BLOOMINGTON • MONROE COUNTY
mpo

Agenda for the Citizens Advisory Committee of the Bloomington Metropolitan Planning Organization

Meeting Date, Time & Location

- Wednesday August 26, 2026, 5:30pm
- In-person at McCloskey Room at City Hall, which is located at 401 North Morton Street in Bloomington Indiana.
- Attend virtually using the 2026 BMCMPO Citizens Advisory Committee zoom link.

Other Meeting Information

- An * after an agenda item indicates a vote is requested.
- In the agenda, documents and websites not created by BMCMPO staff may not be accessible.
- Quorum consists of a majority of CAC members eligible to vote, present in-person - at this time, quorum is 4. If a quorum is not present, those present may reschedule the meeting to another day when a quorum can be obtained; or, those present may conduct the meeting as an information session without taking official action on business items.
- Links to meeting materials and a link to the calendar entry for this meeting can be found on the Citizens Advisory Committee's webpage.
- Recordings for past BMCMPO Citizens Advisory Committee meetings can be viewed on the BMCMPO Citizens Advisory Committee Recordings on Google Drive Folder.

Agenda

1. Call to Order and Introductions
2. Approval of Agenda for August 26, 2026 pages 1-3
    - 2.1. *Motion & Second*
    - 2.2. *Committee Vote*
3. Approval of Minutes from July 22, 2026 pages 4-7
    - 3.1. *Motion & Second*
    - 3.2. *Committee Vote*
4. Communications from Chair and Vice Chair
5. Communications from Officers and/or Committees

6. Reports from MPO Staff
    6.1. U.S. DOT Surface Transportation Reauthorization Priority Letter, 7-22-2026 pages 8-19
    6.2. U.S. DOT 2026 National Roadway Safety Strategy
    6.3. U.S. DOT Intercity Bus Atlas
    6.4. Indiana Second Gas Tax Holiday Reimbursement pages 20-23
    6.5. Early Coordination Letter: DES # 2401404 for SR 45 New Sidewalk Addition, Kinser Pike to Walnut Street pages 24-32
    6.6. City of Bloomington press release: Increased Traffic Enforcement Ahead of MCCSC School Year
    6.7. City of Bloomington Safety Week
    6.8. BMCMPO FY2028-2032 Call for Projects
    6.9. Future TIP Development and Review Process
    6.10. BMCMPO FY2027 summary of annual federal funding allocations pages 33-34
    6.11. Recent updates on BMCMPO Transportation Improvement Program (TIP) projects. For more information, view the virtual public map of project locations and view the TIP project listing.
7. Old Business
8. New Business
    8.1. BMCMPO resolution FY2027-03: proposed changes to the FY2026-2030 BMCMPO TIP* pages 35-41
        8.1.1. Motion & Second
        8.1.2. Public Comment (limited to five minutes per speaker, and may be modified by Committee at beginning of public comment period)
        8.1.3. Committee Vote
9. Public Comment on matters not included on the agenda *(non-voting items)*
10. Communications from Committee Members on matters not included on the agenda *(non-voting items)*
11. Upcoming Meetings Schedule
    11.1. Policy Committee: August 28, 2026 at 10:30AM (hybrid)
    11.2. Technical Advisory Committee: September 23, 2026 at 10:00AM (hybrid)

11.3. Citizens Advisory Committee: September 23, 2026 at 5:30PM (hybrid)

12. 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. BMCMPO 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

Meeting Minutes for the Citizens Advisory Committee

Meeting Minutes for the July 22, 2026 meeting of the Citizens Advisory Committee of the Bloomington Metropolitan Planning Organization.

Attendance

Members Present:

- Elizabeth Cox-Ash
- John Kennedy [VICE CHAIR]
- Mary Jane Hall
- Paul Ash
- Sam Tobin-Hochstadt [CHAIR] [VIRTUAL]
- Sarah Ryterband

BMCMPO Staff: Katie Gandhi, Patrick Martin

Guests: 1

Meeting Recording

- Recordings for past BMCMPO Citizens Advisory Committee meetings can be viewed on the BMCMPO Citizens Advisory Committee Recordings on Google Drive Folder.

Meeting Notes

1. Call to Order and Introductions
2. Approval of Agenda for July 22, 2026 CAC Meeting
   Ryterband moved for the approval of the July 22, 2026 CAC meeting agenda. Hall seconded. Motion carried by a voice vote of 6-0.
3. Approval of Minutes from May 27, 2026 CAC Meeting
   Ryterband moved for the approval of the May 27, 2026 CAC meeting minutes**. Hall seconded. Motion carried by a voice vote of 5-0, with (1) abstention.**
4. Communications from Chair and Vice Chair

Tobin-Hochstadt shared that there is no progress from the Policy Committee meeting regarding the proposed change in governance for the BMCMPO. Kennedy shared he saw his first articulated bus around town.

5. Communications from Officers and/or Committees
6. Reports from MPO Staff
    6.1. State of Indiana Strategic Highway Safety Plan - public input opportunity
    Indiana is currently updating their Strategic Highway Safety Plan (SHSP), which is a multi-agency document that will guide the state's traffic safety efforts for the next 5 years. Their survey, which takes about 10-15 minutes, will help INDOT prioritize the safety concerns that are most important to you.
    6.2. 2026 Indiana State Rail Plan
    INDOT is updating the Indiana State Rail Plan, which guides the state's rail infrastructure investments and policies. The website linked in the agenda includes an overview, draft plan, executive summary, and a link to submit feedback.
    6.3. Federal Transit Administration Request for Information on Family Friendly Transit - public input opportunity (comments requested by August 3, 2026)
    The Federal Transit Administration is seeking input from the transit industry and the public about how to assess public transportation service quality across five areas. Comments are accepted at the link in the agenda until August 3, 2026.
    6.4. Updates to crash dashboard for all of Monroe County
    The 2025 crash data has been added to the crash dashboard. 2018 and 2019 data have also been removed to maintain consistency with the five year trend used in transportation and to cap the information shown in the dashboard. Past crash information is available in various locations - view the list on the MPO website. Discussion ensued.
    6.5. Early Coordination Letter for INDOT project #2401348 in Monroe County
    Early Coordination letters for INDOT project #2401348 project on the SR 45/46 bypass were sent out recently to stakeholders.
    6.6. Recent INDOT Road Safety Audits in BMCMPO planning area on state roads
    INDOT recently conducted Road Safety Audits at Kinser Pike and SR 45/46, W SR45 and Industrial Boulevard/Curry Pike, and SR 446 and E Moores Pike. BMCMPO staff attended and City of Bloomington and Monroe County staff were invited and attended. They'll make

recommendations for possible improved safety options within budget. Discussion ensued.

6.7. Upcoming FY2028-2032 Call For Projects

BMCMPO will put out a call for projects mid-August to mid-September for consideration in the FY2028-2032 TIP.

6.8. Recent updates on BMCMPO Transportation Improvement Program (TIP) projects. For more information, view the [virtual public map of project locations] and view the [TIP project listing].

- **Downtown Curb Ramp Improvements 4 - letting date was changed from October to December due to consultant submission delays**
- **High Street - utility relocation is in process; ready for letting; the letting was updated from September to October 2026**
- **2nd Street - in construction**
- **Crosswalk Improvements phase 3, phase 4, & Downtown Curb Ramps Improvements phase 5 - currently in design**
- **Dunn St Multiuse Path - in the right of way acquisition phase**
- **C&W - both phases shifted into and projected to occur in the same year; consultant selection for design is underway**
- **Dillman Bridge #83 - right of way acquisition is starting in next month**
- **Eagleson Bridge #922 - the county has met with IU and City; bridge utility relocation will start soon**
- **High Friction Surface Treatment on Fairfax Road - a request for proposals was posted for construction engineering services; has been awarded and will begin soon**
- **Rockport Bridge #308 - under construction; anticipated completion is October**
- **That Road Bridge #79 - has been executed and is starting the federal aid process**
- **INDOT intersection improvements on SR45 and Pete Ellis Drive - utility relocations in progress; no utilities have indicated that they will close Pete Ellis or SR 45 during their relocations;there will be anticipated lane closures during the relocations.**

6.9. [Administrative amendment made to the TIP on 7-10-2026]

This TIP change, which didn't require committee approval, involved updating the funding and phase years for the Downtown Curb Ramps project.

6.10. [Federal, state, local policies for revising the TIP]

This memo provides information on the federal, state, local review process required for changes to the TIP document. Staff will propose

updates to the local public review policy in the future so please take notes on any changes you want to recommend. Discussion ensued.

7. Old Business
8. New Business
   8.1. [BMCMPO resolution FY2027-01: proposed changes to the FY2026-2030 BMCMPO TIP]*
   This TIP update request involves the addition of four new INDOT projects, an update to the SR 446 and Moore's Pike INDOT project, and an update to the Old SR 37 and Dillman Road Intersection Project. Discussion ensued.
   Ryterband moved to recommend approval to the Policy Committee for BMCMPO resolution FY2027-01: proposed changes to the FY2026-2030 BMCMPO TIP. Hall seconded. Motion carried by a voice vote of 6-0.
   8.2. [BMCMPO Resolution FY2027-02: adoption of the State of Indiana's DOT calendar year 2027 Safety Performance Targets]*
   BMCMPO staff provided background detail to show where the target numbers come from. Discussion ensued.
   Ryterband moved to recommend approval to the Policy Committee for BMCMPO Resolution FY2027-02: adoption of the State of Indiana's DOT calendar year 2027 Safety Performance Targets, with the understanding that the members of the CAC desire the targets be less than what the state has declared; and, that our local community both formally and informally strives for vision zero for both fatalities and serious injuries. Hall seconded. Motion carried by a voice vote of 6-0.
9. Public Comment on matters not included on the agenda (non-voting items)
10. Communications from Committee Members on matters not included on the agenda (non-voting items)
11. Upcoming Meetings
    11.1. Policy Committee: July 24, 2026 at 10:30AM (hybrid)
    11.2. Technical Advisory Committee: August 26, 2026 at 10:00AM (hybrid)
    11.3. Citizens Advisory Committee: August 26, 2026 at 5:30PM (hybrid)
12. Adjournment

THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 22, 2026

Chairman Shelley Moore Capito
Committee on Environment and Public Works

Ranking Member Sheldon Whitehouse
Committee on Environment and Public Works

Chairman Ted Cruz
Committee on Commerce, Science, and Transportation

Ranking Member Maria Cantwell
Committee on Commerce, Science, and Transportation

Chairman Tim Scott
Committee on Banking, Housing, and Urban Affairs

Ranking Member Elizabeth Warren
Committee on Banking, Housing, and Urban Affairs

Dear Chairmen Capito, Cruz, Scott and Ranking Members Whitehouse, Cantwell, and Warren:

I am pleased to submit these proposals for surface transportation reauthorization to advance the President's vision for a bold transportation future. More than at any time since the introduction of passenger jet flight, we stand on the verge of fundamentally changing how Americans travel. President Trump's proposals deliver safer, smarter systems that expand economic opportunity and mobility for every American.

These recommendations tackle emerging challenges from our highways, bridges, transit systems, and freight networks for a stronger, more innovative future grounded in safety, speed, and fiscal responsibility.

Urgent Action Needed on Surface Transportation Reauthorization

Transportation is the backbone of the Nation's economy. Our roads, highways, and rails move millions of tons of freight and hundreds of millions of people every day—to work, to medical appointments, to shop, and to visit family.

With authorization for the U.S. Department of Transportation (DOT) surface transportation programs expiring on September 30, 2026, we continue to urge Congress to pass a comprehensive, multi-year surface transportation reauthorization bill that provides predictable funding for the Nation's vital transportation network. If a short-term extension of current authorities becomes necessary, we strongly urge Congress to adopt a set of critical policy priorities. We view these surface transportation reauthorization (STR) proposals not merely as stopgaps, but as essential markers and anchors for the longer-term surface transportation reauthorization bill.

I. STR Priorities Transmitted to Congress

To build big, beautiful infrastructure that gets America moving again, jumpstart our economy, and build a strong foundation for the future, we urge Congress to include the previously transmitted core STR priorities in any extension. See Appendix A for specific proposals that support the Administration's top policy priorities.

- **Strengthening Transit Safety and Security:** It is imperative that we crack down on transit systems that allow crime to run rampant, exposing workers and families to danger. To protect riders and workers, the Federal Transit Administration (FTA) must be granted authority to condition Federal funds on a transit agency's proven progress in reducing fare evasion, passenger assaults, and worker assaults, supported by a mandatory set-aside for safety and crime prevention. In addition, the Secretary should have greater authority to withhold funding when transit agencies fail to keep their systems safe.

- **Advancing Safe Automated Vehicle (AV) Innovation:** The United States has led the world in the development of AVs, and we must continue to support our Nation's innovators as they expand the deployment of this revolutionary technology, or they will be displaced by companies from other countries, including those where the same safeguards do not exist. We need to modernize regulations to safely accelerate AV development, establish a voluntary AV pilot program with preemptive authority to avoid a patchwork of State laws, lift restrictive deployment caps, and develop tailored Federal Motor Vehicle Safety Standards (FMVSS) for driverless vehicles. Rigorous safety oversight must be maintained through mandatory Safety Management Systems (SMS) and national data-sharing initiatives.

- **Ensuring Railway Safety:** The train derailment in East Palestine, Ohio, served as a tragic but salient reminder that our country must do more to ensure the safe and effective operation of our Nation's railways. The disaster, which involved the derailment of 38 cars and the evacuation of Americans living within a one-mile radius of the derailment, must never be allowed to happen again. Accordingly, commonsense and measured reforms must be codified by this Congress in order to ensure appropriate guardrails are in place to prevent future derailments that undermine confidence in our rail system and jeopardize the wellbeing of American communities. The Railway Safety Act offers those guardrails, and should be included in any legislative package that extends or reauthorizes surface transportation funding.

- **Expanding and Modernizing Infrastructure:** Congress should authorize a new competitive grant program targeted at expediting the completion and expansion of the Interstate system, mitigating nationally significant freight bottlenecks at highway interchanges, and deploying critical digital infrastructure and transportation technology at scale. The Administration's objective is to launch completion of the Interstate Highway System, including the start of construction for unbuilt, congressionally designated highways. This is key for ensuring that the U.S. remains economically dominant for the next century, as many of the highways of today were built during the Cold War with no subsequent maintenance of pace in improvement in the ensuing decades.

- **Restoring Highway Trust Fund Solvency:** Neither transit systems nor transit users pay into the Highway Trust Fund, despite its continued shortfalls. We propose eliminating the Mass Transit Account and consolidating all Federal fuel tax revenues into the Highway

Account. This will re-establish a direct user-pays model and address the Fund's looming structural deficit.

II. Additional Administration Priorities

We have a unique opportunity through reauthorization efforts to address key initiatives – particularly those related to transforming New York Penn Station, expanding private sector investment in transportation projects such as airports, and prioritizing motor vehicle travel over bicycle lanes.

- **Transform New York Penn Station:** New York Penn Station will be re-built into a brand-new, world-class station. To transform the station, we urge Congress to:
    - Authorize an additional $1 billion in Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program funding for New York Penn Station design and construction.
    - Incorporate the McDowell amendment to insert a new section into title 49 to permit Amtrak to enter into agreements requiring payments in lieu of taxes.
    - Increase the Railroad Rehabilitation and Improvement Financing (RRIF) cap from $35 billion to $50 billion.
    - Direct Amtrak to rename New York Penn Station.

- **Expand Private Sector Investments, Including Airports:** Our Nation's infrastructure, including our airports, needs further investment to usher in the Golden Age of Transportation. The private sector can unlock funding for improvements to transportation projects of regional and national significance.
    - To modernize and fund new infrastructure projects, replenish Private Activity Bond (PAB) allocation authority, with conforming eligibility with the Transportation Infrastructure Finance and Innovation Act (TIFIA) and RRIF programs, except for transit-oriented development and airports.
    - Remove the sunset of the airport-related projects eligibility for TIFIA credit assistance and expand the current, limited definition so more project sponsors can finance critical infrastructure.
    - Remove limitations on rail shipper access to RRIF financing for facilities along the National Rail Network to open significant new opportunities to attract private investment and enhance supply chain connectivity.

- **Protecting Consumer Choice:** We must protect the right of Americans to purchase and drive traditional vehicles by prohibiting any mandates that would require vehicles to be capable of wireless data transmission or automated driving.

- **Prioritize Motor Vehicle Travel Over Bicycle Lanes:** Dedicated bicycle lanes as part of "road diets" and other roadway reconfigurations reduce the number of vehicle travel lanes on a roadway. When vehicle throughput is sacrificed to accommodate bicycle lanes, the increased congestion can lead to longer travel times and wasted fuel; lower levels of service and worse system performance; longer emergency response times; increased barriers for personal mobility devices and vehicles with accessibility enhancements;

preferential treatment of the few bicycle travelers over the many motor vehicles; restricted large truck movements; less available space for delivery vehicles; and increased driver-cyclist conflict points at intersections. We urge Congress to restrict competitive and formula grant funding for bicycle lanes and other bicycle infrastructure that reduce travel throughput for motor vehicles and support removal of existing bike lanes that contribute to congestion.

- **Strengthening Commercial Motor Vehicle Enforcement:** To address critical safety investigator staffing shortfalls, the reauthorization should adjust the Federal Motor Carrier Safety Administration (FMCSA) high-priority program authorization levels to support the deployment of 815 additional enforcement personnel over the next five fiscal years, including 550 new safety investigators. This will scale up proactive safety oversight for over 800,000 motor carriers and 7.2 million commercial drivers. Additionally, we urge Congress to include policy language amending 49 U.S.C. § 31309 to authorize FMCSA to establish direct federal ownership and modernization of the Commercial Driver's License Implementation System (CDLIS), utilizing a user-fee framework to sustain long-term operations.

- **Consolidate Competitive Grant Programs:** The Infrastructure Investment and Jobs Act (IIJA) significantly expanded the number of competitive grant programs at DOT. Many are small programs that could be consolidated with other competitive grants. Streamlining competitive grant opportunities would both reduce the application burden for DOT funding recipients, and reduce the grant agreement administrative burden on both recipients and the Department. Appendix B provides specific proposals to consolidate programs administered by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), the Maritime Administration (MARAD), the Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Office of the Secretary of Transportation (OST).

- **Pass Dalilah's Law to Improve Trucking Safety:** America's truck driving workforce is central to the economy, but we cannot accept drivers with unknown safety records or who cannot read our road signs or converse with law enforcement in English. We therefore urge Congress to pass Dalilah's Law to restrict the issuance of non-domiciled commercial driver's licenses (CDLs) only to individuals with approved employer-sponsored visas, and to require that all CDL knowledge and skills tests be administered in English.

- **Preserve Daylight and Save Lives by Improving Traffic Safety:** Adopting permanent Daylight Saving Time would eliminate the needless time, hassle, and cost involved in changing clocks twice a year, and a study found that it would prevent hundreds of traffic deaths every year by shifting daylight to times of day when more Americans drive.

Incorporating these focused priorities into surface transportation reauthorization efforts will provide immediate, transformative benefits to American transportation safety, infrastructure scalability, and consumer rights, and lay a robust foundation for a comprehensive multi-year reauthorization bill.

III. Existing IIJA Programs to Not Extend or Modify

IIJA included funding-related provisions that should not be continued in both the extension and multi-year surface transportation reauthorization bill. Many of these programs authorize funding for wasteful spending on climate change, equity, and other activities that fall outside the core responsibilities of the Department. In addition, their program eligibilities are redundant with other grant programs, or their purpose can be achieved through existing programs. These grant programs are an outsized burden for both DOT and the funding recipients to administer compared to the transportation-related benefits received. To get DOT back to basics, we urge Congress to not extend the authorization for 12 programs and modify three programs in IIJA. Funding for programs under Division J in IIJA should also not be continued. See Appendix C for the list of existing IIJA programs to either not extend or modify.

The Golden Opportunity of Surface Transportation Reauthorization
President Trump is ushering in the Golden Age of Transportation, and surface transportation reauthorization is the time to ensure America builds big and beautiful infrastructure. Although this Administration is eager to see a long-term funding bill passed by Congress, if an extension is likely that opportunity, it should not be wasted. We urge Congress to include Administration policy priorities as part of any extension or surface transportation reauthorization efforts.
We look forward to partnering with you as we honor America's 250th anniversary by paving the way for another 250 years of remarkable investment in our Nation's infrastructure.

Sincerely,

Sean P. Duffy

Enclosure

Appendix A: Top Administration STR Policy Priorities

Strengthening Transit Safety and Security

- **Condition Transit Funding on Improvements in Crime on Transit Authority Premises:** Grant the Federal Transit Administration the authority to withhold up to 100 percent of Federal formula funds if an agency fails to demonstrate progress in reducing crime and fare evasion, and replace existing set-asides with a new, mandatory set-aside for safety and crime prevention projects.

Advancing Safe Automated Vehicle (AV) Innovation

- **Establish an AV Pilot Program with Preemption Clarity:** Authorize the Secretary to create a voluntary pilot program allowing manufacturers to deploy AVs—including noncompliant vehicles—under structured Federal oversight and preemptive authority.

- **Lift Caps, Expand Duration of Deployment Exemptions, and Ensure Safety:** Amend 49 U.S.C. §§ 30113 and 30114 to eliminate the 2,500-vehicle annual cap, extend exemption terms to five years at the Secretary's discretion, apply a consistent safety equivalence standard to low-emission vehicles, and prohibit Foreign Entities of Concern from qualifying for exemptions.

- **Authorize Targeted "Make Inoperative" Relief for Dual Use Vehicles:** Amend 49 U.S.C. § 30122 to permit certain safety features to be made inoperative temporarily when necessary to facilitate safe automated driving systems (ADS) functionality, including smooth transitions between ADS and human control.

- **Require Rulemaking to Facilitate Self-Certification of Purpose-Built Vehicles:** Require the Secretary to establish a new FMVSS framework, specifically for purpose-built vehicles that will never be operated by a human driver.

- **Require Rulemaking to Establish Safety Documentation and Retention Requirements:** Require the Secretary to issue regulations requiring all ADS manufacturers to provide an emergency responder interaction guide, maintain a safety management system, report incident data, and retain ADS-related records – replacing the current Standing General Order (SGO).

- **Facilitate Secure Information Sharing with State and Local Governments:** Amend 49 U.S.C. § 30167 to authorize the National Highway Traffic Safety Administration (NHTSA) to share information on AV operations and incidents with State and local governments while maintaining protections for confidential business information (CBI).

- **Establish Shareable Driving Scenario Database:** Direct NHTSA to create and to maintain a national database of driving scenarios—populated by contributions from AV developers and other stakeholders—to accelerate safety learning and to enhance transparency in AV development and deployment.

- **Establish FMVSS for ADS Safety and Competence:** Direct NHTSA to promulgate FMVSS establishing minimum safety and performance requirements for ADS.

- **Establish Safety Management System (SMS) Requirements for ADS Testers and Fleet Operators:** Direct NHTSA to require automated driving systems (ADS) testers and fleet operators to implement and maintain an SMS to manage safety risk systematically during testing and deployment.

Protecting Consumer Choice

- **Freedom Car - Right to Drive Disconnected and Non-Automated:** Prohibit any Federal, State, tribal, or local authority from mandating that vehicles sold or operated on public roads be equipped with automated driving systems or be capable of transmitting data wirelessly.

Expanding and Modernizing Infrastructure

- **Interstate Construction Competitive Grant Program:** Establish a competitive grant program to fund projects that expedite the completion of unfinished segments of future Interstate corridors and expand existing Interstates to provide at least three lanes of traffic in each direction.

- **Combating Freight Bottlenecks at Highway System Interchanges:** Create a competitive grant program for highway projects to address significant freight bottlenecks, requiring that at least 50 percent of the funds be reserved specifically for nationally significant bottlenecks.

- **Digital Infrastructure Competitive Grant Program:** Create a new competitive grant program to fund the widespread implementation of surface transportation technology and digital infrastructure, such as intelligent transportation systems, artificial intelligence applications, and vehicle-to-everything communications.

Restoring Highway Trust Fund Solvency

- **Eliminate Mass Transit Account of the Highway Trust Fund:** Eliminate the Mass Transit Account within the Highway Trust Fund and consolidate all Federal fuel tax revenues into the Highway Account to re-establish a direct user-pays model and reduce the Highway Trust Fund's structural deficit.

Appendix B: STR Competitive Grant Consolidation Proposals

- **FHWA – BRIDGE Program:** Consolidate the Bridge Investment Program (BIP), with modifications, and the Competitive Highway Bridge Program to focus on projects that can be delivered faster.

- **FHWA – Consolidation of Competitive Grant Programs:** Consolidate the number of FHWA competitive grant programs to reduce duplication, overlap, and instead focus more clearly on areas of Federal interest. Eliminate competitive programs that are not effective, are sufficiently covered through eligibility in formula programs, or do not align with Administration priorities.

- **FRA – New Competitive Intercity Passenger Rail Grant Program:** Create one comprehensive intercity passenger rail (IPR) investment program by consolidating the following existing FRA passenger rail competitive grant programs: Federal-State Partnership for Intercity Passenger Rail (FSP), Corridor Identification and Development (CID), Restoration and Enhancement (R&E), and Interstate Rail Compacts (IRC). This new IPR program will emphasize increasing competition in the development, design, construction, and operation of IPR projects.

- **FTA – Back-to-Bus Basics - Lowering Costs and Streamlining Competitive Bus Grants:** Consolidate the Grants for Buses and Bus Facilities (5339(b)) and Low or No Emission (5339(c)) competitive grant programs into a single, more streamlined program that eliminates the set-asides for low and zero emission buses and associated facilities.

- **FTA – One Simple Ferry Program – Combining and Streamlining 3 Ferry Programs:** Establish and authorize a single FTA ferry program under proposed 49 U.S.C. 5341, which combines FTA's Passenger Ferry Program under 49 U.S.C. 5307(h) and projects and recipients eligible for funding under two additional programs established under IIJA advanced appropriations: the Electric or Low-Emitting Ferry Program and the Ferry Service for Rural Communities Programs. Eliminate any set-asides for low and zero emission ferries and associated infrastructure.

- **OST – Building Beautiful Infrastructure is Great (BBIG) Competitive Grant Program:** Consolidate five existing competitive grant programs administered by OST into a single multimodal program for major transportation infrastructure projects, the Building Beautiful Infrastructure is Great (BBIG) program. Two existing competitive grant programs are funded out of Title 23 and administered by OST (Rural Surface Transportation Grants (Rural) and the Nationally Significant Freight and Highway Projects (INFRA)) would be combined with the National Infrastructure Project Assistance (Mega) program into the new, multimodal Building Beautiful Infrastructure is Great (BBIG) Grants Program for transformative transportation infrastructure projects, which would be authorized in 49 U.S.C 6701 (the existing Mega grants statute). The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program administered by FRA and the Port Infrastructure Development Program (PIDP) administered by MARAD would be modified to limit eligibility to smaller rail and port projects; larger rail and port projects would thus be eligible only under the multimodal BBIG program.

- **OST – America's Beautiful Community Transportation Projects (ABC) Competitive Grant Program:** Consolidate four existing competitive grant programs administered by OST into a single multimodal program for smaller transportation infrastructure projects, the America's Beautiful Community Transportation Projects (ABC) program. Three existing competitive grant programs administered by OST (the Reconnecting Communities Pilot Program (RCP) and the smaller projects components of Rural Surface Transportation Grants (Rural) and Nationally Significant Freight and Highway Projects (INFRA)) would be sunset and combined with the Local and Regional Project Assistance (BUILD) program into the new America's Beautiful Community Transportation Projects (ABC) Grants Program for smaller infrastructure projects, which would be authorized in 49 U.S.C 6702 (the existing BUILD grants statute).

- **PHMSA – Non-Profit Training Grant Merger:** Merge the hazardous materials non-profit training grants, Hazmat Instructor Training (HMIT), Community Safety (CSG), and Assistance for Local Emergency Response Training (ALERT) into one grant with multiple eligibilities. In addition, remove the set aside for Community Safety grants from the Hazmat operations budget (Section 5128(d)) and instead fund the activities through the Hazmat Materials Emergency Preparedness Fund (Section 5128(b)).

Appendix C: Existing IIJA Programs Not to Extend or Modify

Existing IIJA Programs Not to Extend

- **Section 11204 – Prioritization Process Pilot Program.** The Prioritization Process Pilot Program authorizes for $10 million per year competitive grant program funding to support data-driven approaches to planning. The activities can be done through existing formula funding programs.

- **Section 11206 – Increasing Safe and Accessible Transportation Options.** The section requires a 2.5% formula-fund set aside from apportioned planning funds (State Planning and Research funds, and Metropolitan Planning funds) to go directly towards activities associated with Complete Streets activities, which include planning and prioritizing active transportation facilities including sidewalks and bikeways. States or Metropolitan Planning Organizations may opt out of this requirement if Complete Street policies are adopted. Recommend removing this requirement as this supports activities counter to Administration priorities, such as bicycle lanes.

- **Section 11401 – Grants for Charging and Fueling Infrastructure.** The Grants for Charging and Fueling Infrastructure program authorizes an increasing amount each year – starting at $300 million in FY22 and $700 million in FY26 – in competitive grant program funding to deploy EV charging infrastructure and other alternative fueling infrastructure. Funding EV charging infrastructure is not an Administration priority, and the implementation of this program was ineffective in deploying charging stations.
  - **Note: Division J contains the National Electric Vehicle Infrastructure (Formula Program & Competitive Program).** Division J appropriated $1 billion per year in formula funding to States, and appropriated $100 million per year in competitive grant funding, to deploy EV charging infrastructure. The program activities are market distorting, and funding EV charging infrastructure is not an Administration priority. In addition, the implementation of the program was ineffectual. Also recommend a rescission of the unobligated program funding.

- **Section 11403 – Carbon Reduction Program.** The Carbon Reduction formula grant program authorizes over $1.3 billion per year to reduce transportation emissions. This section is focused on climate change and is counter to Administration priorities. Recommend not extending this competitive grant program to more efficiently deliver more relevant pollution reductions through the Congestion Mitigation and Air Quality formula program.

- **Section 11406 – Healthy Streets Program.** The Healthy Streets competitive grant program authorizes $100 million per year to deploy cool pavements and porous pavements and expand tree cover. Recommend not extending this program because this program was not appropriated funding and therefore never launched. This program is also associated with Biden -diversity, equity, and inclusion initiatives that are not supported by this Administration.

- **Section 11509 – Reconnecting Communities Pilot Program.** The Reconnecting Communities Pilot competitive grant program authorizes nearly $100 million per year for projects that restore community connectivity. Recommend not extending because this program supports Biden-era diversity, equity, and inclusion initiatives. The infrastructure activities that provide transportation-related benefits can be done through existing competitive and formula funding programs.

- **Section 11522 – Invasive Plant Elimination Program.** The Invasive Plant Elimination competitive grant program authorizes $50 million per year to control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridors. This program should not be extended because this program was not appropriated funding and therefore never launched, and it does not provide a direct transportation benefit.

- **Section 11528 – Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way.** The Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way competitive grant program provides $2 million in funding per year for projects to benefit pollinators on roadsides including the planting of native grasses and wildflowers. This program should not be extended because it does not provide a direct transportation benefit.

- **Section 11529 – Active Transportation Infrastructure Investment Program.** The Active Transportation Infrastructure Investment competitive grant program authorizes $200 million in funding per year for projects to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Recommend not extending this program since the program's primary purpose is bicycle lanes, which are not an Administration priority.

- **Section 21203 – National Culvert Removal, Replacement, and Restoration Grant Program.** The National Culvert Removal, Replacement, and Restoration competitive grant program authorizes $200 million in funding per year for projects for the replacement, removal, and repair of culverts or weirs that restore fish passage. This program should not be extended since fish passage projects do not provide a direct transportation benefit. Roadway maintenance and re-designs can already account for culverts under roadways as an eligible expense.

- **Section 25005 – Strengthening Mobility and Revolutionizing Transportation Grant Program.** The Strengthening Mobility and Revolutionizing Transportation (SMART) competitive grant program funds demonstration projects for advanced technologies and systems. This program is authorized for $100 million per year. The program is not included in the FY27 President's Budget, and its activities can be funded through other research funding sources.

- **Section 25006 – Electric Vehicle Working Group.** Recommend removing this section that establishes an Electric Vehicle Working Group of Federal and industry stakeholders to strategize and report on electric vehicle adoption. This is a green infrastructure-related activity that goes against Administration priorities. Promoting the adoption of electric vehicles over other types of motor vehicles distorts the marketplace.

IIJA Programs to Modify

- **Section 11402 – Reduction of Truck Emissions at Port Facilities.** The Reduction of Truck Emissions at Port Facilities competitive grant program authorizes $50 million per year in competitive grant funding to reduce idling at port facilities. The scope of the program should be changed to remove references to port electrification. In addition, DOT recommends that the program name be updated to better reflect its purpose.

- **Section 11404 – Congestion Relief Program.** The Congestion Relief Program authorizes $50 million per year in competitive grant funding to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The program goals should be changed to remove a reference to "optimizing transit systems" and remove project eligibilities that include cordon pricing as well as transit and commuter buses. In addition, the name of the program should be Highway Congestion Relief Program. These modifications would best address congestion in ways that fit the role of the FHWA, and FTA can leverage existing programs to achieve the transit-related elements of this program.

- **Section 24112 – Safe Streets and Roads for All grant program.** The Safe Streets and Roads for All competitive grant program authorizes $200 million in funding per year to support local initiatives to prevent death and serious injuries on roads and streets. The Safe Streets and Roads for All grant program should be changed from a competitive grant program to a formula grant program for more efficient implementation. The current Federal burden to administer 2,000+ grant agreements is extensive and unnecessary.

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INDIANA DEPARTMENT OF TRANSPORTATION

Local Public Agency Program Newsletter for August 2026 – 3rd Special Edition

NEWS RELEASE
FOR IMMEDIATE RELEASE
August 18, 2026

State Board of Finance Approves Second Gas Tax Holiday Reimbursement Distribution

Distributions to local government partners to begin promptly

STATEHOUSE — Today the State Board of Finance approved the second round of reimbursements related to Governor Mike Braun's temporary Gas Tax Holiday. Following the Board's action, the Indiana State Comptroller's Office began processing payments immediately to counties, cities and towns, restoring roadway-funding revenues for the additional days included in this reimbursement window.

A total of $130,450,219.59 for the suspension period between June 1 through June 30 will be reimbursed to the Motor Vehicle Highway Fund (MVH), the Local Road and Street Fund (LRS), and the Local Road and Bridge Matching Fund. Of this amount, local units of government will receive $43,805,267.02. The distribution amount broken out for each local unit can be found here.

“Our office is committed to processing these reimbursements quickly and with accuracy,” said Comptroller Elise Nieshalla. “This second distribution reflects the additional days included in the reimbursement window, providing local governments with the full roadway funding they would have collected during that time.”

What Local Governments Can Expect

- Local government partners will receive reimbursements within 2-3 days of processing.
- Additional reimbursement requests will be presented at future State Board of Finance meetings.
- Other statutory MVH and LRS revenue streams continue on normal schedules.

Reimbursement amounts for each local unit follow the same statutory formulas used for regular monthly MVH and LRS distributions.

“The Board remains committed to good fiscal stewardship and is focused on providing careful oversight as each transfer request is brought forward,” said State Budget Director Chad Ranney. “Our approval today ensures local road funding for this specific period will be distributed to local units of government both accurately and promptly.”

State Treasurer Daniel Elliott added, “These reimbursements continue to ensure that counties, cities and towns remain financially whole under the temporary suspension. Indiana’s sound fiscal footing allows us to maintain consistent support for local infrastructure while taxpayers receive relief at the pump.”

Understanding the Revenue Impact & Distribution Process

Indiana’s local governments receive roadway funding each month through two primary statutory accounts: the MVH account and the LRS account. These distributions rely heavily on fuel-related tax collections remitted monthly to the Department of Revenue.

Two taxes make up this roadway revenue:

- **Gasoline Excise Tax (GET)** – Distributed according to state law and shared among MVH, LRS, the State Highway Fund, counties, cities and towns.

- **Gas Use Tax (GUT)** -Distributed across several transportation- related funds, including MVH, the Local Road and Bridge Grant Fund that both state and local entities share.

During the Gas Tax Holiday, monthly GET and GUT collections have been temporarily suspended, affecting the portion of revenue that flows into both MVH and LRS. In collaboration with the State Budget Agency, the Comptroller's Office calculated the statewide impact using Department of Revenue data and the Board of Finance authorized today's reimbursements to ensure local governments remain whole. The Comptroller's Office is responsible for issuing the reimbursements and delivering restored funding to counties, cities and towns.

Where to Find Distribution Amounts & Additional Information

- To see how much your local unit is receiving, click here.
- For more information, including MVH/LRS context, statutory references, distribution formulas and gas tax holiday FAQs, click here.

Elise M. Nieshalla is the Indiana State Comptroller , fulfilling the duties of the Constitutional Office of State Auditor. Comptroller Nieshalla is committed to serving our state by upholding the highest standards of fiscal responsibility in the provision of accurate accounting and reporting of state funds, disbursement of tax revenues to state agencies and local units of government, payment of Indiana's employees and vendors, administration of the state's deferred compensation plan and delivering financial information through the Indiana Transparency Portal and Federal Funding Expenditures Dashboard. She also serves on several key state financial boards including the Indiana Public Retirement System, Indiana Board for Depositories, Indiana Deferred Compensation Committee and State Board of Finance.

We always want to hear your feedback. Please send us your thoughts on these bulletins and anything related to the LPA Program to: LPAQuestions@indot.in.gov.

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, IN 47274

PHONE: 855-463-6848
FAX: 812-895-7479

Mike Braun, Governor
Lyndsay Quist, Commissioner

July 31, 2026

Via Email or Mail to Early Coordination List:

Re: Early Coordination Letter, Des. No. 2401404, State Road (SR) 45 New Sidewalk Addition, Kinser Pike to Walnut Street, Monroe County, IN

To Whom It May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a sidewalk addition project along SR 45 in the City of Bloomington, Monroe County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply**. We will incorporate your comments into a study of the project's environmental impacts.

The project is located along the north side of SR 45 between Kinser Pike and Walnut Street in Bloomington within Bloomington Township, Monroe County, Indiana. More specifically, the project is located in Section 28, Township 9 N, and Range 1 W, on the Bloomington U.S. Geological Survey (USGS) topographic map. This section of SR 45 is a four-lane, urban *Principal Arterial*, with a posted speed limit of 45 miles per hour (mph). The typical existing cross-section of SR 45 consists of four 12-foot-wide travel lanes (two eastbound (EB), two westbound (WB)) separated by a 7-foot raised median with varying-width paved shoulders. The project area includes two intersections along SR 45: Kinser Pike and Walnut Street, which continues south of SR 45 as College Avenue.

The intersection of SR 45 and Kinser Pike is signal controlled. Kinser Pike is classified as a *Minor Collector* with a posted speed limit of 30 mph. This intersection contains no crosswalks. The intersection of SR 45 and Walnut Street is a signal-controlled intersection Walnut Street is classified as a *Minor Arterial* with a posted speed limit of 40 mph. This intersection contains a single push-button crosswalk, running north/south across SR 45, on southeastern corner of the intersection

The need for the project is due to the lack of pedestrian facilities along this segment of SR 45. The purpose of this project is to provide safe and adequate facilities for pedestrian use.

The proposed project includes constructing a new 10-foot-wide sidewalk along the north side of SR 45 between Kinser Pike and Walnut Street. In the northwest quadrant of the SR 45 and Kinser Pike intersection, the existing curb ramp will be reconstructed, and a new curb will be added to the approach. A new curb ramp will be installed in the northwest quadrant of SR 45 and Walnut Street. The existing traffic signals in the northwest and northeast quadrants of the Kinser Pike/SR 45 and Walnut Street/SR 45 intersections will be upgraded with pedestrian push buttons and pedestrian signal heads. The right turn lane for westbound SR 45 at Kinser Pike will be shortened and new curb inlets will be installed. The sidewalk will have a 10-foot buffer from the existing paved shoulder and then transition onto the existing shoulder of the SR 45 bridge over Old SR 37

(Bridge No. 045-53-09827 A; NBI No. 017172). The sidewalk will continue along the bridge shoulder and terminate at the proposed curb ramp in the northwest quadrant of Walnut Street. The existing bridge railing will be replaced along the north side and a bicycle railing will be installed on top of the bridge rail. No other bridge work will occur. The project will not require the acquisition of temporary or permanent right-of-way (ROW). The proposed maintenance of traffic (MOT) will consist of phased lane closures and a pedestrian detour with temporary curb ramps. Approximately 0.01 acre of tree clearing is anticipated as part of this project. The project is anticipated to begin construction in Spring 2028.

Land use in the vicinity of the project is primarily commercial with maintained and unmaintained roadside. A field investigation will be conducted, and a Waters of the U.S. Report will be developed and submitted to the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO). The project is anticipated to qualify for the Range-wide Programmatic Agreement for the Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and tricolored bat (*Perimyotis subflavus*), by completing the USFWS Information for Planning and Consultation (IPaC). The project is anticipated to qualify for the Minor Projects Programmatic Agreement (MPPA).

Please provide your response to Aaron Stroude within thirty (30) calendar days from the date of this letter. However, should you find an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Aaron Stroude, Burgess & Niple, Inc, by mail at 251 N Illinois Street, Suite 920 Indianapolis, Indiana 46204 or email at aarostroude@burgessniple.com or Brad Williamson, INDOT Project Manager, by phone at (812) 569-4537 or email at bwilliamson@indot.igov.

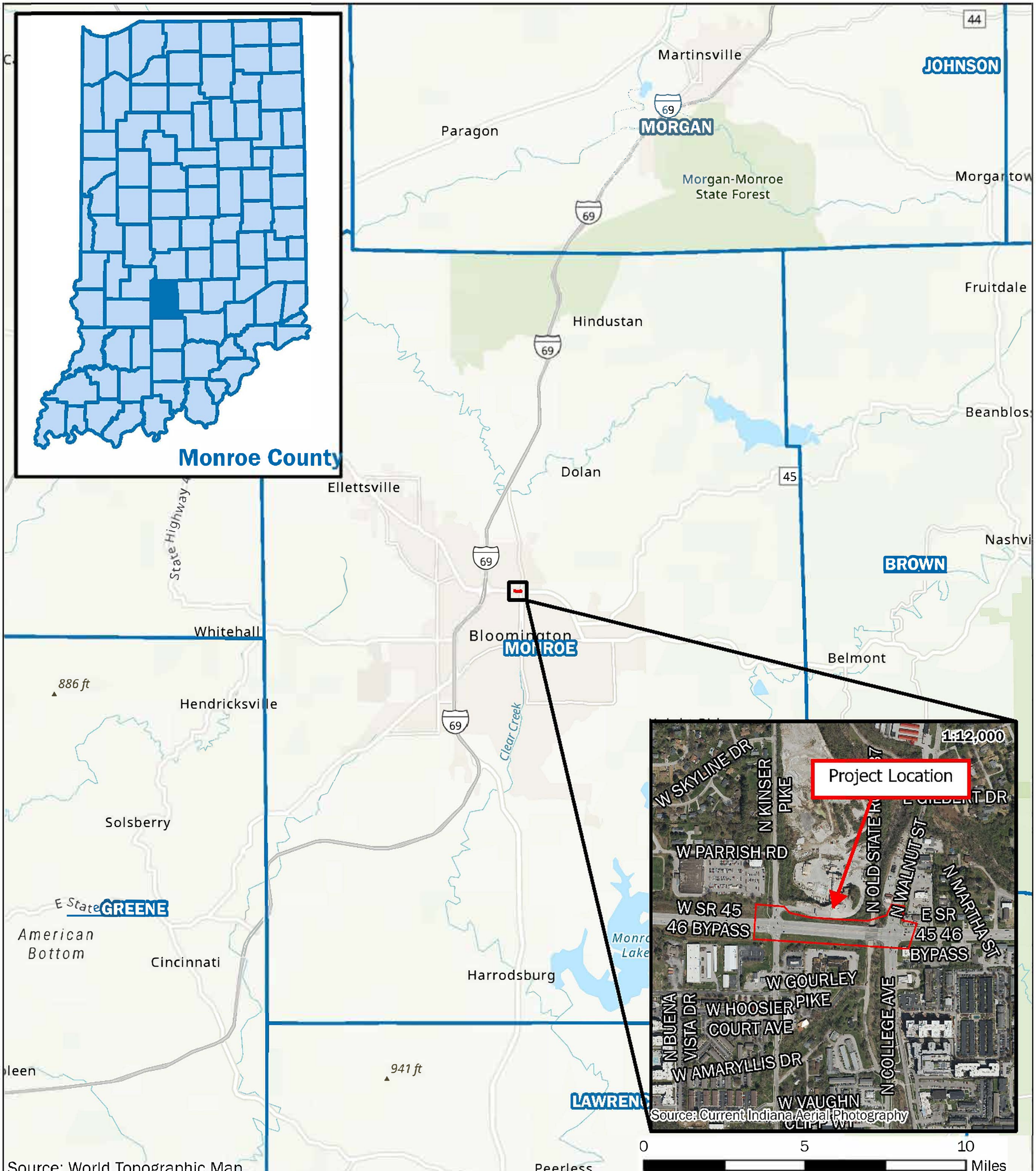
Sincerely,

Aaron Stroude
Burgess & Niple, Inc.

ATTACHMENTS:

- Location Map
- Topographic Map
- Aerial & Photo Location Map
- Photographs

cc: Federal Highway Administration
Indiana Geological and Water Survey (Electronic Submittal)
Indiana Department of Natural Resources, Division of Fish & Wildlife
U.S. Department of Housing & Urban Development
INDOT, Seymour District - Environmental Section Manager
INDOT, Seymour District - Project Manager
Indiana Department of Environmental Management (Wellhead Proximity Website)
U.S. Army Corps of Engineers, Louisville District
Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO)
City of Bloomington, City Council
City of Bloomington, Mayor
City of Bloomington, Engineer
City of Bloomington, Police Department
City of Bloomington, Fire Department
City of Bloomington, MS4 Coordinator
City of Bloomington, Community and Family Resources
Indiana University, Capital Planning and Facilities
Monroe County Community School Corporation
Bloomington Parks and Recreation
Irving Materials Inc.



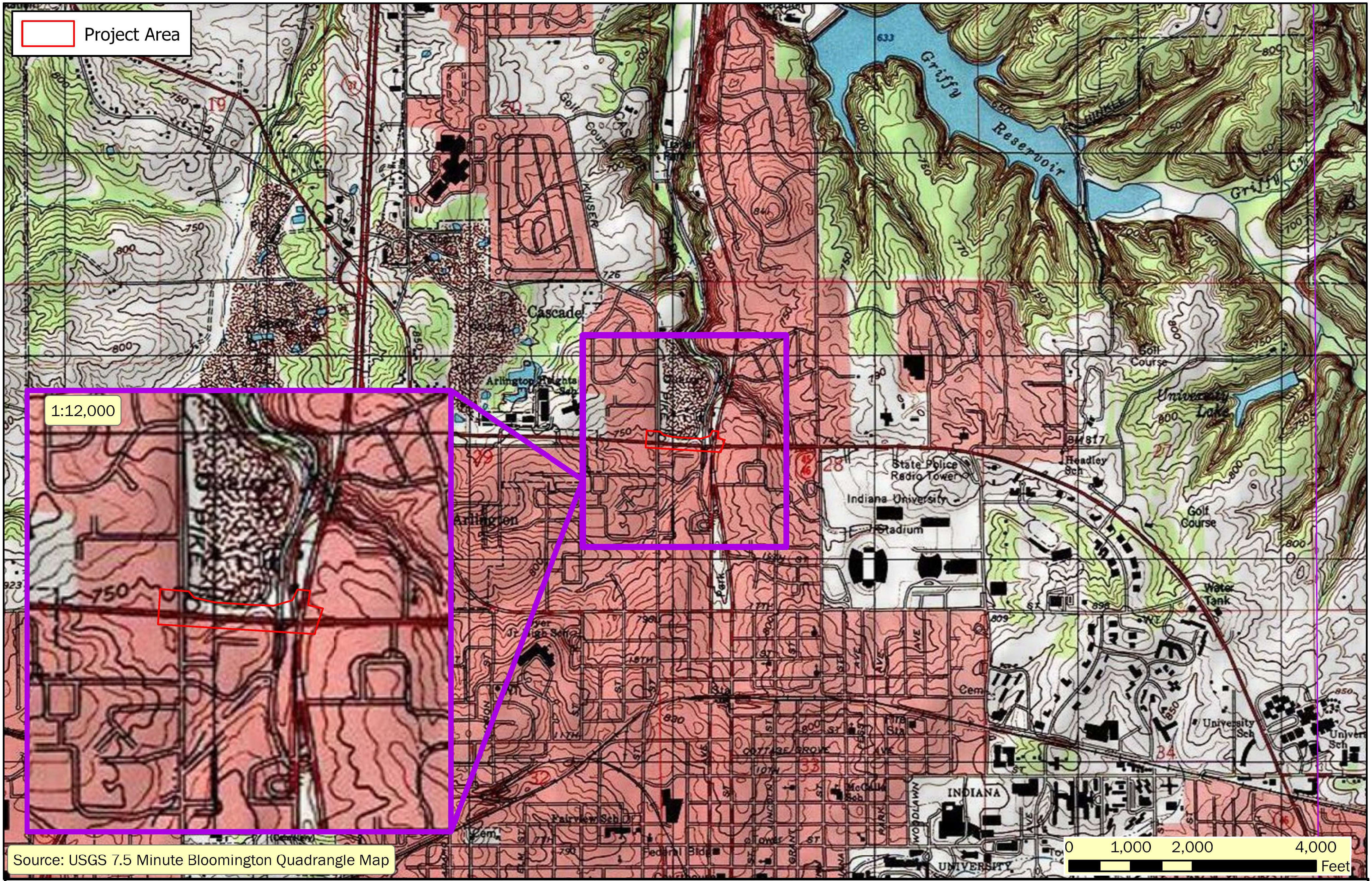
Project Location Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 45 New Sidewalk Addition
Des No. 2401404
Monroe County, Indiana

N

Author: stroude
7/31/2026



USGS Topographic Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 45 New Sidewalk Addition
Des No. 2401404
Monroe County, Indiana

N

Author: stroude
7/31/2026
8/20/2026

Aerial Photography Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 45 New Sidewalk Addition
Des No. 2401404
Monroe County, Indiana

N

Author: stroude
7/31/2026

1: Looking southeast along the eastbound lane of SR 45, at the start of the project area, in the northeast quadrant.

2: Looking southwest across the intersection of SR 45 and N. Kinser Pike.

3: Looking southeast along the westbound land of SR 45, in the middle of the project area.

4: Looking east along the westbound lane of SR 45 nearing the end of the project area.

5: Looking south at the intersection of N. Walnut Street and SR 45 nearing the end of the project area, northeast quadrant.

6: Looking southwest across the intersection of N. Walnut Street and SR 45 nearing the end of the project area, northeast quadrant.

7: Looking south at the intersection of N. Walnut Street and SR 45 nearing the end of the project area, northeast quadrant.

8: Looking west across the intersection of N. Walnut Street and SR 45, southeast quadrant.

9: Looking east along the south side of SR 45.

10: Looking northwest across the intersection of N. Kinser Pike and SR 45, southwest quadrant.

Memorandum

Date: August 26, 2026 (TAC and CAC) and August 28, 2026 (PC)

To: Indiana Department of Transportation (INDOT), BMCMPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPO) Staff

Subject: BMCMPO SFY2027 summary of annual federal funding allocations

Each state fiscal year, the BMCMPO receives a spending allowance to be used on local transportation projects within the BMCMPO metropolitan planning area, as part of a sharing agreement with INDOT.

We are now in SFY2027 (which began July 1, 2026 and ends June 30, 2027). This is a quick overview of the projected federal funding allocation BMCMPO will receive in SFY2027. The following information is also detailed on page 19 of our FY2026-2030 TIP document.

- Per INDOT email on 6-5-2026, the BMCMPO spending authority for SFY2027 is $4,533,387.
- The BMCMPO owes the Indianapolis MPO (IMPO) $4,601,337 in SFY2027 (this exchange agreement was made 9-2023; we received the same amount from IMPO in SFY2024).
- The BMCMPO will receive $2,230,000 in SFY2027 from the Area Plan Commission of Tippecanoe County (APCTC) (this exchange agreement was made 4-2026; we owe APCTC the same amount in SFY2028).
- INDOT granted us an extra $47,894 in the last few months of SFY2026 to be used by September 2026.
- This makes the total BMCMPO federal funding available for SFY2027 transportation projects: $2,209,944.
- BMCMPO's forecasts using the available $2,209,944 as follows:
    - The High Street Multiuse Path and Intersection Improvement project (CN phase) will receive $2,162,050.
    - The Downtown Curb Ramps project (PE phase) will receive $47,894.

These projected SFY2027 allocations were previously approved by the BMCMPO committees; however, they are subject to change throughout the year depending on project progression, timelines, and unexpected delays. Changes to these projections will be reviewed and approved by the BMCMPO committees as required by the BMCMPO public participation plan, and then reviewed and approved by INDOT, Federal Highway Administration, and Federal Transit Administration.

BMCMPO staff will stay in communication with Local Public Agencies throughout the fiscal year regarding projects listed in the BMCMPO FY2026-2030 TIP. BMCMPO staff will keep BMCMPO committee members apprised of any changes made to the BMCMPO SFY2027 spending authority.

BMCMPO staff aim to recommend the use of BMCMPO federal fund allocations in a way that makes the most sense across multiple years, timelines and projects. It is our ongoing goal to seek to allocate funding in a way that supports the projects within the BMCMPO Metropolitan Planning Area that are prioritized for federal aid, to the maximum extent possible.

Bloomington Monroe County Metropolitan Planning Organization (BMCMPO) Policy Committee

Resolution FY2027-03

Resolution to approve the minor amendments, detailed in the attached memo, to the Bloomington Monroe County Metropolitan Planning Organization's FY 2026–2030 Transportation Improvement Program (TIP), BMCMPO Technical Advisory and Citizen Advisory Committees on August 26, 2026 and as presented to the BMCMPO Policy Committee on August 28, 2026.

Preamble

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

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

Whereas, all local public agency and INDOT state-owned transportation improvements within the BMCMPO planning area that utilize federal funds granted to the BMCMPO or to INDOT, must be included in the BMCMPO TIP prior to the expenditure of federal funds; and

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

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

Now, Therefore, Be It Resolved:

- That the Bloomington Monroe County Metropolitan Planning Organization's FY 2026– 2030 TIP is amended to include changes described in the memorandum attached to this resolution.

Severability

If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

Effective Date

This Resolution shall be in full force and effect from and after its adoption by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization.

Passed

Passed by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization on July 24, 2026.

Signatures

____________________________________ __________________

Signature *Date*

Lisa Ridge, Policy Committee Chair
Bloomington Monroe County Metropolitan Planning Organization (BMCMPO)

____________________________________ __________________

Signature *Date*

Patrick Martin, Director
Bloomington Monroe County Metropolitan Planning Organization (BMCMPO)

Memorandum

Date: August 26, 2026 (TAC and CAC) and August 28, 2026 (PC)

To: BMCMPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPO) Staff

Subject: Updates to the BMCMPO FY 2026-2030 BMCMPO Transportation Improvement Program (TIP)

BMCMPO staff request the BMCMPO's Policy Committee's vote of approval, under BMCMPO Resolution FY2027-03, to make the following minor amendments to the BMCMPO Fiscal Year 2026-2030 BMCMPO Transportation Improvement Program.

1. Update funding for Bloomington Transit project TPIN #BLO-27-003, called Greenline Design & Engineering - Bus Stop & Infrastructure
    a. remove the $4,000,000 in FTA 5309 small start funds and local match from FY 2027
    b. add $300,000 in 5307 funds and local match to FY 2027, for traffic signal prioritization
    c. This table shows the currently approved funding:

Greenline Design & Engineering - Bus Stop & Infrastructure

Lead Agency: Bloomington Transit

Performance Target: Transit Service Delivery

Transit ID#: BLO-26-021, BLO-27-003

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5309 Small Start	Capital	$ 400,000	$ 3,200,000				$ 3,600,000
Local	Capital	$ 100,000	$ 800,000				$ 900,000
TOTALS		$ 500,000	$ 4,000,000	$ -	$ -	$ -	$ 4,500,000

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

**FY 2029-2030 represent illustrative project years.

   d. This table shows the proposed new funding:

Greenline Design & Engineering - Bus Stop & Infrastructure

Lead Agency: Bloomington Transit

Performance Target: Transit Service Delivery

Transit ID#: BLO-26-021, BLO-27-003

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	$ 400,000	$ 240,000				$ 640,000
Local	Capital	$ 100,000	$ 60,000				$ 160,000
TOTALS		$ 500,000	$ 300,000	$ -	$ -	$ -	$ 800,000

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

**FY 2029-2030 represent illustrative project years.

On 8-19-2026, Bloomington Transit requested to remove the $4,000,000 in FTA 5309 small start funds and local match from FY 2027, and add $300,000 in 5307 funds and local match to FY 2027, for traffic signal prioritization.

2. Update funding for Bloomington Transit project, called New Administrative & Maintenance Facility
    a. add $23,590,551 to FY2027, for phase 1 of the building construction
    b. This table shows the currently approved funding:

New Administrative & Maintenance Facility							
Lead Agency: Bloomington Transit							
Description: Design and construction of Bloomington Transit's new Administrative, Operations, and Maintenance							
Performance Target: Transit Administration & Operations							
Transit ID#: BLO-26-032							
FUNDING SOURCE	**PHASE**	**2026*****	**2027**	**2028**	**2029****	**2030****	**TOTAL***
FTA 5307 - FLEX - STBG	Capital	$ 2,444,371					$ 2,444,371
Local	Capital	$ 611,093					$ 611,093
FTA 5307	Capital	$ 300,000					$ 300,000
Local	Capital	$ 75,000					$ 75,000
FTA 5339	Capital	$ 35,000,000					$ 35,000,000
Local	Capital	$ 8,750,000					$ 8,750,000
FTA 5339 - formula	Capital	$ 428,070					$ 428,070
Local	Capital	$ 107,017					$ 107,017
TOTALS		$ 47,715,551	$ -	$ -	$ -	$ -	$ 47,715,551

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.
NOTE: Project was added to the TIP on 12-12-2025 per resolution FY2026-03.

c. This table shows the proposed new funding:

New Administrative & Maintenance Facility							
Lead Agency: Bloomington Transit							
Description: Design and construction of Bloomington Transit's new Administrative, Operations, and Maintenance facility.							
Performance Target: Transit Administration & Operations							
Transit ID#: BLO-26-032							
FUNDING SOURCE	**PHASE**	**2026*****	**2027**	**2028**	**2029****	**2030****	**TOTAL***
FTA 5307 - FLEX - STBG	Capital	$ 2,444,371	$ 2,444,371				$ 4,888,742
Local	Capital	$ 611,093	$ 611,093				$ 1,222,186
FTA 5307	Capital	$ 300,000	$ 16,000,000				$ 16,300,000
Local	Capital	$ 75,000	$ 4,000,000				$ 4,075,000
FTA 5339	Capital	$ 35,000,000	$ 428,070				$ 35,428,070
Local	Capital	$ 8,750,000	$ 107,017				$ 8,857,017
FTA 5339 - formula	Capital	$ 428,070					$ 428,070
Local	Capital	$ 107,017					$ 107,017
TOTALS		$ 47,715,551	$ 23,590,551	$ -	$ -	$ -	$ 71,306,102

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
**FY 2029-2030 represent illustrative project years.
Project was added to the TIP on 12-12-2025 per resolution FY2026-03.
Bloomington Transit requested to add $23,590,551 to FY2027, for phase 1 of the building construction (NEPA approval is expected around Dec 2026).

3. Add new INDOT project CONTRACT #46922 and DES #2600931, called High Mast Tower Lighting Replacement at various interchanges in Vincennes and Seymour Districts with the following phases and costs:
    a. FY2027 construction phase cost of $87,880 ($70,304 in federal funds and $17,576 in state match funds)
    b. This table shows the proposed funding:

High Mast Tower Lighting Replacement at various interchanges in Vincennes and Seymour Districts									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 46922									
DES#: 2600931									
FUNDING SOURCE	**PHASE**	**2026**	**2027**	**2028**	**2029**	**2030**	**FEDERAL FUNDING**	**STATE MATCH**	**TOTAL**
HSIP	CN		$ 87,880				$ 70,304	$ 17,576	$ 87,880
TOTALS		$ -	$ 87,880	$ -	$ -		$ 70,304	$ 17,576	$ 87,880
								TOTAL PROJECT COST*:	$ 87,880

NOTE: On August 17, 2026, INDOT requested to add this project to the TIP.

4. Update funding for INDOT project CONTRACT #46177 and DES #2500524, called Repair or Replace Joints on SR 48 over I 69 NB/SB, 5.96 miles E of SR 43:
    a. Increase FY2027 CN phase funding from $239,882 to $362,940, which increases the total project cost from $365,657 to $488,715.
    b. This table shows the currently approved funding:

Repair or Replace Joints - on SR 48 over I 69 NB/SB, 5.96 miles E of SR 43

Lead Agency: INDOT

Performance Target: Bridge Condition

Description: Repair or replace joints on SR48 over I-69 NB/SB, 5.96 miles E of SR 43

CONTRACT #: 46177

DES# 2500524

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHS	CN		$ 239,882				$ 215,894	$ 23,988	$ 239,882
TOTAL		$ -	$ 239,882	$ -	$ -	$ -	$ 215,894	$ 23,988	$ 239,882
								TOTAL PROJECT COST*:	$ 365,657

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

**FY 2029-2030 represent illustrative project years.

An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to add this project to the TIP.

    c. This table shows the proposed funding:

Repair or Replace Joints - on SR 48 over I 69 NB/SB, 5.96 miles E of SR 43

Lead Agency: INDOT

Performance Target: Bridge Condition

Description: Repair or replace joints on SR48 over I-69 NB/SB, 5.96 miles E of SR 43

CONTRACT #: 46177

DES# 2500524

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHS	CN		$ 362,940				$ 326,646	$ 36,294	$ 362,940
TOTAL		$ -	$ 362,940	$ -	$ -	$ -	$ 326,646	$ 36,294	$ 362,940
								TOTAL PROJECT COST*:	$ 488,715

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

**FY 2029-2030 represent illustrative project years.

An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to add this project to the TIP.

On August 10, 2026, INDOT requested to modify this project by increasing the FY2027 CN phase by $123,058 (from $239,882 to 362,940), which increased total project cost from $365,657 to $488,715.