Policy Committee

Member	Title	Representing
Lisa Ridge, Chair	Monroe County Highway Director	Monroe County
John Kennedy. PhD., Vice Chair	Citizen	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Susan Weber	Lead Community Planner	FTA - Region V (non-voting)
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
Jillian Kinzie, Ph.D.	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
Hopi Stosberg	City Council Member	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., Chair	Council of Neighborhood Associations
Sam Tobin-Hochstadt, Ph.D., Vice Chair	Sycamore Knolls Neighborhood
Sarah Ryterband, M.D.	Prospect Hill Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

BMCMPO Staff and Program Support Personnel

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
An Equal Opportunity Employer

Appendix C

Abbreviations

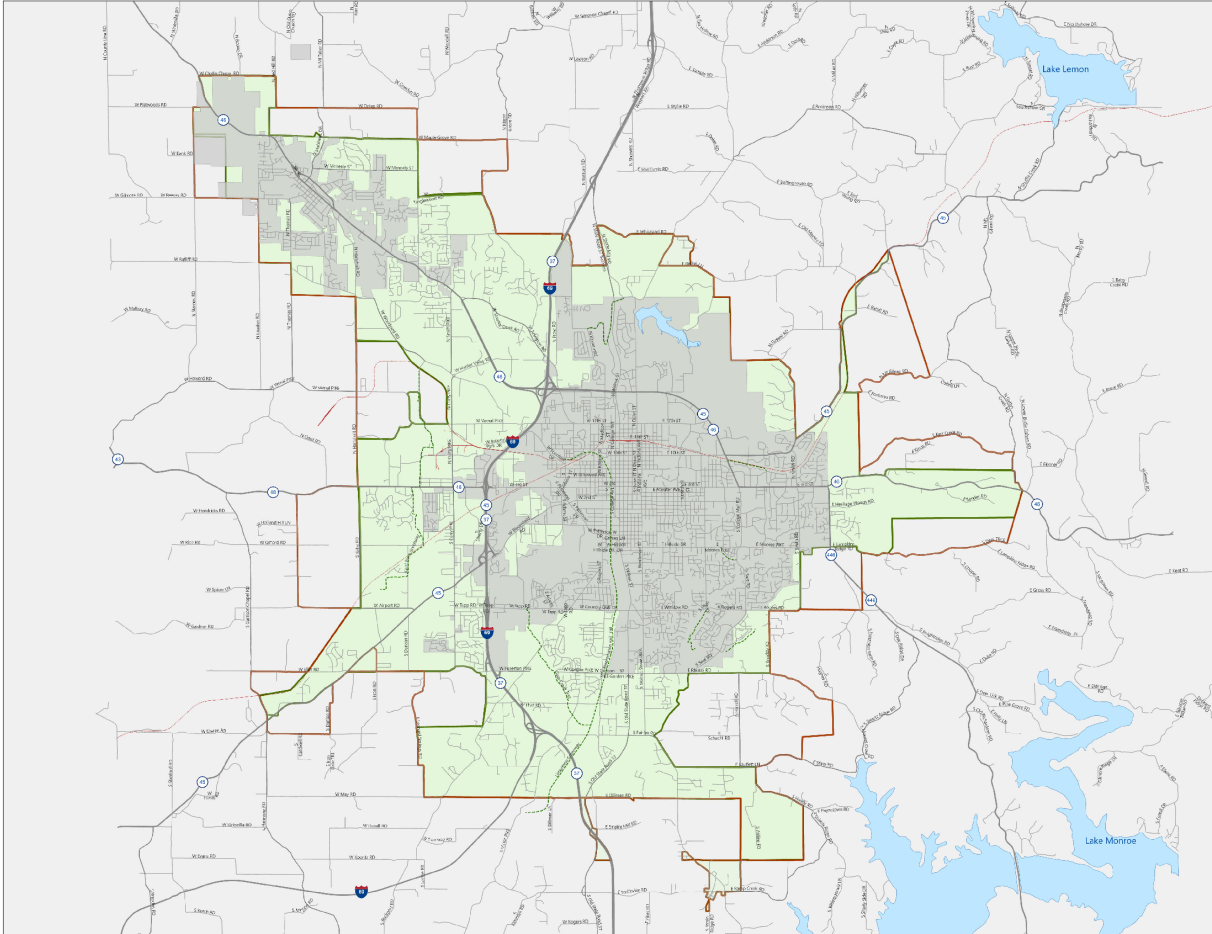
Key Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment & Jobs Act, Public Law 117-58
INDOT	Indiana Department of Transportation
INSTIP/STIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PC	Policy Committee
PL	Metropolitan Planning Funds
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel
VPI	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 data was provided 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 losses resulting from the use of this map. The City of Bloomington is not responsible for any claims 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.

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

###

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

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

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.

Appendix F

BMCMPO Policy Committee Adoption Resolution



ADOPTION RESOLUTION FY 2026-06

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

WHEREAS, the Bloomington-Monroe County Metropolitan Planning Organization (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

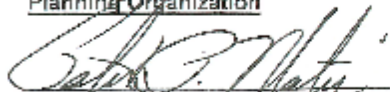
FY 2026 Self-Certification Statement

**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.

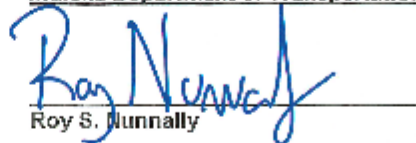
Bloomington Monroe County Metropolitan
Planning Organization


Patrick P. Martin

Senior Transportation Planner
Title

2/24/2025
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 ____ - ____.

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

ATTEST:

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



Amendments to 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

Purchase Replacement Buses							
Lead Agency: Bloomington Transit							
Performance Target: Transit Equipment							
Transit ID#: BLO-225-005 for FY22; BLO-23-004 for FY23; BLO-26-004 for FY24							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
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
TOTALS		\$ 5,271,556	\$ -	\$ -	\$ -	\$ -	\$ 5,271,556

*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.