Agenda for the Policy Committee of the Bloomington Metropolitan Planning Organization

Meeting Date, Time, & Location

- October 23, 2026, 10:30AM
- Attend in-person at Council Chambers at City Hall, which is located at 401 North Morton Street in Bloomington Indiana.
- Attend virtually using the 2026 BMCMPO Policy Committee zoom link.

Meeting Information

- In the agenda, 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 seven (7) voting members of the PC or their proxies, present in-person. No action shall be taken by the Policy Committee without a quorum. If a quorum is not present, those present may choose to reschedule the meeting to another day when a quorum can be obtained, or take action at the next scheduled meeting.
- Links to the meeting materials and the calendar entry for this meeting can be found on the Policy Committee's webpage.
- Recordings for past Policy Committee meetings can be viewed on CATSTV's website or on CATSTV's YouTube Channel.

Agenda

1. **Call to Order and Introductions**
   - *1.1. Reminder to committee members to please turn on your camera and microphones if you want your vote to count.*
2. **Approval of Agenda for October 23, 2026*** pages 1-4
   - *2.1. Motion & Second*
   - *2.2. Committee Vote*
3. **Approval of Minutes from August 28, 2026*** pages 5-7
   - *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. City of Bloomington Press Release, October 14, 2026: one-way traffic pattern (west-bound only) for W 2nd Street beginning October 21, anticipated to extend to November 25. pages 8-10

6.2. October 8, 2026 letter from INDOT for TIP Project #2101712, Dillman Road Bridge #83 Replacement, 3,000' W of SR 37 (street view) (aerial) pages 11-17

6.3. October 8, 2026 letter from IDNR for TIP Project #2401216, Pedestrian Bridge Over SR 45/46 (street view) (aerial) pages 18-20

6.4. Recent updates for BMCMPO Transportation Improvement Program (TIP) projects, the locations of which can be viewed on the virtual public map of project locations.

7. Old Business

8. New Business

8.1. First Review of Calendar Year 2027 BMCMPO Committee Meeting Schedule page 21

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

8.2. First Review of the [DRAFT] BMCMPO Fiscal Year 2028-2032 Transportation Improvement Program (TIP) (with vote anticipated to take place at the December 2, 2026 meeting) pages 22-118

8.2.1. This document was advertised via a City of Bloomington Press Release, two Herald Times legal ads, Facebook posts, and announcements on the BMCMPO website.

8.2.2. A Public Open House took place on October 12, 2026.

8.2.3. A 30-day public comment period October 2, 2026 to end of day November 1, 2026. Send comments to BMCMPO staff directly at: mpo@bloomington.in.gov

9. **Public Comment on non-voting matters not included on the agenda** (*limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak)*

10. Communications from Committee Members on non-voting matters not included on the agenda

10.1. Communications

10.2. Topic Suggestions for Future Agendas

11. Upcoming Meetings

11.1. Technical Advisory Committee: December 2, 2026 at 10:00AM (hybrid)

11.2. Citizens Advisory Committee: December 2, 2026 at 5:30PM (hybrid)

11.3. Policy Committee: December 4, 2026 at 10:30AM (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 Policy Committee members are assigned their place on this committee based on their role and members do not have a set term expiration date.

Board Member	Representing	Title
Andrew Cibor	City of Bloomington	Director of the Engineering Department (alternate representation for Mayor)
Dan Swafford	Town of Ellettsville	Council Member
David G. Henry	Monroe County	Council Member (alternate representation for President of County Council)
Doug Horn	Bloomington Public Transit Corporation	Treasurer of the Board of Directors
Erica Tait [non-voting]	Federal Highway (FHWA) - Indiana Division	Interim Deputy Division Administrator
Hopi Stosberg [vice-chair]	City of Bloomington	Council Member (alternate representation for the President of City Council)
Jason Banach	Indiana University	Director of Real Estate
Julie Thomas, Ph.D.	Monroe County	Commissioner
Lisa Ridge [chair]	Monroe County	Director of the Highway Department

Board Member	Representing	Title
Nate Nickel	City of Bloomington	Data Analyst & Manager of the Public Works Department (alternate representation for Director)
Rebecca Packer	Indiana Department of Transportation (INDOT) - Seymour District	Director of Technical Services (alternate representation for Deputy Commissioner)
Sam Tobin-Hochstadt, Ph.D.	BMCMPO Citizens Advisory Committee	Chair and Citizen
Scott Faris	Monroe County	President of the Plan Commission
Steve Bishop	City of Bloomington	Plan Commission Member (alternate representation for President)
Susan Weber [non-voting]	Federal Transit Administration (FTA) - Region 5	Team Lead/Community Planner for the Planning & Program Development Division

Meeting Minutes for the Policy Committee

Meeting Minutes for the August 28, 2026 meeting of the Policy Committee of the Bloomington Metropolitan Planning Organization.

Attendance

Members Present

1. Andrew Cibor
2. Doug Horn
3. Hopi Stosberg [VICE CHAIR]
4. Jason Banach
5. John Kennedy
6. Julie Thomas [VIRTUAL]
7. Lisa Ridge [CHAIR]
8. Nate Nickel
9. Rebecca Packer
10. Scott Faris
11. Steve Bishop

BMCMPO Staff: Katie Gandhi, Patrick Martin

Guests: 2

Meeting Recording

- A full account of the meeting can be viewed by watching the video recording, which can be viewed on CATSTV's website or on CATSTV's YouTube Channel.

Meeting Notes

1. Call to Order and Introductions
   The meeting was called to order by Ridge, Chair.
2. Approval of Agenda for August 28, 2026*
   Stosberg moved for the approval of the Wednesday August 28, 2026 meeting agenda. Faris seconded. Motion carried by a voice vote of 11-0.
3. Approval of Minutes from July 24, 2026*

Stosberg moved for the approval of the Wednesday July 24, 2026 meeting minutes. Faris seconded. Motion carried by a voice vote of 10-0, with Kennedy abstaining.

4. Communications from Chair and Vice Chair
5. Communications from Officers and/or Committees

   Nickel shared that the TAC recommended approval of the TIP amendment on today's agenda at their August 26, 2026 meeting. Kennedy shared that the CAC recommended approval of the TIP amendment on today's agenda at their August 26, 2026 meeting.
6. Reports from MPO Staff
   - 6.1. U.S. DOT Surface Transportation Reauthorization Priority Letter, 7-22-2026
   - 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
   - 6.5. Early Coordination Letter: DES # 2401404 for SR 45 New Sidewalk Addition, Kinser Pike to Walnut Street
   - 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

     Staff may later propose an update to the current TIP development process, specifically regarding how projects are selected and/or prioritized for funding, after the development of the FY2028-2032 TIP and prior to the FY2030-2034 TIP.
   - 6.10. BMCMPO FY2027 summary of annual federal funding allocations
   - 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*****

     Stosberg moved for the approval of BMCMPO resolution FY2027-03. Bishop seconded. Motion carried by a voice vote of 11-0.
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)

10.1. Communications

10.2. Topic Suggestions for Future Agendas

Gandhi shared that the City of Bloomington is holding a public workshop on September 1, 2026 for their Rogers Street/Madison Street/Kinser Pike Corridor Study at the Switchyard Park Pavilion. A survey is also available online. Please visit the project website for more information.

11. Upcoming Meetings

11.1. Technical Advisory Committee: September 23, 2026 at 10:00AM (hybrid)

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

11.3. Policy Committee: September 25, 2026 at 10:30AM (hybrid)

12. Adjournment

Second Street Construction to Bring Temporary One-Way Traffic Pattern Beginning October 21

401 N Morton St
Bloomington IN 47404

812-349-3913

engineering@bloomington.in.gov

Page last updated on October 14, 2026 at 3:59 pm

October 14, 2026

For more information, please contact

For project inquiries:

Zac Rogers, Project Manager, Engineering

zac.rogers@bloomington.in.gov or 812-349-3913

For media inquiries:

Desiree DeMolina, Communications Director, Office of the Mayor
desiree.demolina@bloomington.in.gov or 812-349-3406



Second Street Construction to Bring Temporary One-Way Traffic Pattern Beginning October 21

Construction on **Second Street is moving into its next phase**, bringing crews closer to completing roadway and drainage improvements. Beginning Wednesday, October 21, Second Street will close to eastbound traffic. Second Street will remain open to westbound traffic only. Eastbound traffic will be detoured to First Street.

The temporary traffic pattern will give crews room to complete several key improvements, including full-depth asphalt replacement, new stormwater infrastructure, and paving along the south side.

While the construction contract allows for a single-lane closure of up to 45 days, the current schedule calls for restoring two-way traffic before Thanksgiving.

The traffic change is a planned part of the City's Second Street Improvement Project. The project will install a two-way protected bike lane along the north side of 2nd Street from Walker to the B-Line, replace the traffic signals at 2nd/Walker and 2nd/Rogers, and install new storm sewer infrastructure, full-depth pavement, lighting, curb ramps, improved bus stops, sidewalk, and street trees throughout the corridor. The Indiana Department of Transportation (INDOT) manages and oversees the construction contract, including contractor operations and scheduling.

Drivers should follow posted detours and allow additional travel time while crews complete this phase of work. Construction timelines remain subject to weather and site conditions.

For the latest information on road, sidewalk, and parking restrictions, visit **bloomington.in.gov/inroads**.

Related Categories

Department: Engineering

City Hall
401 North Morton Street
Bloomington, Indiana 47404
812-349-3400

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Michael Braun, Governor
Lyndsay Quist, Commissioner

October 8, 2026

This letter was sent to the listed parties.

RE: FHWA Project: Des. No. 2101712; Monroe County Bridge No. 83 Project, Monroe County, Indiana

Dear Consulting Party (see attached list),

Monroe County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Monroe County Bridge Number (No.) 83 project (Des. No. 2101712).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter (ECL) was distributed on January 8, 2024. In addition, a historic property short report (HPSR), an archaeological report, and a historic bridge alternatives analysis (HBAA) were distributed on May 12, 2025. These documents were sent to Tribal Consulting Parties on May 15, 2025. A duplicate notice to Tribal Consulting Parties was sent on May 20, 2025. It should be noted that the bridge plans that were included as part of the HBAA should be considered the 30% Bridge Plans although they were not specifically denoted as such within the document. The 60% Bridge Plans are included in Appendix E of the “No Historic Properties Affected” finding that corresponds with this letter.

The proposed undertaking is located along Dillman Road over Clear Creek in Monroe County, Indiana. It is within Perry Township as shown on the Clear Creek, Indiana, USGS Topographic Quadrangle, in Sections 29, 30, 31, and 32, Township 8N, Range 1W. Originally, the project area encompassed approximately 10.5 acres along the north and south side of Dillman Road. As the project design has progressed, the project area has been reduced to encompass approximately 9.94 acres along the north and south side of Dillman Road. The project area can be viewed online at https://arcg.is/1Kj98e2 (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The proposed work will occur on Monroe County Bridge No. 83 (Bridge No. 00083; National Bridge Inventory [NBI] No. 5300061) on Dillman Road over Clear Creek. The existing bridge is an approximately 72 feet by 14.8 feet, single-span, steel pony truss bridge constructed in 1910. The bridge was reconstructed in 1983 and rehabilitated in 2002. The 1983 reconstruction consisted of the replacement of the floor beams and stringers. The 2002 rehabilitation repairs included the replacement of three (3) interior stringers in bays one (1) and two (2); replacement and repair of portions of the low chord truss members, end post diagonal truss members, and

vertical and diagonal truss members; cleaning and painting of the bridge; and replacement of the timber deck with a 3-inch steel open grate deck.

According to the INDOT-sponsored *Indiana Historic Bridge Inventory* (Mead & Hunt Architecture 2009), the bridge was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction. The early use of riveting or bolting represents the initial application of a new metal bridge construction technique. It was also designated as a "Non-Select" bridge, which are those that may not be considered excellent examples of a given type of historic bridge or may not be suitable candidates for preservation (Mead & Hunt 2009).

There have been four needs identified that will be addressed by this project: the structural deficiencies, the superstructure's condition, geometric deficiencies, and the roadway serviceability. The bridge's needs are a result of deterioration, distress, and the existing road and bridge geometry. These deficiencies may affect Level One or Two design criteria that are design elements with the greatest impacts on road safety and operation. When a Level One design criterion is violated or not met, a Level One design exception is completed by fully evaluating the impacts of the proposed design exception and approval is required. Level Two design criteria are highway design elements that have an impact on road safety and operation but do not require formal justification and approval as a design exception. Level Two criteria not satisfied should have a brief rationale included with the design computations.

The purpose of this project is to improve the bridge crossing over Clear Creek to meet structural capacity design standards, improve the roadway and bridge geometrics to provide a bridge that follows current Indiana Design Manual (IDM) standards, improve the condition ratings for all structural elements to a 6 (satisfactory) or higher, provide bridge railing that adequately protects truss members from traffic damage, and provide an adequate hydraulic bridge opening that provides the minimum roadway serviceability.

The preliminary preferred alternative discussed in the Historic Bridge Alternatives Analysis (HBAA) consists of constructing a new bridge on a new alignment that would remove the roadway's horizontal curves and directly connect the east and west approach roadways with a straight alignment.

The existing steel truss bridge would be match marked, disassembled, and removed by the project contractor. Monroe County will provide secure storage of the bridge until the Monroe County Parks and Recreation Department reconstructs the bridge, planned in 2030, to carry the Limestone Greenway Trail over a Branch of Clear Creek. The contractor will move the bridge to a Monroe County owned property at 6175 South Victor Pike. This property borders the Limestone Greenway Trail and Branch of Clear Creek. The bridge will be stored outside on wood blocking above the ground with tarps covering all bridge components to prevent further deterioration from the elements. The bridge storage area will be at least 200 feet away from the entrance gate so that it is not easily visible and the gate will remain chained and pad locked shut.

The new vehicular bridge on Dillman Road will consist of two 11-foot lanes and 4-foot shoulders, would provide a bridge clear roadway width of 30.67 feet, and be designed for current American Association of Highway and Transportation Officials (AASHTO) and IDM standards. A hydraulic analysis was completed, and as a result, the bridge length was increased to 202 feet in order to provide adequate roadway serviceability. This bridge will provide adequate freeboard and a larger waterway area to accommodate the water that flows over the roadway during the Q100 storm in the existing condition. This bridge meets the Q100 surcharge requirements and provides acceptable roadway serviceability. The freeboard varies from approximately 6.5 feet at the west end of the bridge, to about zero feet at the east bridge end of the bridge due to the large hill to the west. The bridge is expected to consist of a two-span, prestressed concrete bulb-tee beam superstructure with a concrete PF-1 bridge railing, and a 35-degree right skew. Approximately 1,050 feet of approach roadway work

on Dillman Road and approximately 200 feet of approach roadway work on South Dillman Lane will be required as part of the bridge replacement.

The existing horizontal curves do not meet the required superelevation requirements for the roadway, and improving the superelevation to meet roadway standards would increase the project limits compared to the straight alignment of the preferred alternative. The preliminary preferred alternative impacts are minimized by removing the roadway's horizontal curves.

Originally, this alternative required right-of-way (ROW) acquisition of approximately 1.7 acres and the parking lot for the house in the northwest quadrant would be slightly impacted due to the new roadway alignment.

As the design has progressed since the distribution of the HPSR, HBAA, and archaeological report on May 12, 2025, and May 15, 2025, this alternative is now anticipated to require 1.4 acres of permanent and 0.65 acre of temporary ROW acquisition and the parking lot for the house in the northwest quadrant would be slightly impacted due to the new roadway alignment. The environmental impacts of this alternative have also been updated to include approximately 1.2 acres of tree clearing. Additional details are located in "No Historic Properties Affected" finding document (Appendix F: Report Abstracts).

The full closure of Dillman Road is anticipated during project construction. Originally, a 2-mile local detour route consisting of Victor Pike and State Road (SR) 37 was to be utilized. As the design has progressed, the detour route has been shortened to a 1.3-mile local detour route consisting of Victor Pike and SR 37.

Egis is under contract with Monroe County to advance the environmental documentation for the reference project. Cultural Resource Analysts, Inc. (CRA) has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the bridge (Bridge No. 00083; NBI No. 5300061) is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the

historic property identification and evaluation efforts, Monroe County Bridge No. 83 (NBI No. 5300061) is recommended as eligible for listing in the NRHP under Criterion C.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards conducted a survey of archaeological resources within the APE. The report was distributed to the appropriate consulting parties for review, and a summary of the results of that investigation can be found in the attached finding.

Lisa Kelley, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards, reviewed the proposed changes to the project area and determined that the additional footprint is covered by the phase Ia survey (Lawhorn 2025). According to a review of the State Historic Architectural and Archaeological Research Database (SHAARD) that was conducted on June 20, 2025, and September 4, 2026, there are no additional sites within or adjacent to the project area. Therefore, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

The Turtle Mountain Band of Chippewa Indians responded to the HPSR, HBAA, and archaeology report via an email on May 15, 2025, and May 21, 2025. They stated for INDOT to defer to the nearest THPO office to the APE in both of their responses (Appendix D [correspondence]).

The SHPO responded to the HPSR, HBAA, and archaeological report in a letter dated June 12, 2025. They agreed with the size of the APE and the conclusions for the HPSR. In addition, they requested that the bridge be photographically documented and the name of the not-for-profit organization that will be housing this documentation provided. Reynolds provided this information to SHPO on June 19, 2025, in an email the SHPO.

In their letter dated June 12, 2025, SHPO concurred with the archaeological report conclusions and recommendations with the condition that the portions of sites 12MO71 and 12MO814 are avoided or subject to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

In a letter dated June 27, 2025, but received on September 16, 2025, the Eastern Shawnee Tribe of Oklahoma responded to the HPSR, HBAA, and archaeological report in a letter. They stated that, "…we find our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned" (Appendix D [correspondence]).

The Shawnee Tribe responded to the HPSR, HBAA, and archaeological report via an email on July 8, 2025. They stated they had no issues with the project (Appendix D [correspondence]).

On July 17, 2025, the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians responded to the HPSR, HBAA, and archaeological report in a letter. They stated that, "At present, we are not providing any additional comments. We have not identified any information concerning the presence of any cultural resources significant to the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians within the Area of Potential Effect (APE). This is not to say that such a site may not exist, just that this office does not have any available information for the area(s) at this point in time" (Appendix D [correspondence]).

The Shawnee Tribe responded to the HPRS, HBAA, and archaeological report again on July 21, 2025, via an email. They stated, “We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance” (Appendix D [correspondence]).

On August 18 and 19, 2025, the Miami Tribe of Oklahoma responded to the HPSR, HBAA, and archaeological report in a letter. They stated that, “The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe’s deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery” (Appendix D [correspondence]).

No further responses were received regarding the HPSR, HBAA, or archaeological report.

When it is possible that a historic bridge may be bypassed or replaced, the bridge is offered through marketing efforts to any group or individual that may want to take ownership of the bridge and manage it or relocate it to another site. As the bridge is proposed to be replaced and reused as part of the Limestone Greenway Trail when funds are available, the bridge is being marketed.

Per the Historic Bridge Programmatic Agreement (HBPA) procedure for marketing bridges, signs were placed at both bridge approaches by Monroe County on January 1, 2026, stating that the bridge is a “Non-Select” bridge that may be replaced.

A marketing legal notice was published in *The Herald-Times* and the *Indianapolis Star* on April 30, 2026, advertising the bridge is available for purchase.

The bridge was published to INDOT’s historic bridge marketing website on May 6, 2026, https://www.in.gov/indot/current-programs/green-initiatives/historic-bridges-marketing-program/monroe-83/.

In an email dated May 6, 2026, INDOT CRO staff alerted Indiana Landmarks that INDOT placed the bridge on the historic bridge marketing website, per the Historic Bridges PA, Stipulation III.B.2.c .

Per Stipulation III of the Historic Bridges PA, the project sponsor will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies and that all consulting parties will be notified of the public hearing. This will be forthcoming. Comments from the public will be accepted during the hearing. If any substantive comments are received during this period, this document will be revised to include them.

Final bridge plans will be provided at a later date.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. The document can be found in IN SCOPE, along with the 60% bridge plans (Appendix F: 60% Plans) at https://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE).

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: "No Historic Properties Affected" finding

Accepted Consulting Parties List

Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, Indiana State Historic Preservation Office (SHPO)

Bloomington/Monroe County Metropolitan Planning Organization
Patrick Martin, MPO Transportation Planner
{martipa@bloomington.in.gov}

Bloomington Restorations, Inc.
Steve Wyatt, Executive Director
{bri@bloomingtonrestorations.org}

Eastern Shawnee Tribe of Oklahoma

Historic Spans Task Force
Paul Brandenburg, Chair
{paul@prbrandy.com}

Indiana Landmarks Central Regional Office
Alex Brooks, Community Preservation Specialist
{abrooks@indianalandmarks.org}

Monroe County History Center
Daniel Schlegel, Jr., Director of the Monroe County History Center
{director@monroehistory.org}

Match-e-be-Nash-she-wish Band of Pottawatomi Indians (MBPI)

Miami Tribe of Oklahoma

Shawnee Tribe

Turtle Mountain Band of Chippewa Indians

Invited Tribal Consulting Parties

Delaware Tribe of Indians

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

October 8, 2026

Mary Kennedy
Senior Cultural Resources Specialist
Mead & Hunt, Inc.
201 North Illinois Street
Capital Center, South Tower, Suite 1602
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Response to SHPO comments for the SR 45 pedestrian bridge (INDOT Bridge No. (45)46-53-06239 [NBI No. 017160]) over SR 45/46 project (Des. No. 2401216; DHPA No. 35113)

Dear Ms. Kennedy:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your September 22, 2026, submission for the aforementioned project in Bloomington, Monroe County, Indiana.

As previously indicated, the Indiana SHPO/DNR-DHPA will review the information submitted under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4.

In our most recent, May 29, 2026, response to the historic property report ("HPR," Kennedy/Kelly, 5/2026) for this project, our office unintentionally omitted several organizations who could be considered "interested persons" according to 312 IAC 20-4-11.5(e)(1). Therefore, at this time, for the purposes of Indiana Code 14-21-1-18 and 312 IAC 20-4, we are re-adding additional potentially interested parties to the list of parties we intend to copy with our comment letters.

Anyone receiving an e-mailed copy of this letter who does not wish to receive future copies of our correspondence about this project is asked to reply by e-mail to **clehman1@dnr.in.gov** and advise us that he or she does not wish to receive any further copies of our emails on this project.

In our letter dated May 29, 2026, we agreed with the conclusions of the HPR that INDOT Bridge No. (45)46-53-06239 (National Bridge Inventory, "NBI" No. 017160), which carries a pedestrian trail (between Arlington Heights Elementary School and Gourley Pike) over SR 45/46, is eligible for inclusion in the National Register of Historic Places ("NRHP") under Criterion C in the area of Engineering as the only known example of a weathering steel rigid frame bridge in Indiana. We agreed with the boundary established for this historic property. We also agreed that the James and Nylice Stone House at 765 West Gourley Pike (Indiana Historic Sites and Structures Inventory, "IHSSI" Site No. 105-055-35352) is not individually eligible for inclusion in the NRHP and that there are no other listed or eligible resources within the area of potential effects ("APE") for this project.

We understand that the preliminary preferred alternative includes the replacement of the NRHP-eligible subject bridge. Because this would result in an adverse effect upon the historic resource, we previously asked about the other alternatives considered to replacement. Thank you for summarizing the four alternatives that have been considered: Do nothing/no build; Build on new location without affecting the historic integrity of the old bridge; Rehabilitation without affecting the historic integrity of the bridge; and Full bridge replacement to the east of the old bridge.

Although rehabilitation is the least expensive alternative by far based upon the summary of information provided, it is our understanding that the main limiting factor for the other alternatives results from the substandard vertical clearance of the bridge, which is currently 1'-1" to 1'-7" less than the minimum vertical clearance required for the crossing over this State Road. Although an unlikely and perhaps costly solution, we wonder about the feasibility of raising the bridge's rigid frame vertically in its existing footprint and addressing the greater height difference at the bridge's approaches. However, we acknowledge that this would not address the grade of the structure, which is much steeper than current accessibility guidelines for pedestrian facilities. Given that this grade coincides with the geometry of the rigid K-frame, the lack of an accessible grade is not only true for the bridge in its current position but would also follow the bridge in any future location should a responsible party step forward to relocate and preserve it. While we are concerned that this could limit the opportunities for the bridge to be relocated elsewhere if replacement is pursued, we are pleased to know that the City of Bloomington may be interested in reusing the structure.

We understand that a detailed alternatives analysis that covers the four aforementioned alternatives has been prepared and will be distributed to consulting parties in the future. We look forward to reviewing this report when it becomes available.

Regarding INDOT's request to know whether a consulting parties meeting is needed to discuss the information presented within the September 22, 2026, distribution letter, we would be happy to attend a meeting if INDOT receives a request from another consulting party. If so, it might be desirable to wait to hold such a meeting until the detailed historic bridge alternatives analysis is distributed.

As INDOT's September 22, 2026, letter indicates, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at https://erms12c.indot.in.gov/Section106Documents/. From there, search by this project's designation number: 2401216.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about historic buildings or structures should be directed to Caitlin Lehman at (317) 232-0461 or clehman1@dnr.IN.gov.

In all future correspondence regarding the dual review of this SR 45 pedestrian bridge (INDOT Bridge No. (45)46-53-06239 [NBI No. 017160]) over SR 45/46 project in Bloomington, Monroe County (Des. No. 2401216), please refer to DHPA No. 35113.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:CML:cml

EMC to federal and state agency or consultant staff members:
Erica Tait, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Anthony Adderley, INDOT

Clint Kelly, INDOT
Kelyn Alexander, INDOT
Mary Kennedy, Mead & Hunt, Inc.
Wade T. Tharp, DNR-DHPA
Caitlin Lehman, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
Brenda Bishop-Kyle, Review Board
Chris Carter, Review Board
Andrea Crider, Review Board
James Heimlich, Review Board
Jason Larrison, AIA, Review Board
Jeff Laswell, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board

EMC to potentially interested persons:
The Honorable Kerry Thompson, Mayor, City of Bloomington
Kendall Knoke, City of Bloomington
Noah Sandweiss, Bloomington Historic Preservation Commission
Lee Jones, Monroe County Board of Commissioners
Julie Thomas, Monroe County Board of Commissioners
Jody Madeira, Monroe County Board of Commissioners
Angela Purdie, Monroe County Commissioners Administrator
Drew Myers, Monroe County Historic Preservation Board of Review
Pat Martin, Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO)
Sam Burgess, Indiana Landmarks Central Regional Office
David Nord, Monroe County Historian
Daniel Schlegel, Jr., Monroe County History Center
Bloomington Restorations, Inc.
Tim Lawson, Monroe County Highway Engineer
Lisa Ridge, Monroe County Highway Department
Eric Spoonmore, Greater Bloomington Chamber of Commerce
Paul Brandenburg, Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Arlington Heights Elementary School
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Delaware Tribe of Indians
Match-e-be-Nash-she-wish Band of Pottawatomi Indians

Memorandum

Date: October 21, 2026 (TAC and CAC) and October 23, 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: Committee Meetings for Calendar Year 2027

Per BMCMPO Bylaws, BMCMPO staff take responsibility for scheduling all committee meetings. Prior to scheduling these meetings on the calendar, BMCMPO staff request your approval of the schedule.

Technical Advisory Committee **Wednesday, 10:00AM**	**Citizens Advisory Committee** **Wednesday, 5:30PM**	**Policy Committee** **Friday, 10:30AM**
January 27, 2027	January 27, 2027	January 29, 2027
February 24, 2027	February 24, 2027	February 26, 2027
March 24, 2027	March 24, 2027	April 2, 2027 *(altered due to holiday)*
April 28, 2027	April 28, 2027	April 30, 2027
May 26, 2027	May 26, 2027	May 28, 2027
SUMMER RECESS	SUMMER RECESS	SUMMER RECESS
July 28, 2027	July 28, 2027	July 30, 2027
August 25, 2027	August 25, 2027	August 27, 2027
September 22, 2027	September 22, 2027	September 24, 2027
October 27, 2027	October 27, 2027	October 29, 2027
December 1, 2027	December 1, 2027	December 3, 2027

BLOOMINGTON • MONROE COUNTY
mpo

Fiscal Year 2028-2032 Transportation Improvement Program (TIP) for the Bloomington-Monroe County Urbanized Area

Draft for Public Review and Comment - last updated October 1, 2026



Fiscal Years 2028 – 2032

Transportation Improvement Program

for the Urbanized Area of Monroe County, Indiana

- *Approved by the Federal Highway & Transit Administration on _____*
- *Approved by the Indiana Governor on _____*
- *Adopted by the BMCMPO Policy Committee on ___*

Bloomington-Monroe County Metropolitan Planning Organization
401 N Morton Street
Suite 130
Bloomington, IN 47401
Phone: 812-349-3530
Email: mpo@bloomington.in.gov
Website: www.bloomington.in.gov/mpo

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Preparation of the *Bloomington-Monroe County FY 2028-2032 Transportation Improvement Program* (BMCMPO FY 2028-2032 TIP) has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505/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 or the Indiana Department of Transportation.

Acknowledgments

The Bloomington-Monroe County Metropolitan Planning Organization Fiscal Year 2026-2030 Transportation Improvement Program included the assistance and efforts of numerous organizational groups and individual residents. The staff acknowledges and greatly appreciates all representatives and residents who participated in public meetings, public workshops thereby giving the community active participatory voices for policy decision makers and our collective state and federal partners.

Policy Committee

BMCMPO Citizens Advisory Committee
Bloomington Public Transit Corporation
City of Bloomington City Council
City of Bloomington Plan Commission
City of Bloomington Mayor
City of Bloomington Public Works Department
Monroe County Council
Monroe County Plan Commission
Monroe County Highway Department
Monroe County Commissioners
Indiana Department of Transportation - Seymour District
Indiana University
Town of Ellettsville
Federal Transit Administration, Region V
Federal Highway Administration, Indiana Division

Technical Advisory Committee

Area 10 Agency on Aging
Bloomington Public Transit Corporation
BMCMPO Citizens Advisory Committee
City of Bloomington City Controller
City of Bloomington Engineering Department
City of Bloomington Public Works Department
City of Bloomington Street Operations
Federal Highway Administration - Indiana Division
Federal Transit Administration - Region V
Monroe County Airport
Monroe County Auditor
Monroe County Community School Corporation
Monroe County Highway Department

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Monroe County Planning Department
Monroe County Parks and Recreation Department
Monroe County Surveyor Department
City of Bloomington Information Technology Services
City of Bloomington Parks and Recreation
City of Bloomington Utilities Department
City of Bloomington Planning and Transportation Department
Town of Ellettsville Street Department
Indiana Department of Transportation - Public Transit
Indiana Department of Transportation - Central Office
Indiana Department of Transportation - Seymour District
Indiana University Campus Bus
Richland-Bean Blossom Community School Corporation
Town of Ellettsville

Citizens Advisory Committee

Council of Neighborhood Associations
Sycamore Knolls Neighborhood
Prospect Hill Neighborhood
McDoel Gardens Neighborhood
McDoel Gardens Neighborhood
Bloomington Board of Realtors

Bloomington-Monroe County Metropolitan Planning Organization Staff

Katie Gandhi
Pat Martin

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Table of Contents

Acknowledgments.....3
Table of Contents.....5
About the TIP.....7
Metropolitan Planning Area & Local Public Agencies.....8
Financial Plan.....10
Funding Sources.....10
Federal Highway Formula Funds & Fiscal Constraint.....14
Federal Transit Administration Funds.....19
INDOT-Sponsored Projects.....20
Funding by National Performance Measures.....20
Project List & Map.....21
Road & Bridge Projects - sponsored by local LPAs.....21
Transit Projects - sponsored by local LPAs.....35
Sponsored by INDOT.....40
Project Evaluation & Selection.....59
Alignment with Planning Documents.....60
Air Quality Conformity Assessment.....60
Complete Streets Policy.....61
Crash Data.....64
Facilities for Emergency Events.....65
Federal Transportation Planning Requirements.....66
Performance Targets.....68
Public Engagement.....76
Red Flag Investigations.....78
Stakeholder Discussions.....78
Title VI and ADA Opportunity Zones.....78
Approval Documents.....80
BMCMPO Self-Certification Letter.....80
TIP Adoption Resolution: BMCMPO Policy Committee.....81
TIP Approval Letter: INDOT.....81
TIP Approval Letter: Federal Highway & Federal Transit.....81
TIP Amendment Procedure.....82
Record of TIP Amendments.....86
Glossary.....87

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About the TIP

The BMCMPO Transportation Improvement Program (TIP) is a federally required, capital investment plan created by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) to program the federal funding that BMCMPO and local transit agencies are projected to be granted for the BMCMPO metropolitan planning area across the next five years.

The BMCMPO receives, on average, around $4.5 million in formula federal transportation funding each year from the Federal Highway Administration, through the Indiana Department of Transportation, pursuant to the Infrastructure Investment Public Law 117-58, "IIJA." The BMCMPO distributes this funding to local public agencies (cities, towns, counties, and transit organizations) for multimodal transportation projects (roads, bridges, trails, and transit) that occur within the BMCMPO Metropolitan Planning Area (MPA) boundaries.

Local transit agencies receive annual federal formula funding from the Federal Transit Administration (FTA). Federal regulation requires that the use of FTA federal funds also be documented in the BMCMPO's TIP.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Fiscal Year 2028-2032 TIP includes projected, estimated, and federal funding allocations for the period of July 1, 2027 to June 30, 2032. The TIP is fiscally-constrained and documents specific investment priorities including: planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition.

A new TIP is created every two years, following a Call for Projects, allowing BMCMPO staff to re-evaluate the distribution of Federal Highway Administration funds and allowing Local Public Agencies (LPAs) to remove currently funded projects and submit new projects for consideration into the 5-year scope.

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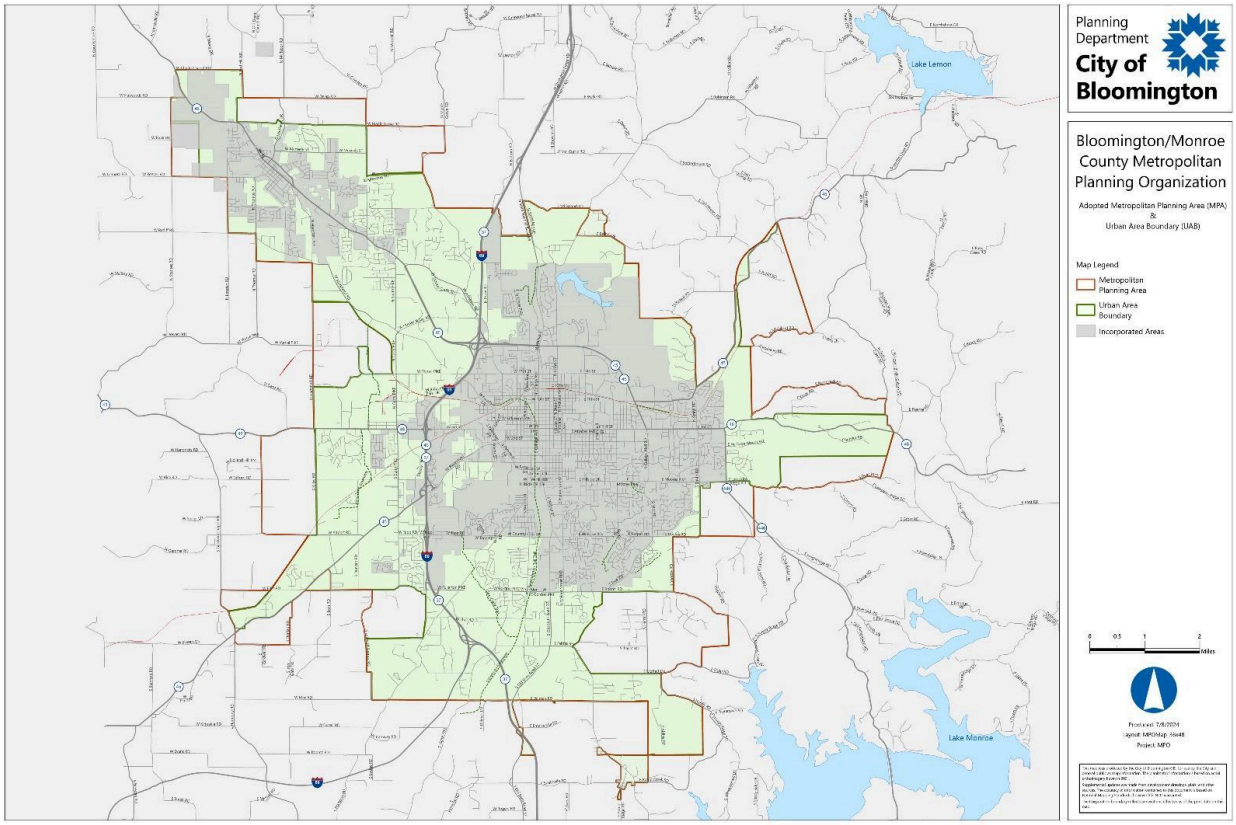
Metropolitan Planning Area & Local Public Agencies

The BMCMPO plans for, programs federal formula funding for, and supports multi-modal transportation efforts within the BMCMPO Metropolitan Planning Area (MPA), which includes the developed area encompassed by the urbanized area boundary (UAB), as defined by the Bureau of the Census, plus the areas that are expected to urbanize over the next 20 years. The BMCMPO's jurisdiction includes the City of Bloomington, Town of Ellettsville, Indiana University, and parts of Monroe County.

All transit and non-transit capital and non-capital surface transportation projects programmed for federal and state funding within the BMCMPO MPA must be included in the TIP, per 23 U.S.C. and 49 U.S.C. Chapter 53.

An online, electronic version of the map below, showing the urbanized and metropolitan planning areas of Monroe County as defined by the 2020 Census, is available on the Bloomington Monroe County Planning Organization's project map page.

Map of BMCMPO UAB and MPA



The FY 2028-2032 TIP represents a capital budgeting tool that specifies an implementation timetable, funding sources, and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following local public agencies; however, at this time there are only two LPAs with certified Employees in Responsible Charge (ERCs): the City of Bloomington and Monroe County Government.

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

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Financial Plan

Funding Sources

Federal Funding Sources

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) governs current federal funding for highway, transit, and railroad facilities. The IIJA provided $550 billion over federal fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The IIJA apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid apportionment. These sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

Projects in the TIP use various federal transportation funding sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state matching funding. Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current Bipartisan Infrastructure Law legislation include the:

Carbon Reduction Program (CRP) - This program established under IIJA legislation provides funds for projects designed to reduce transportation emissions from on-road highway sources.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) meets established air quality levels and therefore does qualify for CMAQ funds.

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FTA Funding Programs - Federal Transit Administration (FTA) funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Bloomington-Monroe County urbanized area. The BMCMPO financial forecast of FTA Section 5307, Section 5309 Small Start, Section 5310, Section 5311, and Section 5339 funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.

Highway Safety Improvement Program (HSIP) - Funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads. The HSIP serves as a core federal-aid program within the Surface Transportation Block Grant Program (STBG) with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Metropolitan Planning Program (PL): Under the IIJA Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation requires metropolitan transportation plans (MTPs) and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.

National Highway Freight Program (NHFP): This program provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a state.

National Highway Performance Program (NHPP) - Construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as “measures”) established in a state’s asset management plan for the National Highway System.

PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) - Funds project activities that promote resilience to natural hazards, including flooding, extreme weather events, and other natural disasters. Must involve preliminary engineering and design work, and other preconstruction activities, construction, reconstruction, rehabilitation, and acquisition of real property (including

land related to the project and improvements to land), environmental mitigation, and construction contingencies.

Railway-Highway Crossings Program: Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment.

Section 130 RR Safety - Funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).

Section 164 Penalty (164 Penalty) - Funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.

Surface Transportation Block Grant Program (STBG) - Preserves and improves the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals. Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations. The BMCMPO receives Group II STBG fund allocations based on the 2020 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urbanized area in Monroe County in recent years for the construction of facilities impacted with I-69 construction.

Surface Transportation Block Grant Program (STBG) Bridge - STBG funds reserved by the Indiana Department of Transportation specifically for bridge projects.

Transportation Alternatives Program (TA) - The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program - leverages limited Federal resources and stimulates capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional

significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

State & Local

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds, the Wheel Tax, the Cumulative Bridge Fund, the Major Bridge Fund, Cumulative Capital Development Funds, Public Mass Transit Fund and other alternative transportation funds and, in certain instances, Tax Increment Financing District funds and general obligation bonds.

Indiana Trails Program (ITP) - funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2028-2032 TIP reflects this administrative program change.

Indiana Public Mass Transit Fund (PMTF) - established by the Indiana State Legislature (I.C. 8-23-3-8) promoted the development of Indiana’s public transit systems with the allocation of funds using a performance- based formula for the delivery of efficient and effective transportation. This fund was replaced in 2023 by the Indiana General Assembly with annual general fund appropriations. The BMCMPO financial forecast of general fund appropriations between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% and continuing appropriations from the Indiana General Assembly.

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Federal Highway Formula Funds & Fiscal Constraint

The table below lists BMCMPO's anticipated local share of the federal highway fund formula apportionments for fiscal year 2028 (beginning July 1, 2027) through 2032 (June 30, 2032), which was determined by the methodology described in the Federal Funding Sources section.

Projected BMCMPO Federal Highway Formula Funds

Federal Funding Source	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Carbon Reduction Program (CRP)	$314,999	$314,999	$314,999	$314,999	$314,999
HSIP	$319,223	$319,223	$319,223	$319,223	$319,223
PROTECT	$45,967	$45,967	$45,967	$45,967	$45,967
Sec 164	$75,758	$75,758	$75,758	$75,758	$75,758
Surface Transportation Block Grant (STBG)	$3,405,394	$3,405,394	$3,405,394	$3,405,394	$3,405,394
STBG TIFIA	$9,687	$9,687	$9,687	$9,687	$9,687
Transportation Alternatives (TA)	$361,023	$361,023	$361,023	$361,023	$361,023
TA TIFIA	$1,336	$1,336	$1,336	$1,336	$1,336
Anticipated Spending Authority	***$4,533,387***	***$4,533,387***	***$4,533,387***	***$4,533,387***	***$4,533,387***

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana's Group II urban areas, projections from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) of anticipated federal spending authorization levels, and consultations with appropriate federal and state funding agencies. Annual Federal Highway Formula Funding is not permitted to be rolled-over and must be either used by the end of each fiscal year, exchanged with other Indiana MPOs, or flexed to local transit agencies. BMCMPO staff conduct funding trades as necessary, in order to secure funding in other years that is useful for TIP projects. BMCMPO staff then present

project amendments or modifications to the BMCMPO committees to demonstrate how those exchanged funds will be used.

BMCMPO Federal Highway Formula Funds by LPA

Monroe County	City of Bloomington	BMCMPO Anticipated Spending Authority for Federal Highway Formula Funds for Fiscal Years 2028-2032
$5,411,064.5 (27% of total)	$14,387,435.5 (73% of total)	$19,798,500

Local Funds Used for TIP Projects Sponsored by Local LPAs

LPA/Year	Monroe County	City of Bloomington	Total
2028	$1,122,764	$3,037,613	$4,160,377
2029	$752,748	$280,019	$1,032,767
2030	$1,353,296	$2,820,613	$4,173,909
2031	$682,639	$1,422,26	$2,104,664
2032	$300,312	$1,687,294	$1,987,606
Total	$4,211,759	$9,247,565	$13,459,323

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Future changes to projects in the TIP that impact fiscal constraint must be reviewed by BMCMPO governing committees.

The following table demonstrates fiscal constraint for the BMCMPO Federal Highway Formula Funds per the projects listed in the Road & Bridge Projects - sponsored by local LPAs section. The table illustrates that the net between projected spending authority and the federal funds programmed in this TIP is greater than or equal to zero.

Fiscal Constraint for BMCMPO Federal Highway Formula Funding

Category	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Anticipated MPO Spending Authority	$4,533,387	$4,533,387	$4,533,387	$4,533,387	$4,533,387
Existing Funding Exchange Agreements	-$150,000 (to CAMPO) & -$2,230,000 (to APCTC)	+$540,565 (from MACOG) & -$2,000,000 (to MCCOG)	+$2,000,000 (from MCCOG) & -$1,029,000 (to CAMPO)	n/a	n/a
Total Funds Available for BMCMPO LPAs	$2,153,387	$3,073,952	$5,504,387	$4,533,387	$4,533,387
College Ave & Walnut St Corridor Improvement	n/a	n/a	$5,109,406 (CN phase)	n/a	n/a
Crosswalks Safety Improvements - phase 3	$394,981 (CN phase)	n/a	n/a	n/a	n/a
Crosswalks Safety Improvements - phase 4	n/a	n/a	$394,981 (CN phase)	n/a	n/a
Downtown Curb Ramps - phase 5	n/a	$394,981 (CN phase)	n/a	n/a	n/a
Old SR 37 South & Dillman Road project	$156,000 (RW phase)	$2,678,971 (CE/CN phase)	n/a	n/a	n/a
North Dunn Street Multiuse Path	$1,602,406 (CE/CN phase)	n/a	n/a	n/a	n/a
North Walnut Street Improvements - phase 1	n/a	n/a	n/a	$3,377,974.5 (CE/CN phase)	n/a
North Walnut Street Improvements - phase 2	n/a	n/a	n/a	n/a	$3,112,706 (CE/CN phase)
Sidewalk and ADA Ramp Repairs & Replacement project	n/a	n/a	n/a	$1,155,412.5 (CN phase)	$1,420,681 (CN phase)
Total Obligated	$2,153,387	$3,073,952	$5,504,387	$4,533,387	$4,533,387
% Obligated	100%	100%	100%	100%	100%

NOTE: Indiana Regional MPO Councils referenced in the table above include: CAMPO (Columbus Area Metropolitan Planning Organization); APCTC (Area Plan Commission of Tippecanoe County); MACOG (Michiana Area Council of Governments); and, MCCOG (Madison County Council of Governments).

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The following tables demonstrate fiscal constraint according to each federal funding category shown in the Projected BMCMPO Federal Highway Formula Funds table above.

CRP Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$314,999	$314,999	$314,999	$314,999	$314,999
Obligated	$314,999	$0	$314,999	$314,999	$314,999
Remaining	$0	$314,999 (amount will go towards MPO funding exchange)	$0	$0	$0

HSIP Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$319,223	$319,223	$319,223	$319,223	$319,223
Obligated	$319,223	$319,223	$319,223	$319,223	$319,223
Remaining	$0	$0	$0	$0	$0

PROTECT Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$45,967	$45,967	$45,967	$45,967	$45,967
Obligated	$45,967	$0	$45,967	$45,967	$45,967
Remaining	$0	$45,967 (amount will go towards MPO funding exchange)	$0	$0	$0

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SEC 164 Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$75,758	$75,758	$75,758	$75,758	$75,758
Obligated	$75,758	$75,758	$75,758	$75,758	$75,758
Remaining	$0	$0	$0	$0	$0

STBG/STBG TIFIA Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$3,415,081	$3,415,081	$3,415,081	$3,415,081	$3,415,081
Obligated	$1,035,081	$2,678,971	$3,415,081	$3,415,081	$3,415,081
Remaining	$2,380,000 (amount will go towards MPO funding exchange)	$736,110 (amount will go towards MPO funding exchange)	$0	$0	$0

TA/TA TIFIA Funding

Category/Year	FY 2028 (estimate)	FY 2029 (estimate)	FY 2030 (illustrative)	FY 2031 (illustrative)	FY 2032 (illustrative)
Federal Funds Available	$362,359	$362,359	$362,359	$362,359	$362,359
Obligated	$362,359	$0	$362,359	$362,359	$362,359
Remaining	$0	$362,359 (amount will go towards MPO funding exchange)	$0	$0	$0

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Federal Transit Administration Funds

The table below shows the total Federal Transit Administration (FTA) funding and Indiana Public Mass Transit Fund (PMTF) funding projected to be received and utilized by the two local public transit agencies: Bloomington Transit (operated by Bloomington Transportation Corporation (BPTC)); and, Rural Transit (operated by Area 10 Agency on Aging).

The funding totals in the table below represent a summation of the individual project costs listed in the Locally-Sponsored Transit Project section.

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307 (federal)	$4,142,924	$3,650,071	$3,244,575	$3,406,804	$3,637,144
FTA 5310 (federal)	$232,000	$348,000	$480,000	n/a	n/a
FTA 5311 (federal)	$850,500	$884,520	$919,901	$956,967	$994,965
FTA 5339 (federal)	$896,375	$1,882,387	$4,705,968	$3,953,011	$1,882,387
Total Federal Funding (Rural Transit)	$850,500	$884,520	$919,901	$956,967	$994,965
Total Federal Funding (Bloomington Transit)	$5,271,299	5,880,458	$8,430,543	$7,359,815	$5,519,531
Total Federal Funding	$6,121,799	$6,764,978	$9,350,444	$8,316,512	$6,514,496
State Funding (PMTF)	$2,607,880	$2,607,880	$2,607,880	$2,607,880	$2,607,880

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INDOT-Sponsored Projects

Final funding totals for INDOT-Sponsored Projects are pending finalization and will be added here at a later date.

Funding by National Performance Measures

The Performance Measure for each project in the TIP is listed with the project in the Project List section.

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") signed into law on November 15, 2021, established new requirements for transportation planning performance management.

The following table shows the BMCMPO FY 2028-2032 TIP financial contribution toward the national Federal-aid Highway Program performance goals, established by the U.S. Congress, which currently have published targets/regulations (Safety, Infrastructure Condition, Congestion Reduction/System Reliability and Transit).

FHWA has performance measures and final regulations published for Safety (PM 1), Bridge and Pavement Conditions (PM 2), Congestion Reduction and System Reliability (PM 3). FTA has established performance measures for Transit Asset Management. For more detail on these performance measures/targets, see the Performance Target section of the TIP.

Agency	Related Performance Measures/Targets	Total Funding Programmed in the BMCMPO FY 2028-2032 TIP
Federal Highway Administration	Safety (PM1)	*$49,802,652 in federal, state and local LPA funds*
Federal Highway Administration	Infrastructure Condition (PM2)	*$40,390,194 in federal, state and local LPA funds*
Federal Highway Administration	Congestion Reduction & System Reliability (PM3)	*$66,438,985 in federal, state and local LPA funds*
Federal Transit Administration	Transit	*$89,723,832 in federal, state and local LPA funds*

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Project List & Map

This section includes a listing of the projects and their associated funding information in the following categories:

- bridge projects, capital, and non-capital surface transportation projects programmed to be completed within the BMCMPO MPA, sponsored by local public agencies in the BMCMPO MPA, which will utilize Federal Highway Administration formula funds or other federal grant funds;
- transit projects to be done within the BMCMPO MPA, sponsored by local transit public agencies in the BMCMPO MPA, which will utilize Federal Transit Administration formula funds or other federal grant funds;
- bridge projects, capital or non-capital surface transportation projects programmed to be completed within the BMCMPO MPA, sponsored by the Indiana Department of Transportation, which will utilize Federal Highway Administration formula funds or other federal grant funds.

An interactive, live GIS-based map showing the locations of BMCMPO FY 2028-2032 TIP projects can be found at the BMCMPO TIP and STIP project map.

In the project listings below, each project indicates the year project phases will occur, the type and amount of federal funding being utilized, and the local funding match for the project. Project phases include the following: Preliminary Engineering (PE); Right-of-Way Acquisition (RW); Construction Engineering (CE); Construction (CN).

Road & Bridge Projects - sponsored by local LPAs

The BMCMPO held a Call for Projects in August 2026 to gather submissions from local LPAs, for any new or revised bridge projects, capital or non-capital surface (non-transit) transportation projects. The BMCMPO was able to include and program funding for all projects submitted by local LPAs during the Call for Projects period, in the FY 2028-2032 TIP.

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2026-2029 County-Wide Bridge Inspections & Inventory

Location: various Monroe County bridge locations

Project Description: Inspection and inventory of bridges in Monroe County, except state highway bridges, federal land bridges, and privately-owned bridges, in various locations. Inspections occur in a four-year cycle.

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Bridge Condition

DES #: 2300141 **Letting Date**: must be completed by March 31st

Total Project Cost (including funding in and outside TIP): $ TBD

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG (bridge)	$212,654	$53,164
2029	PE	STBG (bridge)	$46,877	$11,720

2030-2033 County-Wide Bridge Inspections & Inventory

Location: various Monroe County bridge locations

Project Description: Inspection and inventory of bridges in Monroe County, except state highway bridges, federal land bridges, and privately-owned bridges, in various locations. Inspections occur in a four-year cycle.

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Bridge Condition

DES #: 2600841 **Letting Date**: Must be completed by March 31st.

Total Project Cost (including funding in and outside TIP): $ TBD

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	PE	STBG (bridge)	$277,182	$69,297
2031	PE	STBG (bridge)	$59,004	$14,752

DRAFT

Bridge #913 Replacement, Business 37 North over Beanblossom Creek, 0.1 mile south of I69

Location: 39.2317517810989, -86.54074414866852

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $ 7,442,600

DES #: 2301631 (contract #45522) **Letting Date**: September 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	RW	STBG (bridge)	$45,760	$11,440
2030	CE	STBG (bridge)	$736,560	$184,140
2030	CN	STBG (bridge)	$4,913,040	$1,228,260

DRAFT

College Avenue & Walnut Street Corridor Improvement

Location: College Avenue and Walnut Street from State Road 45/46 on the north end (39.18627853743287, -86.53451372489472), to Allen Street on the south end (39.155599179980214, -86.53369170899349)

Project Description: Construction of numerous spot improvements along this corridor that will be compatible with further corridor updates in the future. Includes multiple intersection improvements, replacement/improvement of traffic signals, replacing of sidewalks and bus stops, filling gaps in the existing sidewalk network, stormwater infrastructure improvements, updating signage and markings, and improving crosswalk locations. Goals of this project include: increase safety by reducing vehicular speeds and expanding capacity for non-motorized modes of travel, minimizing conflicts between modes, improving accessibility & predictability, and installing proven safety countermeasures. The project aims to reduce the risk of fatal and serious injury crashes as this corridor, which was identified as a highest priority corridor in the City of Bloomington's Safe Streets 4 All Safety Action Plan, due to a significant number of fatal and serious crashes.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2500062 (contract # n/a) **Letting Date**: October 2029

Total Project Cost (including funding in and outside TIP): $ 8,550,000

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2030	CE	STBG	$400,000	$250,000
2030	CN	CRP	$314,999	$1,790,598
2030	CN	PROTECT	$45,967	n/a
2030	CN	STBG	$3,015,081	n/a
2030	CN	TA	$362,359	n/a
2030	CN	EXCHANGE	$971,000	n/a

DRAFT

Crosswalk Safety Improvements - phase 3

Location: various locations within the City of Bloomington. Crosswalk locations are tentatively expected to include the intersection of Covenanter Drive at Auto Mall Road and the intersection of 17th Street at Willis Drive.

Project Description: This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bumpouts, raised crosswalks, signal equipment upgrades, and other features. Project locations will be prioritized in accordance with the City's adopted Transportation Plan and will focus on areas with low accessibility compliance, high pedestrian conflicts, and high crash risk. Crashes involving pedestrians are much more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian-motor vehicle crashes are also much more likely to occur at locations where pedestrians cross the street and interact with vehicular traffic. This project will reduce crash risk at prioritized crosswalk locations.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2400041 **Letting Date**: July 2027

Total Project Cost (including funding in and outside TIP): $1,263,308

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	CE	n/a	n/a	$100,000
2028	CN	HSIP	$319,223	$440,019
2028	CN	SEC 164	$75,758	n/a

DRAFT

Crosswalk Safety Improvements - phase 4

Location: various locations within the City of Bloomington. Locations are tentatively expected to focus on crosswalks across 3rd Street and across Atwater Avenue along the south edge of Indiana University campus (a continuation of Downtown Curb Ramps Phase 5), which are among the highest pedestrian use areas in the City.

Project Description: This project will install or enhance pedestrian curb ramps and crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, median refuge islands, curb bumpouts, raised crosswalks, accessible connections to transit stops, and other features based on site specific context. Project locations will be prioritized in accordance with the City's adopted Transportation Plan and will focus on areas with low accessibility compliance, high pedestrian conflicts, and high crash risk. Crashes involving pedestrians are much more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian-motor vehicle crashes are also much more likely to occur at locations where pedestrians cross the street and interact with vehicular traffic. This project will reduce crash risk at prioritized crosswalk locations.

The project Downtown Curb Ramps Phase 5 will prioritize and construct some crosswalk improvements in this area, and this project will continue that effort.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2500060 **Letting Date**: October 2029

Total Project Cost (including funding in and outside TIP): $800,000

Fiscal Year	Phase	Funding Source	Federal Funding	Local LPA Match (by phase)
2030	CE	n/a	n/a	$75,000
2030	CN	HSIP	$319,223	$205,019
2030	CN	SEC 164	$75,758	n/a

DRAFT

Dillman Road Bridge #83 Replacement, 3,000' W of SR 37

Location: 39.09298496843379, -86.55399642666342

Project Description: Replacement of the existing structurally deficient one lane bridge carrying Dillman Road over Clear Creek. The new bridge and roadway will provide wider, standard, 11-foot traffic lanes and minimum 4- foot shoulder widths. Also includes improvement of the geometrics of the approaching roadway leading up to the bridge. A multi-use path will be incorporated along the south side of Dillman Road & the bridge to connect with the Limestone Greenway Trail. Right-of-way acquisition and utility relocations are required. The PE phase received federal funds through the state in FY 2024 (FY 2024-2028 TIP) and the RW phase received federal funds through the state and initiated in FY 2027 (FY 2028-2032 TIP).

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $ 3,548,027

DES #: 2101712 (contract #44297) **Letting Date**: December 2027

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CE	STBG (bridge)	$336,000	$84,000
2028	CN	STBG (bridge)	$1,882,400	$470,600

DRAFT

Downtown Curb Ramps - phase 5

Location: various streets maintained and operated by the City of Bloomington. Tentative focus areas include 3rd Street and Atwater Avenue along the south edge of the Indiana University campus.

Project Description: This project will install or enhance pedestrian curb ramps and crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, median refuge islands, curb bumpouts, raised crosswalks, accessible connections to transit stops, and other features based on site specific context. Project locations will be prioritized in accordance with the City's adopted Transportation Plan and will focus on areas with low accessibility compliance, high pedestrian conflicts, and high crash risk.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2500479 **Letting Date**: October 2028

Total Project Cost (including funding in and outside TIP): $976,490

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2029	CE	n/a	n/a	$75,000
2029	CN	HSIP	$319,223	$205,19
2029	CN	SEC 164	$75,758	n/a

DRAFT

North Dunn Street Multiuse Path

Location: North Dunn Street from Indiana 45 Bypass to East Clover Lane - 39.18629792387436, -86.52839772108229 to 39.19598387860729, -86.52857223184854

Project Description: This project will construct a multiuse path on North Dunn Street from the Indiana 45 Bypass to East Clover Lane. Project improvements are expected to also include crosswalk improvements, accessible curb ramps, and stormwater modifications. The project seeks to reduce conflicts between modes by constructing a physically separated facility for people walking and bicycling and other vulnerable road users. The new multiuse path will improve non-motor vehicle connectivity - the new multiuse path will connect residential neighborhoods to the existing multiuse paths on the Bypass and on Dunn Street south of 17th Street. It will provide those neighborhoods with improved connectivity to IU Campus as well as the rest of Bloomington. It will also build towards a more accessible route for the majority of Bloomington to access the Griffy Lake Nature Preserve. Installation of raised crosswalks at uncontrolled intersections to improve crossing safety and reduce high risk speeding. Signage and marking updates to improve predictability along the corridor.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2400042 **Letting Date**: October 2027

Total Project Cost (including funding in and outside TIP): $ 3,539,417

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	CE	STBG	$10,000	$290,000
2028	CN	CRP	$314,999	$907,594
2028	CN	PROTECT	$45,967	n/a
2028	CN	STBG	$869,081	n/a
2028	CN	TA	$362,359	n/a

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North Walnut Street Multimodal Corridor & Safety Improvements

Location: N. Walnut St. in Bloomington, Indiana, from West 7th St. to West 17th St. (39.168456, -86.533599 at the southern extent to 39.178976, -86.533513 at the northern extent).

Project Description: Multimodal, roadway, intersection, and safety improvements to create a safer, more accessible, more connected corridor. This corridor is identified as a Highest Priority in the City's Safe Streets and Roads for All (SS4A) Safety Action Plan.

This project is divided into two phases. Preliminary engineering work will determine the precise division between phase 1 and 2 of this project, but it is tentatively expected that one phase will construct from 7th Street to 11th Street and the other phase will construct from 11th Street to 17th Street.

Roadway and traffic-calming improvements may include lane narrowing, reduced intersection corner radii, curb replacement, and other roadway modifications intended to reduce vehicle speeds and improve safety. Intersection improvements will include enhanced pedestrian and bicycle crossings, ADA-compliant curb ramps, and improvements to driveway and curb-cut crossings. The project will establish an all-ages, all-abilities bicycle and pedestrian connection between the commercial core of downtown Bloomington, the 7-Line, the 17th Street multi-use path, the Miller-Showers Park multi-use path, and the Indiana University Stadium Complex. Location specific changes may include a grade-separated shared-use path, bicycle crossings at intersections, and wayfinding signage. Sidewalk improvements will address ADA accessibility and may include sidewalk maintenance or replacement where needed. Pedestrian safety improvements may include high-visibility crosswalks and, where appropriate, enhanced crossing treatments such as RRFBs or PHBs. The project will also improve street lighting, including consideration of pedestrian-scale lighting, and may incorporate drainage improvements and green infrastructure where appropriate.

Project Sponsor: City of Bloomington (City of Bloomington Current Infrastructure Projects webpage)

Performance Measure: Safety

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phase 1

DES #: TBD **Letting Date**: October 2030

Total Project Cost (including funding in and outside TIP): $5,700,000

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	PE	n/a	n/a	$650,000
2030	RW	n/a	n/a	$250,000
2031	CE	STBG	$10,000	$390,000
2031	CN	CRP	$314,999	$1,032,026
2031	CN	PROTECT	$45,967	n/a
2031	CN	STBG	$3,007,008	n/a

phase 2

DES #: TBD **Letting Date**: October 2031

Total Project Cost (including funding in and outside TIP): $5,700,000

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	PE	Local	n/a	$650,000
2030	RW	Local	n/a	$250,000
2032	CE	STBG	$10,000	$390,000
2032	CN	CRP	$314,999	$1,297,294
2032	CN	PROTECT	$45,967	n/a
2032	CN	STBG	$2,741,740	n/a

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Old SR 37 South & Dillman Road Intersection Improvement

Location: 39.09298832150284, -86.54418030737656 (Old SR 37 South and Dillman Road, just east of SR 37)

Project Description: Convert the intersection of Old State Road 37 and Dillman Road from a two-way stop condition to a single-lane roundabout and improve sight distance, to increase traffic safety. The project includes new stormwater facilities, including in-line detention, and intersection lighting. Right-of-way acquisition and utility relocations are required. The PE phase received BMCMPO HSIP funds and was initiated in FY 2026 (FY 2028-2032 TIP).

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Safety

DES #: 2500061 (contract #T-46098) **Letting Date**: November 2028

Total Project Cost (including funding in and outside TIP): $ 4,150,000

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	RW	STBG	$156,000	$159,000
2028	UT	STBG	$96,000	$24,000
2029	CE	STBG	$312,000	$78,000
2029	CN	STBG	$2,270,971	$639,029

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Sidewalk & ADA Ramp Repairs & Replacement

Location: various locations within the BMCMPO MPA

Project Description: Installation and replacement of sidewalk panels as needed across the county road system within the MPA. Installation and replacement/updating of ADA curb ramps to increase the safety, accessibility, and connectivity of bicycle and pedestrian transportation. Removal of trees that cause significant safety hazards and/or damage to sidewalks.

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Safety

DES #: TBD **Letting Date**: Between July 2030 and June 2031

Total Project Cost (including funding in and outside TIP): $ 3,456,000

Fiscal Year	Phase	Federal Funding Source	Federal Funding	Local LPA Match (by phase)
2028	PE	Local	n/a	$345,600
2031	CN	HSIP	$319,223	$233,995
2031	CN	SEC 164	$75,758	n/a
2031	CN	STBG	$398,073	n/a
2031	CN	TA	$362,359	n/a
2032	CN	HSIP	$319,223	$300,312
2032	CN	SEC 164	$75,758	n/a
2032	CN	STBG	$663,341	n/a
2032	CN	TA	$362,359	n/a

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That Road Bridge #79 Replacement, over Branch of Clear Creek

Location: 39.11467, -86.54917 (That Road, between Victor Pike and Rockport Road at the Clear Creek Trail)

Project Description: Remove and replace the existing bridge, upgrade the bridge rail, and add a multi-use path with pedestrian handrail on the north side of the bridge, which will connect the bridge crossing to the Clear Creek Trail by allowing for multi-modal crossing of the West Fork Clear Creek. The PE and RW phases were completed with local funds. The CE and CN phases were awarded federal funds from the state for FY 2031.

Project Sponsor: Monroe County (Monroe County Road Infrastructure Projects webpage)

Performance Measure: Bridge Condition

Total Project Cost (including funding outside TIP): $2,411,951

DES #: 2401800 (contract #46431) **Letting Date**: July 2030

Fiscal Year	Phase	Federal Funding Source	Federal Funding	State Match (by phase)
2031	CE	STBG (bridge)	$226,378	$56,596
2031	CN	STBG (bridge)	$1,509,190	$377,299

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Transit Projects - sponsored by local LPAs

The following transit projects describe how each of BMCMPO's two local public transit agencies, Bloomington Transit and Rural Transit, anticipate spending their federal and state transit funding in the next five years. The Federal Transit Administration (FTA) funding apportionments granted to each transit agency vary according to urban area use. Bloomington Transit, the local urban transit authority in this region, relies on FTA Section 5307 program funding, urban area formula funds eligible for operating assistance and capital activities. Section 5310 funds are to support enhanced mobility of seniors and individuals with disabilities and Section 5339 funds support capital bus/vehicle and bus facility needs. Rural Transit, which provides demand-response transportation to four counties in this region of Indiana, relies on Section 5311 funds for the provision of rural transportation services. Bloomington Transit also receives Indiana Public Mass Transit Fund (PMTF) funds. More information about each funding source can be found in the Funding Sources section of the TIP.

Operating Assistance for Rural Public Transit

Project Sponsor: Area 10 Agency on Aging Rural Transit Program

Performance Measure: Operating Assistance

TPIN # (s): BLO-28-311, BLO-29-311, BLO-30-311

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5311	$850,000	$884,520	$919,901	$956,697	$994,965
Local	$850,000	$884,520	$919,901	$956,697	$994,965
Total	$1,701,000	$1,769,040	$1,839,802	$1,913,394	$1,989,930

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Operating Assistance for Urban Fixed Route & Paratransit Service

Project Sponsor: Bloomington Transit

Performance Measure: Operating Assistance

TPIN # (s): BLO-28-001, BLO-29-001, BLO-30-001

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
PMTF (state)	$2,607,880	$2,607,880	$2,607,880	$2,607,880	$2,607,880
FTA 5307	$2,715,788	$2,851,578	$2,994,157	$3,143,865	$3,301,058
Local	$5,509,812	$5,781,392	$6,147,133	$6,446,549	$6,760,935
Total	$10,833,480	$11,240,850	$11,749,170	$12,198,294	$12,669,873

Purchase Replacement Battery Electric Buses

Project Sponsor: Bloomington Transit

Performance Measure: Purchase Vehicles

TPIN # (s): BLO-28-004, BLO-29-004, BLO-30-004

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5339	$896,375	$1,882,387	$4,705,968	$3,953,011	$1,882,387
Local	$224,094	$470,597	$1,176,492	$988,253	$470,597
Total	$1,120,469	$2,352,984	$5,882,460	$4,941,264	$2,352,984

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Purchase Support & Maintenance Vehicles

Project Sponsor: Bloomington Transit

Performance Measure: Purchase Vehicles

TPIN # (s): BLO-28-005

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307	$120,000	$160,000	n/a	n/a	$60,000
Local	$30,000	$40,000	n/a	n/a	$15,000
Total	$150,000	$200,000	n/a	n/a	$75,000

Purchase On-Demand Vehicles

Project Sponsor: Bloomington Transit

Performance Measure: Purchase Vehicles

TPIN # (s): BLO-29-003, BLO-30-003

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5310	$232,000	$348,000	$480,000	n/a	n/a
Local	$58,000	$87,000	$120,000	n/a	n/a
Total	$290,000	$435,000	$600,000	n/a	n/a

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Purchase & Rebuild Major Vehicle Components

Project Sponsor: Bloomington Transit

Performance Measure: Preventative Maintenance

TPIN # (s): BLO-28-003, BLO-29-002, BLO-30-002

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307	$227,136	$238,493	$250,418	$262,939	$276,086
Local	$56,874	$59,623	$62,605	$65,735	$69,022
Total	$283,920	$298,116	$313,022	$328,673	$345,107

Shop Equipment for New Facility

Project Sponsor: Bloomington Transit

Performance Measure: Equipment

TPIN # (s):

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307	$480,000	n/a	n/a	n/a	n/a
Local	$120,000	n/a	n/a	n/a	n/a
Total	$600,000	n/a	n/a	n/a	n/a

DRAFT

Furnishings & Office Equipment for New Facility

Project Sponsor: Bloomington Transit

Performance Measure: Equipment

TPIN # (s):

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307	$600,000	n/a	n/a	n/a	n/a
Local	$150,000	n/a	n/a	n/a	n/a
Total	$750,000	n/a	n/a	n/a	n/a

Communications Equipment

Project Sponsor: Bloomington Transit

Performance Measure: Equipment

TPIN # (s):

Funding Source	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
FTA 5307	n/a	$400,000	n/a	n/a	n/a
Local	n/a	$100,000	n/a	n/a	n/a
Total	n/a	$500,000	n/a	n/a	n/a

DRAFT

Sponsored by INDOT

The following list of INDOT-sponsored transportation projects that are prioritized and may take place with the BMCMPO MPA within the next five years. INDOT-sponsored projects are subject to change in the future based on statewide analysis and financial constraints

Note that INDOT-sponsored projects that do not take place within the BMCMPO MPA are not required to be documented within this TIP; rather, they are documented with the Statewide Transportation Improvement Program (STIP). Therefore, the list below does not include projects anticipated to occur outside the BMCMPO MPA.

The first section of projects, Seymour District or Monroe County, are more specific, developed projects. The second section of projects - Statewide - are more general projects that are anticipated in multiple locations statewide. Not all of these statewide projects will necessarily be completed within the BMCMPO MPA or even within Monroe County; however, they are included now to aid in more efficient approval in the future.

Seymour District or Monroe County

ADA Sidewalk Ramp Construction on SR 45 at South Liberty Drive and South Hickory Leaf Drive

Location: 39.144929619332316, -86.57766857539075

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $495,140

DES #: 2400106 (contract #: 45521) **Letting**: August 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	CN	STBG	$88,000	$22,000

DRAFT

Bicycle & Pedestrian Facilities on SR446 from 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46

Location: 39.15034644610868, -86.47145634047439 to 39.16428440291384, -86.47209228577839

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $2,652,092

DES #: 2301227 (contract #: 45232) **Letting**: August 2031

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	RW	STBG	$28,000	$7,000

Bridge Replacement of Pedestrian Trail bridge over SR 45, 00.63 mi N SR 46

Location: 39.18674686294008, -86.54350676829668

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $3,797,725

DES #: 2401216 (contract #: 45787) **Letting**: August 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	NHS	$2,728,000	$682,000

DRAFT

Intersection Improvement with Added Turn Lanes at SR 46 at Flatwoods Road

Location: 39.25237932366579, -86.65400916794157

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $1,988,000

DES #: 2401386 (contract #: 45789) **Letting**: August 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	NHS	$1,288,320	$322,080

Pedestrian Facilities Installation on SR 45 from Kinser Pike to Walnut St

Location: 39.18676598948771, -86.53767575647187 to 39.18636689498035, -86.53451024673763

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $730,750

DES #: 2401404 (contract #: 45788) **Letting**: August 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	NHS	$413,600	$103,400

Bridge Deck Overlay on N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $1,662,223

DES #: 2100752 (contract #43772) **Letting**: August 2030

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2031	CN	NHS	$1,307,528	$326,882

DRAFT

Bridge Maintenance (IDIQ), various locations in the Seymour District

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $1,500,000

DES #: 2600095 (contract #: 46559) **Letting**: August 2026

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$1,200,000	$300,000

Total Project Cost (including funding in and outside TIP): $3,000,000

DES #: 2600804 (contract #: 46841) **Letting**: September 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	STBG	$1,200,000	$300,000
2030	CN	STBG	$1,200,000	$300,000

Total Project Cost (including funding in and outside TIP): $1,500,000

DES #: 2600803 (contract #: 46842) **Letting**: July 2030

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2031	CN	STBG	$1,200,000	$300,000

DRAFT

HSIP Systemic Treatment, SR 135 S of Beanblossom (Brown County), SR 45 S of Martin Drive (Monroe County), SR 48 SE of Whitehall (Monroe County)

Location: 39.20410166709832, -86.46333493976294 (SR 45 S of Martin Drive, Monroe County), 39.1684850881214, -86.67088111326927 (SR 48 SE of Whitehall, Monroe County)

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $232,724

DES #: 2600152 (contract #: 46631) **Letting**: October 2027

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$186,179	$46,545

DRAFT

ITS & Signal Maintenance Contracts, for Seymour District

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $535,362

DES #: 2400831 (contract #: 45713) **Letting**: January 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$471,116	$117,780

Total Project Cost (including funding in and outside TIP): $1,041,887

DES #: 2500024 (contract #: 46083) **Letting**: January 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	STBG	$833,510	$208,377

Total Project Cost (including funding in and outside TIP): $1,000,000

DES #: 2600975 (contract #: 46941) **Letting**: January 2030

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	CN	STBG	$800,00	$20,000

Total Project Cost (including funding in and outside TIP): $1,000,000

DES #: 2600987 (contract #: 46944) **Letting**: January 2031

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2031	CN	STBG	$800,00	$20,000

DRAFT

ITS Traffic Management Systems Improvements on I-69 from 3.0 miles N of SR 68 to 0.8 mile N of SR 44

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $16,971,410

DES #: 1802086 (contract #: 41780) **Letting**: September 2030

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	NHPP	$720,000	$80,000
2031	CN	NHPP	$6,917,165	$768,571

Pavement Patching (IDIQ), various locations in the Seymour District

Performance Measure: Pavement Condition

Total Project Cost (including funding in and outside TIP): $3,000,000

DES #: 2600648 (contract #: 46681) **Letting**: July 2027

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$1,200,000	$300,000
2029	CN	STBG	$1,200,000	$300,000

DES #: 2600701 (contract #: 46688) **Letting**: July 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	CN	STBG	$1,200,000	$300,000
2031	CN	STBG	$1,200,000	$300,000

DRAFT

Raised Pavement Markings, in various locations in the Seymour District

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $750,000

DES #: 2301237 (contract #45680) **Letting**: February 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$600,000	$150,000

Total Project Cost (including funding in and outside TIP): $1,000,000

DES #: 2600814 (contract #46888) **Letting**: September 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	STBG	$800,000	$200,000

Total Project Cost (including funding in and outside TIP): $1,000,000

DES #: 2600816 (contract #46890) **Letting**: September 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	CN	STBG	$800,000	$200,000

Scour Protection on I-69

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $3,703,698

Contract #: 45770 **Letting**: August 2028

DES #: 2401202 (2401197, 2401198, 2401199, 2401200, 2401201)

Fiscal Year	Phase	Funding Source	Federal Funding	State Match	Total
2029	CN	NHPP	$2,124,000	$236,000	$2,360,000

DRAFT

Signal Controller, Camera, and Communication Upgrades, in various locations of Seymour District

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $3,605,921

DES #: 2601000 (contract #: 46948) **Letting**: December 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$320,000	$80,000
2030	CN	STBG	$2,564,737	$641,184

Slide Correction, on I-69 from SR 37 to 3.96 miles S of SR 252 (Indian Creek Bridge)

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $7,304,355

DES #: 2301145 (contract #45235) **Letting**: January 2032

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	RW	NHPP	$90,000	$10,000

Small Structures and Drains Construction on SR 45, 4.18 miles N of SR 445

Performance Measure: Safety

DES #: 2600603 (contract #43772) **Letting**: August 2030

Total Project Cost (including funding in and outside TIP): $528,000

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	RW	STBG	$13,200	$3,300
2031	CN	STBG	$275,440	$68,860

DRAFT

Small Structure Pipe Lining on SR 446, 0.02 miles S SR 46

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $1,163,944

DES #: 2600522 (contract #: 46804) **Letting**: December 2030

Fiscal Year	Phase	Funding Source	Federal Funding	State Match	Total
2029	RW	NHPP	$24,000	$6,000	$30,000
2031	CN	NHPP	$907,155	$226,789	$1,133,944

Small Structure Pipe Lining on SR 45 at 0.37 miles East of I-69

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $1,647,150

DES #: 2401348 (contract #: 45782) **Letting**: October 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	NHS	$1,082,400	$270,600

Small Structure Replacement on SR-45 on UNT to Griffy Creek, 2.60 miles E of E JCT SR 45/46

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $1,765,008

DES #: 2300998 (contract #: 45250)

Letting: September 2027

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$492,525	$123,131

DRAFT

Traffic Signal Modernization, in various locations in the Seymour District

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $3,390,000

DES #: 2301236 (contract #: 45679) **Letting**: December 2027

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$2,712,000	$678,000

Total Project Cost (including funding in and outside TIP): $830,000

DES #: 2501475 (contract #: 46670) **Letting**: November 2028

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	CN	STBG	$664,000	$166,000

Total Project Cost (including funding in and outside TIP): $3,615,000

DES #: 2600818 (contract #: 46892) **Letting**: September 2029

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2030	CN	STBG	$2,892,000	$723,000

DRAFT

Statewide

AASHTOWare Safety

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2500051 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$396,000	$99,000
2029	PE	STBG	$396,000	$99,000
2030	PE	STBG	$396,000	$99,000

ATMS Statewide Camera, Communications, Detection, DMS Replacements

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400823	2028	CN	NHPP	$450,000	$50,000
2500017	2029	CN	NHPP	$450,000	$50,000
2600970	2030	CN	NHPP	$540,000	$60,000
2600982	2031	CN	NHPP	$450,000	$50,000

DRAFT

ATMS Statewide Software License

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400819	2028	PE	NHPP	$675,000	$75,000
2500012	2029	PE	NHPP	$720,000	$80,000
2600966	2030	PE	NHPP	$720,000	$80,000
2600977	2031	PE	NHPP	$720,000	$80,000

Autodesk Build Account, BIM 360 Build SHI QPA 70026

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2500948 **Letting**:

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$364,722	$91,181

DRAFT

Bridge Inspections

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2600086 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$200,000	$50,000
2029	PE	STBG	$200,000	$50,000
2030	PE	STBG	$200,000	$50,000

Contract #: n/a **DES #:** 2500829 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$400,000	$100,000

Bridge Over/Under Vertical Clearance Measuring

Performance Measure: Bridge Condition

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2300077 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$240,000	$60,000

DRAFT

Cell Service Statewide for Communications for Signals and ITS Devices

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400824	2028	PE	STBG	$800,000	$200,000
2500018	2029	PE	STBG	$800,000	$200,000
2600971	2030	PE	STBG	$1,000,000	$250,000
2600983	2031	PE	STBG	$1,000,000	$250,000

Emergency Projects

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2500443 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$800,000	$200,00

HELPERS Program for Local Roads and Streets

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2400077 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$275,133	$68,783

DRAFT

Hydraulic Analysis, Statewide

Performance Measure: Safety

Total Project Cost (including funding in and outside TIP): $

Contract #: **DES #:** 2600164 **Letting**:

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	PE	STBG	$600,000	$150,000
2029	PE	STBG	$600,000	$150,000
2030	PE	STBG	$440,000	$110,000

INRIX Statewide Traffic Data

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400818	2028	PE	NHPP	$1,350,000	$150,000
2500011	2029	PE	NHPP	$1,350,000	$150,000
2600965	2030	PE	NHPP	$1,350,000	$150,000
2600976	2031	PE	NHPP	$1,350,000	$150,000

DRAFT

ITS Statewide Field Device Cell Hardware (Modem) Upgrades

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400825	2028	CN	STBG	$400,000	$100,000
2500019	2029	CN	STBG	$400,000	$100,000
2600972	2030	CN	STBG	$400,000	$100,000
2600984	2031	CN	STBG	$400,000	$100,000

National Electric Vehicle Infrastructure Formula Program

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

Contract #: 44987 **DES #:** 2300274 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	NHPP	$17,089,074	$1,898,786

On-Call Consultant Plan Review Services

Performance Measure:

Total Project Cost (including funding in and outside TIP): $

Contract #: 44987 **DES #:** 2600165 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2029	PE	STBG	$1,200,000	$300,000

DRAFT

O&M Statewide Fee for CARS/511 (Condition Acquisition & Reporting System)

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400820	2028	PE	STBG	$400,000	$100,000
2500013	2029	PE	STBG	$400,000	$100,000
2600967	2030	PE	STBG	$480,000	$120,000
2600978	2031	PE	STBG	$400,000	$100,000

TMC Statewide Dispatcher Operations & Engineering Support Contract

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

DES #	Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2400821	2028	PE	NHPP	$1,620,000	$180,000
2500014	2029	PE	NHPP	$1,620,000	$180,000
2600968	2030	PE	NHPP	$1,800,000	$200,000
2600979	2031	PE	NHPP	$1,800,000	$200,000

DRAFT

Workzone Traffic Management Systems, HB 1015 Worksite Speed Control Pilot Program

Performance Measure: Congestion Mitigation and Air Quality (CMAQ)

Total Project Cost (including funding in and outside TIP): $

Contract #: n/a **DES #:** 2300667 **Letting**: n/a

Fiscal Year	Phase	Funding Source	Federal Funding	State Match
2028	CN	STBG	$1,400,000	$350,000

DRAFT

Project Evaluation & Selection

The BMCMPO develops a new TIP every two years, which allows the community to regularly reevaluate priorities for federal funding. Prior to the creation of each TIP, the BMCMPO issues a TIP Call for Projects, which is an open application period wherein local public agencies submit project applications to the BMCMPO to be considered for the federal funding transportation granted to the BMCMPO on an annual basis. The amount of federal, state, and local funds available for highway and transit improvements during the TIP period are based on estimates developed from information provided to the MPO by INDOT, FHWA, and local sources.

BMCMPO must demonstrate that locally-sponsored non-transit projects selected for the TIP, which are programmed to use Federal Highway Administration funding, are fiscally constrained per BMCMPO's anticipated Federal Highway Administration apportionment. The Federal Highway Administration apportionment anticipated for the FY2028-2032 TIP can be viewed in the Federal Highway Formula Funds & Fiscal Constraint section of the TIP.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) initiated the creation of the FY 2028-2032 TIP with a Call for Projects Announcement on August 17, 2026. All local public agencies (LPAs) within the BMCMPO metropolitan planning area (MPA) were invited to apply (see Metropolitan Planning Area Local Public Agencies section). In order to be considered for funding, LPAs must have at least one certified ERC (Employee in Responsible Charge) on staff and affirm their understanding that projects submitted for entry into the TIP are required to go through the Federal project development process. Each TIP Call for Projects enables LPAs to update the scope of projects currently in process and/or submit new projects for federal funding consideration.

The timeline for the development and approval of the FY 2028-2032 TIP was as follows:

- August 17, 2026 - Issue Call for Projects
- September 18, 2026 - Call for Projects Applications due to BMCMPO staff
- October 2-4, 2026 - Publish Legal Advertisements
- October 2, 2026 - Thirty (30) Day Public Comment Period Begins
- October 2, 2026 - Submit Draft TIP to INDOT for initial review
- October 12, 2026 - Public Meeting (drop-in/open house) held at City Hall, 401 N Morton St, McCloskey Room, 5:30pm-7pm
- October 21, 2026 - First review (non-voting) of Draft FY 2028-2032 TIP by the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
- October 23, 2026 - First review (non-voting) of Draft FY 2028-2032 TIP by the Policy Committee (PC)
- October 31, 2026 - Thirty (30) Day Public comment Period Ends

- December 2, 2026 - Final review of Draft FY 2028-2032 TIP by Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) & vote to recommend approval by the Policy Committee
- December 4, 2026 - Final review of Draft FY 2028-2032 TIP by the Policy Committee (PC) & vote to adopt
- December 9, 2026 - Submit the TIP Draft adopted by the PC to the Indiana Department of Transportation, Federal Highway Administration (FHWA) and the Federal Transit (FTA) for review and approval (no later than April 30, 2026)
- February 2027 - Receive approval letter for the TIP from INDOT, FHWA, and FTA

The BMCMPO and INDOT use a variety of strategies to evaluate LPA project applications received during the TIP Call For Projects period for consideration in the TIP, to prioritize TIP projects at the state level, to determine funding allocations for TIP projects, and to develop the TIP document.

The following sections describe in detail the elements that help determine projects in the TIP.

Alignment with Planning Documents

The BMCMPO and INDOT prioritizes projects for the FY 2028-2032 TIP that are in-process and that were previously programmed in a past TIP and STIP documents.

Additionally, as a subset of multimodal transportation system needs from the adopted BMCMPO 2050 Metropolitan Transportation Plan (2050 MTP), the TIP must be consistent with the MTP. The TIP must also be consistent with Bloomington Transit's Transit Development Plan, and other similar planning studies developed by the BMCMPO for INDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.

Projects listed in the TIP typically originate in the MTP developed by the BMCMPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. The TIP therefore serves as a strategic management tool that accomplishes the objectives of the Bloomington and Monroe County MTP.

Air Quality Conformity Assessment

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this

led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School and active since April 1, 2009 continuously samples fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

The BMCMPO study area that includes the urbanized area within Monroe County is an air quality attainment area. Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "attainment" for criteria pollutants. An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA).

Complete Streets Policy

Projects in the FY 2028-2032 TIP, sponsored by BMCMPO LPAs, are scored according to the Project Prioritization Criteria developed as part of the BMCMPO Complete Streets Policy. The BMCMPO Complete Streets Policy Project Prioritization Criteria is advisory and the BMCMPO is not bound by any outcomes of this process.

Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes. The complete streets concept asks that appropriate accommodations be made so that all modes of transportation can function safely.

The BMCMPO advisory Complete Streets Policy was adopted in 2009. The intent of this policy is the creation of a transportation system that accommodates all users and modes. The policy mirrors criteria from Smart Growth America and aims to create an equitable, balanced, safe, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The BMCMPO Complete Streets Policy calls for institutional awareness that vulnerable road users (everyone on or near the road except motor vehicle drivers) have less crash protection than people contained inside vehicles and therefore have a higher risk of being injured or killed in the event of a collision due to the lack of external crash protection provided by larger motor vehicles. The BMCMPO Complete Street Policy requests that funded roadway projects shall appropriately accommodate the safety and comfort of all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users; and calls for all projects to be context-sensitive with the adjacent land use while incorporating Americans with Disabilities Act (ADA) compliant design standards.

The BMCMPO Complete Streets Project Prioritization Criteria, which serves as a guiding framework for approving the placement of local transportation projects into the TIP, are as follows:

System Preservation & Maintenance (weighted 15%)

- Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)
- Project addresses a maintenance need (e.g. repaving, bridge repair)
- Project is located within existing right of way

Safety (weighted 20%)

- Project location is identified in the most recent MPO Crash Report's top 50 crash locations
- Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations
- Geometrical improvement for motorized safety
- Geometrical Improvement for non-motorized safety
- Signalization Improvement
- Signage/Wayfinding
- Project improves safe travel to nearby schools (within 1 mile)
- Other improvements with rationale as to how the project reduces crash risk

Multi-modal Options (weighted 20%)

- Project located along existing transit service
- Project located along existing pedestrian/bicycle facility

- Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)
- Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)
- Project includes sidewalk improvements
- Project includes bicycle facility improvements
- Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)
- Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)
- Project makes a connection to an existing active mode facility

Congestion Management (weighted 10%)

- Grade separation or dedicated travel space for individual modes
- Improvements to access management
- Signalization improvement
- Improves parallel facility or contributes to alternative routing
- Provides capacity for non-motorized modes
- Adds transit capacity
- Other strategies

Health and Equity (weighted 10%)

- Project corrects ADA non-compliance
- Project promotes physical activity
- Project reduces vehicle emissions
- Project will not have a negative impact for a natural resource
- Project will not have a negative impact for a socio-cultural resources

Consistency with Adopted Plans (weighted 10%)

- Project located along planned transit service
- Project located along planned pedestrian/bicycle facility
- Local Master Thoroughfare Plan Priority
- Transit Plan Priority
- Bicycle/Pedestrian Plan Priority
- Project supports goals and principles of MPO Metropolitan Transportation Plan
- Project supports goals and principles of local land use plans
- Other applicable planning documents

Context Sensitivity and Land Use (weighted 15%)

- Project balances the need to move people with other desirable outcomes

- Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)
- Project is seen as adding lasting value to the community
- Project improves accessibility and/or connectivity to existing land use development
- Project location supports infill/redevelopment
- Project contributes to transportation network grid development/roadway network connectivity

The table below shows the BMCMPO's Complete Streets Project Prioritization Criteria scores for all non-bridge locally-sponsored projects described in the Locally-Sponsored Road & Bridge Projects section.

Project Title	BMCMPO's Complete Streets Project Prioritization Criteria Score
College Avenue & Walnut Street Corridor Improvement	6.5
Crosswalk Safety Improvements - phase 3	5.75
Crosswalk Safety Improvements - phase 4	5.65
Downtown Curb Ramps - phase 5	5.45
Old SR 37 South & Dillman Road Intersection Improvement	3.85
North Dunn Street Multiuse Path	5.85
North Walnut Street Multimodal Corridor & Safety Improvements	6.05
Sidewalk & ADA Ramp Repairs & Replacement	4.85

Crash Data

The BMCMPO encourages the use of federal funds on LPA projects that address roadway safety issues - projects on priority corridors and intersections that fall within high injury and high risk networks. Priority roadway corridors and intersections are identified by each LPA using their own methodology. One local LPA, the City of Bloomington, recently published a Safe Streets For All plan. The BMCMPO advisory Complete Streets Policy prioritization criteria includes line items related to crash data.

The BMCMPO publishes the Monroe County Crash Hub and Crash Dashboard, which may be used as a resource to local LPAs for viewing vehicle crashes within the BMCMPO urbanized area and within the non-urbanized area within Monroe County. Data within the Crash Dashboard is sourced from the State of Indiana Standard Crash Reports submitted via the State of Indiana ARIES data portal and maintained by LexisNexis Risk Solutions. It should be noted that while the data is the best available, it represents crashes that are reported to local law enforcement agencies, which makes it an incomplete picture because some crashes may not be reported due to a variety of factors. Additionally, reports may include accuracy errors - severity may be underreported because the reporter may not have medical training and some factors (such as speed or the reasons for the crash) are challenging to determine after the crash has happened. That said, crash data, while imperfect, is a valuable starting point in understanding current conditions.

The BMCMPO supports projects that will improve local trends in crash data. The table below shows the current trend in fatal and serious/incapacitating crashes within the BMCMPO MPA over the last 5 years.

Category/Calendar Year	2021	2022	2023	2024	2025
Total Crashes	~3,100	~3,200	~3,200	~3,300	~3,200
Vehicle Crashes (one or more motor vehicles)	~3,000	~3,100	~3,100	~3,200	~3,100
Bicycle Crashes (one or more vehicle & one or more bicycle)	25	40	38	47	39
Pedestrian Crashes (one or more vehicle & one or more pedestrian)	40	50	68	73	50
Fatal Crashes	9	9	5	6	10
Serious/incapacitating injury crashes	240	120	93	86	75

Facilities for Emergency Events

The BMCMPO urban area does not currently host any locations where emergency events require repairs to transportation infrastructure. As a result, this TIP does not program any projects with federal Emergency Relief funds.

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events. The regulation defines “repeatedly” as two (2) or more similar repairs to the same facility during different events. The goal of the evaluations is to determine if there are reasonable alternatives to the roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. These facilities may be eligible for Emergency Relief funds.

To comply with this requirement, INDOT evaluated and compiled a listing of locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT will continually monitor locations where emergency repairs occur and will review and update an evaluation once every four years for the FHWA. If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge repeatedly “washes out” during flood events, INDOT could consider raising the bridge or installing an overflow structure. Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

Federal Transportation Planning Requirements

The BMCMPO requests LPA’s to submit project applications based on their ability to support the Federal Transportation Planning Factors. Additionally, the BMCMPO evaluates and selects projects for TIP that support the Federal Transportation Planning Factors.

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58), and predecessor federal legislation related to metropolitan transportation planning, asks Metropolitan Planning Organizations (MPOs) to demonstrate a continuous, cooperative and comprehensive (“3C”) planning process. As a result, the MPO must implement projects, strategies, and services that will address the following ten core Federal Transportation Planning Factors planning factors (23 CFR 450.306(b)):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized, non-motorized, and transit users.
4. Increase the accessibility and mobility options available to people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

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Performance Targets

The BMCMPO selects projects that support statewide targets set by INDOT for the required Federal Highway performance measures. For more information on Performance Management tracking, see the Performance Management section of this TIP.

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") signed into law on November 15, 2021, established new requirements for transportation planning performance management.

Transportation Performance Management is a regular, ongoing, strategic approach that provides key information to help local, regional, state and federal agencies make better informed decisions about how to invest transportation funding and understand the consequences of investment decisions across transportation assets and modes. It requires clarifying expectations, setting objectives, identifying goals, providing feedback, and reviewing results to make investment and policy decisions to accomplish strategic objectives and achieve performance goals. It ensures that targets and measurements are developed in cooperative partnerships based on data and objective information. Setting targets, developing plans, reporting results and being accountable for transportation performance creates a more connected, safe, and efficient transportation system for everyone.

MPOs, INDOT, and providers of public transportation must 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 (23 CFR 450.306(d)), and the collection of data for INDOT asset management plans for the National Highway System (NHS), as specified in 23 CFR 450.314(h).

The following national performance goals are specified by the U.S. Congress for the FHWA funding programs to meet seven (7) key areas in accordance with 23 USC 150: National Performance Measure Goals. The are as follows:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.

5. **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.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **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 the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

FHWA currently has performance measures and final regulations published for Safety targets (PM1), Pavement and Bridge Condition targets (PM2), Congestion Reduction and System Reliability targets (PM3). Additionally, the Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The following sections provide more detail about these four published targets/regulations.

Safety Targets (PM1)

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) collaborate to develop Indiana's Safety Performance Measures and Safety Performance Targets on an annual basis. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and Indiana MPOs use HSIP funds along with other funding sources to implement safety improvements with the express purpose of reducing public roadway crashes, and corresponding reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries on all public roads.

The Indiana Department of Transportation uses a 2% straight line reduction per year as specified in the Indiana State Highway Safety Plan (SHIP).

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Policy Committee approved the calendar year 2027 Indiana Statewide Safety Targets established by the Indiana Department of Transportation, shown in the table below, on July 24, 2026.

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State of Indiana Calendar Year 2027 Safety Targets (PM1)

Number of Fatalities	777
Rate of Fatalities (per 100 million vehicle miles traveled)	0.97
Number of Serious Injuries	2,900
Rate of Serious Injuries (per 100 million vehicle miles traveled)	3.62
Number of Non-Motorized Fatalities & Serious Injuries	453

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Pavement and Bridge Condition Targets (PM2)

Pursuant to 23 CFR 490, the Indiana Department of Transportation establishes new 2- and 4-year infrastructure targets for Performance Measure 2 (PM2), in collaboration with relevant MPO and State DOT Partners. PM2 includes targets for Pavement Condition and Bridge Condition. MPO's have 180 days from the date of the INDOT memo to, through adoption resolution, formally support INDOT's PM2 targets, or establish their own.

The BMCMPO Policy Committee approved INDOT's 2024 2-year targets and 2026 4-year targets, shown below, at their regularly scheduled meeting on October 14, 2022.

On October 13, 2026, INDOT sent a memo to Indiana MPOs with new, proposed 2-Year Targets (2028) and new, proposed 4-Year Targets (2030) for PM2, which are shown in the tables below. The BMCMPO Policy Committee has 180 days (by April 13, 2027) to either adopt these new INDOT targets, or establish its own.

The BMCMPO incorporates planning activities, programs, and projects into its MTP and the TIP documents in support of PM2. See the Funding by National Performance Measure section in this TIP document for the total local, state, and federal funding programmed in this TIP document for PM2.

Bridge Condition Targets	**2-year target (2024) -** *adopted in 20222*	**4-year target (2026) -** *adopted in 2022*	**2-year target (2028) -** *pending adoption*	**4-year target (2030) -** *pending adoption*
Percentage of National Highway System (NHS) Bridges Classified as in Good Condition	49%	47.5%	45%	40%
Percentage of NHS Bridges Classified as in Poor Condition	3%	3%	3%	4%

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Pavement Condition Targets	**2-year target (2024) -** *adopted in 20222*	**4-year target (2026) -** *adopted in 2022*	**2-year target (2028) -** *pending adoption*	**4-year target (2030) -** *pending adoption*
Percentage of Pavements of the Interstate System in Good Condition	60%	62%	62%	62%
Percentage of Pavements of the Interstate System in Poor Condition	1%	1%	1%	1%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50%	48%	45%	35%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	1.5%	1.5%

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Congestion Reduction & System Reliability Performance targets (PM3)

Pursuant to 23 CFR 490, the Indiana Department of Transportation establishes new 2- and 4-year infrastructure targets for Performance Measure 3 (PM3), in collaboration with relevant MPO and State DOT Partners. PM3 includes targets for: reliability; peak hour excessive delay; non-single occupancy vehicle, and emissions. MPO's have 180 days from the date of the INDOT memo to formally support INDOT's PM3 targets, or establish their own.

The BMCMPO Policy Committee approved INDOT's 2-year (2024) targets and 4-year (2026) targets for PM3, shown in the table below, at their regularly scheduled meeting on February 10, 2023.

On October 13, 2026, INDOT sent a memo to Indiana MPOs with new, proposed 2-Year Targets (2028) and new, proposed 4-Year Targets (2030) for PM3, which are shown in the table below. The BMCMPO Policy Committee has 180 days (by April 13, 2027) to either adopt these new INDOT targets, or establish its own.

The BMCMPO incorporates planning activities, programs, and projects into its MTP and the TIP documents in support of PM3. See the Funding by National Performance Measure section in this TIP document for the total local, state, and federal funding programmed in this TIP document for PM3.

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Congestion Reduction & System Reliability Performance targets (PM3)	**2-year target (2024) -** *adopted in 20222*	**4-year target (2026) -** *adopted in 2022*	**2-year target (2028) -** *pending adoption*	**4-year target (2030) -** *pending adoption*
Interstate System % of person-miles traveled that are reliable/level of travel time reliability (LOTTR)	93%	93.5%	91%	92.5%
Non-Interstate NHS System (% of person-miles traveled that are reliable/level of travel time reliability (LOTTR))	93%	93.5%	94%	94.5%
Truck Travel Time Reliability Index (TTTR)	1.32%	1.30%	1.30%	1.28%

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Transit Performance Targets

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. This Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The following represent FY 2025 Bloomington Transit (BT) performance measures in the following categories:

Bloomington Transit Rolling Stock (Revenue Vehicles)

Percent of revenue vehicles that have met or exceeded their useful life benchmark.

- FY 2025 Rolling Stock Target = 20%
- FY 2025 Cutaway Bus Target = 0%
- FY 2025 Minivan Target = 0%

Bloomington Public Transportation Corporation (BPTC) ended Calendar Year 2023 with a fleet of thirty-eight (38) vehicles to deliver fixed-route service, twelve (12) vehicles to deliver its paratransit service, and ten (10) staff vehicles to support general operations. BPTC strives to achieve its performance target for vehicles operating beyond their useful life benchmark (ULB) by maintaining a regular replacement cycle; however, BPTC continues to retain an above-average reserve fleet in anticipation of deploying additional fixed-route service.

BPTC set a target of operating 20% of heavy duty buses at or in excess of their ULB. For its demand-response service, BPTC set its target of vehicles operating past their ULB at zero (0) percent. To calculate its targets, BPTC staff examined its recent operating fleet history, inquired with comparable agencies to determine peers' standards, referenced ULB standards provided by FTA, and projected the number of vehicles necessary to provide additional service.

In 2023, BPTC operated 50% of heavy-duty buses in excess of their ULB, above our target of twenty (20) percent. For all other revenue vehicles, BPTC achieved its performance target of operating no vehicles beyond their ULB. BPTC retained some of its older 2003 and 2005 fleets as reserve vehicles as the agency deployed its first two battery-electric buses in 2021, and identified the reliability of the new battery-electric technology. Following a pause in the replacement cycle to review the results of an alternative fuels assessment, the agency moved forward with procurement of sixteen (16) battery-electric buses in 2022. The first of the new fleet is set to be delivered in calendar years 2024-2025.

Bloomington Transit Non-Revenue Equipment

Percent of service vehicles that have met or exceeded their useful life benchmark.

- FY 2025 Non-revenue automobiles = 35%
- FY 2025 Trucks = 0%
- FY 2025 Vans = 70%
- FY 2025 Bus Wash = 100%
- FY 2025 Forklift = 100%

BPTC maintains a fleet of non-revenue vehicles to shuttle drivers to start/end locations at the beginning and ending of their shifts, and other transit-related business. BPTC set a performance target for non-revenue vehicles operating beyond their useful life benchmark at 22 percent in 2023. The actual performance in 2023 for non-revenue vehicles was 33 percent. BPTC, as with all transit agencies, must balance the need to maintain a regular replacement cycle with the constraints of operating with limited resources.

Bloomington Transit Facility

Percent of facilities rated below 3 on the condition scale.

- FY 2025 Administration/Maintenance facility = 0%
- FY 2025 Passenger facility (downtown transit center) = 0%

BPTC maintains two facilities: an administration and maintenance facility located at 130 W Grimes Lane, and a Downtown Transit Center located at 301 S Walnut St. BPTC seeks to maintain its facilities and their major components at a level that does not exceed their useful life. According to guidance defined by the FTA Transit Asset Management (TAM) Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation, BPTC set its 2023 performance target for the Grimes Lane facility at '3' (adequate - moderately deteriorated or defective but has not exceeded useful life), and set its 2023 performance target for the Downtown Transit Center at '5' (excellent - no visible defects, new or near new condition). BPTC shall expand its operational facilities to a new location and facility to accommodate the additional battery-electric buses anticipated to be delivered over the next five years. The new facility will include indoor storage for battery-electric vehicles thereby improving their operational capability and capacity during suboptimal weather events to meet ridership demands and needs.

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Public Engagement

The TIP is shared with the BMCMPO Citizens Advisory, Technical Advisory and Policy Committees at least one meeting prior to voting to approve the document. BMCMPO staff hold a public open house in order to provide an extra opportunity for the public to view the TIP. See the Public Engagement section for more information.

Public outreach and involvement strategies employed for development of the FY 2028-2032 TIP was guided by the BMCMPO Public Participation Plan and involved a combination of in-person, digital, virtual, and print tool approaches, as recommended by the U.S. Department of Transportation.

Interagency Consultation

The BMCMPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2028-2032 TIP development process. BMCMPO staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, Indiana University (IU) Campus Bus, the City of Bloomington, and interagency members the three BMCMPO Committees (Citizen Advisory, Technical Advisory, and Policy Committees).

Public Meetings

The FY 2028-2032 TIP was shared at hybrid (in-person and virtual) public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). All meetings of the BMCMPO Policy Committee are routinely advertised, accessible in hybrid formats (in-person and via Zoom).

Legal Notice & Press Release

BMCMPO staff posted a legal advertisement in the Bloomington-Herald Times on September 25, 2026 and September 27, 2026. A City of Bloomington Press Release was distributed on September 29, 2026.

Digital Outreach

The Draft FY 2028-2032 TIP and TIP development schedule was posted on the BMCMPO's TIP webpage. Information about the call for projects and the TIP development schedule was posted on the BMCMPO Call For Projects webpage. A notice

about the open public comment period was posted on the BMCMPO Homepage and the BMCMPO Facebook page.

Public Comments Received

The following comments were received during the 30-day public comment period and at BMCMPO committee meetings:

-

Red Flag Investigations

The BMCMPO coordinates with the LPAs to select TIP projects that involve minimal impact on social, economic, and environmental resources.

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards to protect the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing NEPA processes for federally-funded transportation projects at the state and local levels. All transportation projects have the potential to impact environmental, cultural, or historical resources. Local Public Agencies (LPAs) have a requirement to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

Stakeholder Discussions

The BMCMPO relies on discussions and coordination between LPA staff that submit TIP project applications to determine local project eligibility, projects timing and phasing. Additionally, INDOT meets with LPA staff regarding state-managed projects that will occur within local jurisdictions.

Title VI and ADA Opportunity Zones

All policies, programs, and other activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or other United States departments of transportation components must comply with Title VI and ADA Acts from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all federal activities that prohibits discrimination. Related laws include:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252);
- The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;
- The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601;
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability)
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); and
- The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), (prohibits discrimination on the basis of disability).

The BMCMPO uses local EJ Screen data (uses 11 national indicators) and the demographic & economic data gathered from the 2050 Metropolitan Transportation Plan, to identify Title VI and ADA opportunity zones within the BMCMPO MPA. Locations of vulnerable and high-risk populations within the BMCMPO MPA include:

- The Bloomington Central Business District and immediate surrounding areas that primarily house Indiana University students
- The northern portion of the Indiana University campus with student housing
- The southern portion of the Indiana University campus with student housing
- The northwestern portion of the City of Bloomington with student housing, and
- The area north of downtown Bloomington and immediately northwest of the Indiana University campus with student housing.

The BMCMPO prioritizes the selection of projects for the TIP that support the principles of Title VI and ADA and aims to include minority and low-income residents in the transportation planning process, ensure they will benefit from planned transportation improvements, and ensure that they will not bear an unfair burden of any negative impacts. BMCMPO LPA staff demonstrate strong awareness and responsiveness to the diverse transportation needs and perspectives in the BMCMPO urbanized area and seek community input for all projects included in the TIP.

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Approval Documents

BMCMPO Self-Certification Letter

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 disadvantages 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. Nunnally

Director, INDOT
Technical Planning & Programming
Title

2/24/2025
Date

TIP Adoption Resolution: BMCMPO Policy Committee

TIP Approval Letter: INDOT

TIP Approval Letter: Federal Highway & Federal Transit

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TIP Amendment Procedure

Changes to the TIP can be made after the TIP is approved by local, state and federal bodies. If the revision to the TIP is classified as an amendment either per federal law, per INDOT standard, or per MPO policy, the proposed amendment must first undergo a formal review and approval process by the MPO's Policy Board. After approval by the Policy Board of the MPO, MPO staff must submit the revision to INDOT for further review by INDOT and the Federal Highway Administration. Revisions to the TIP that are classified as an administrative modification either by federal law or INDOT, do not require review and approval by the MPO Policy Board, but may be considered an amendment by the MPO Policy Committee.

The following pages describe federal, state, and BMCMPO amendment policies and procedures. An ongoing list of amendments and modifications made to this document can be found in the Record of Document Updates section of this document.

Federal Policy

At the federal level, 23 CFR 450.104 classifies changes as either amendments or administrative modifications:

- "Amendments – a revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or the number of stations). An amendment is a revision that requires public review and comment [by the MPO's Policy Board, the state DOT, the Federal Highway Administration, the Federal Transit Administration], a redemonstration of fiscal constraint, and a conformity determination if it involves 'non-exempt' projects in a nonattainment and maintenance area."
- "Administrative Modification – A minor revision to a long-range statewide or metropolitan transportation plan (MTP), TIP, or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment [by the MPO's Policy Board, the state DOT, the Federal Highway Administration, the Federal Transit Administration], a redemonstration of fiscal constraint, or a conformity determination in nonattainment and maintenance areas."

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INDOT Procedure

At the state level, INDOT's standardized classifications for amendments and modifications are as follows:

- Amendments
    - Addition of a new project
    - Addition of a new project phase (such as Preliminary Engineering (PE), Right of Way (RW), or Construction (CE/CN)
    - Changes in project scope
    - Changes to a Regionally Significant project
    - Changes to projects impacting fiscal constraint
    - Significant increase or decrease in project costs (per table below)
- Modifications
    - Change of years for any project within the current TIP
    - Most projects that fall within project grouping categories (projects not considered to be of appropriate scale for individual identification in a given program year (per 23 CFR 450.218(j)).
    - Nonsignificant funding changes (per table below)

Total Programmed Funding in Approved STIP/TIP	Amendment	Modification
Up to $2 million	Greater than 75%	Greater than 75%
$2 million to $15 million	Greater than or equal to 50%	Less than 50%
$15 million to $75 million	Greater than or equal to 40%	Less than 40%
$75 million and above	Greater than or equal to 30%	Less than 30%

The BMCMPO's current policy for handling changes to the TIP was adopted as part of and is described within the BMCMPO's Public Participation Plan (PPP). This policy dictates the public participation process according to three classifications of changes: Major Amendments, Minor Amendments, and Administrative Approval Amendments. Below is BMCMPO's current policy for making revisions to the TIP:

BMCMPO Procedure

Major Amendments

The following changes to the TIP are considered major amendments:

- Removal of a capital improvement project from the adopted TIP;

- Addition of a new capital improvement project that meets the criteria for capacity expansion and/or the acquisition of right-of-way;
- Addition of a new “illustrative” project that seeks formal funding;
- Changes to the total cost of a capital improvement project in the TIP by 100% or more.

Changes considered major amendments require:

- 30- day written public comment period;
- Review by the Citizens Advisory Committee and Technical Advisory Committee;
- Review and adoption by the Policy Committee.

Minor Amendments

The following changes to the TIP are considered minor amendments:

- Addition of a new capital improvement project that does not meet the criteria for capacity expansion and/or the acquisition of right-of-way;
- Changes to the total cost of a capital improvement project in the TIP by greater than 20% and less than 100%.

Minor amendments:

- Do not require a 30- day written public comment period if there are time constraints;
- Do not require review Citizens Advisory Committee and Technical Advisory Committee if there are time constraints;
- Require approval by the Policy Committee.

Administrative Approval Amendments

The following changes to the TIP are considered administrative approval amendments:

- Changes to the text or graphics in an adopted TIP that do not affect project costs, scopes or schedules;
- Changes to the phase year of a capital improvement project in the TIP;
- Changes to the total cost of a capital improvement project in the TIP 20% or less;
- Addition of a new capital improvement project that are labeled “illustrative” because they have not received approval for their expected funding source; and, they have time-sensitive or emergency-related circumstances associated with the amendment;
- Changing an “illustrative” project to a new funded capital project, if funds have been received and the Policy Committee has reviewed and acted on the project. Examples include projects funded through Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS) Program, and transit capital improvement projects into new capital

improvement projects provided that the formal funding awards have subsequently been received. All new “illustrative” projects that seek formal funding must be amended into the TIP using the procedures provided under the Major Amendments Policy.

Administrative approval amendments:

- Do not require a 30- day written public comment period;
- Do not require review Citizens Advisory Committee and Technical Advisory Committee;
- Require a notice period of three business days sent by email to all Policy Committee members. If any member of the Policy Committee objects, the amendment shall be reviewed according to the minor amendments policy process);
- Require administrative approval by the BMCMPO Director and the BMCMPO Policy Committee Chairperson;
- Are to be shared as an MPO report at the next committee meeting.

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Record of TIP Amendments

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Glossary

- **3C Planning** means the Comprehensive, Cooperative, and Continuous transportation planning process.
- **ADA** means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.
- **Air Quality Conformity** means a determination required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas.
- **Alternative Transportation Funds** means the City of Bloomington's established funding mechanism exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Fund allocations come through annual municipal budget approvals.
- **Analysis Area** means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.
- **Apportionment** means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.
- **Authorization** means the level of funding designated by Congress for specific legislation.
- **Average Daily Traffic (ADT)** means the average number of vehicles passing a specified point during a 24- hour period.
- **Bike Lane** means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.
- **BIL** means Bipartisan Infrastructure Law. See Infrastructure Investment and Jobs Act.
- **Bloomington Transit (BT)** is a municipal public transportation corporation that provides public transportation within the City of Bloomington limits.

- **Bloomington Entertainment and Arts District (BEAD)** includes the “what to do,” “what to eat,” and “where to stay” elements in Bloomington.
- **BMCMPO** means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.
- **Bottleneck** means the point of minimum capacity along a highway segment.
- **Build Condition, Option, Alternative, or Alternate** means a transportation plan, program, or alternative involving a major capital investment.
- **Carbon Reduction Program abbreviated as “CRP”** means the program created under the Bipartisan Infrastructure Law (BIL) for planning and construction activities that support the reduction of transportation emissions.
- **Capacity** means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.
- **Capacity Expansion Project** means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.
- **Capacity Preservation Project** means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.
- **Carpool** means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).
- **Census Tract** means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as

relatively homogeneous with respect to population characteristics, economic status, and living conditions.

- **Central Business District (CBD)** means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.
- **CE** means construction engineering associated with project construction.
- **Citizens Advisory Committee (CAC)** is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.
- **CN** means project construction or a capital acquisition such as new vehicles or transit buses.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPO.
- **Committed Improvement** means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.
- **Complete Streets** means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. The BMCMPO Complete Streets Policy is advisory.

- **Comprehensive Planning** means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.
- **Cross-Town Routes** means a non-radial bus or rail service which does not enter the Central Business District.
- **Cumulative Bridge Funds** provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars ($100) assessed valuation of all taxable personal and real property within the county or municipality.
- **Cumulative Capital Development Funds** are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.
- **Daily Vehicle Miles Traveled (DVMT)** means the total number of miles driven per day in a specified area by all vehicle types.
- **Deadhead Miles** means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.
- **Discrimination** means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.
- **Divided Highway** means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.
- **Economic Recession** means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.
- **Equity** means the just and fair inclusion for transportation access and mobility into a society in which all people can participate, prosper, and reach their full potential. In the context of the 2050 MTP, transportation equity means achieving the goal of sustainable transportation mobility providing access to employment, education, healthcare, and an improved quality of life for all people.
- **Farebox Revenue** means all fare revenue from case fares, passes, and tickets.

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- **FAST Act** means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a $305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multimodal transportation.
- **Federal Fiscal Year (FFY)** means a twelve month period from October 1st to September 30th.
- **Federal Highway Administration (FHWA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.
- **Federal Transit Administration (FTA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.
- **Geographic Information System (GIS)** means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.
- **Grant** means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.
- **Headway** means the time between consecutive services. If one catches a transit vehicle that "comes every half hour", then the service you catch has a headway of 30 minutes.
- **Highway Safety Improvement Program (HSIP)** is the FHWA's "core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads."
- **Infrastructure Investment and Jobs Act (IIJA)** is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

- **Illustrative Project** means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.
- **Indiana Statewide Transportation Improvement Program (INSTIP or STIP)** is Indiana's multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State's Metropolitan Planning Organizations and non-urban areas.
- **Land Use** means the purpose or use for land or a structure.
- **Level of Service (LOS)** means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the Highway Capacity Manual (Transportation Research Board Special Report 209) are used.
- **LPA** means local public agency as defined under Indiana state statutes.
- **Local Road and Street** means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.
- **Local Share and Local Match** means the non-federal matching funds provided by a local entity for federal matching funds.
- **Long Range Transportation Plan (LRTP, Plan or MTP)** means the official multimodal transportation plan adopted by the MPO for the metropolitan area in accordance with federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

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- **Management System** means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.
- **MAP-21** means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian, and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.
- **Metropolitan Planning Organization (MPO)** means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.
- **Metropolitan Planning Area (MPA)** is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.
- **Metropolitan Planning Program (PL)** directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas, under the FAST Act. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement plans to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.
- **Metropolitan Transportation Plan (MTP)** means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long-range transportation plan with a minimum twenty (20) year horizon.
- **Micro-transit** means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.
- **Monroe County Emergency Management Agency (EMA)** is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

- **Motor Vehicle Highway Account (MVHA)** means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.
- **Multi-Use Trail or Pathway** means a hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.
- **National Ambient Air Quality Standards (NAAQS)** are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO_2), Ozone (O_3), Particulate Matter ($PM_{2.5}$ and PM_{10}), and Sulfur Dioxide (SO_2).
- **National Environmental Policy Act (NEPA)** requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
- **National Highway Freight Program (NHFP)** provides states with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.
- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- **National Highway System (NHS)** means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.
- **Non-Attainment Area** means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).
- **Operating Expense** means the total of all operating costs incurred during the reporting period.
- **Operating Subsidy** means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

- **Operational Improvement** means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.
- **Peak Direction** means the direction of higher demand during a peak commuting period.
- **Peak Hour** means that one-hour period during which the maximum amount of travel occurs.
- **Policy Committee (PC)** is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.
- **Preliminary Engineering (PE)** means the first phase of a transportation improvement project which defines scope and project design.
- **Primary Arterial** means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.
- **Primary Collectors** means roadways that typically carry 3,000 to 10,000 vehicles per day.
- **PROTECT** means the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds program involving preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.
- **Radial Routes** means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a “pulse system”.
- **Railway Highway Crossing Program (RHCP)** is a Federal Highway Administration program that provides funding for the elimination of hazards at railway-highway crossings.
- **Red Flag Investigation (RFI)** identifies a project’s potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

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- **Regional Transit Authority** means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.
- **Revenue** means all operating funds associated with the provision of transit service in the context of public transportation.
- **Roadway** means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.
- **Rural Transit (RT)** means a local public agency transportation service provided by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.
- **SAFETEA-LU** refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.
- **Secondary Arterial** means a street typically carrying 10,000 to 20,000 vehicles per day.
- **Secondary Collector** means roadways in Bloomington that typically carry less than 3,000 vehicles per day.
- **Sidewalk** means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.
- **Strategic Highway Safety Plan (SHSP)** means the Indiana Strategic Highway Safety Plan required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities, and private highway safety organizations.
- **Signed Bike Routes** means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.
- **Social Justice** means that all people should have equal access to wealth, health, well-being, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.
- **State Fiscal Year (FY)** means the State of Indiana's twelve month period from July 1st to June 30th.

- **Statewide Transportation Improvement Program (STIP or INSTIP)** means the official statewide, multimodal transportation plan developed through the statewide transportation planning process.
- **Surface Transportation Block Grant Program (STBG)** means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.
- **Sustainable Development** means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.
- **Thoroughfare Plan** means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).
- **Technical Advisory Committee (TAC)** is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.
- **TIF (Tax Increment Financing Funds)** refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the "base" being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.
- **Transportation Alternatives (TA)** means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of $844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.
- **Transportation Asset Management Plan (TAMP)** refers to INDOT's 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.
- **Transportation Demand Management (TDM)** means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand

involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

- **Transportation Equity Act** for the 21st Century (TEA-21) means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.
- **Transportation Improvement Program (TIP)** means the staged, multi-year, multimodal program of transportation projects which is consistent with the metropolitan transportation plan.
- **Transportation System Management (TSM)** means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.
- **U.S. Environmental Protection Agency (USEPA)** is a federal agency designated to protect human health and the environment.
- **Urbanized Area (UZA)** means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.
- **Unified Planning Work Program (UPWP)** means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.
- **Vision Zero** means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.
- **Volume to Capacity (V/C) Ratio** means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.
- **Wheel Tax** means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.