

POLICY COMMITTEE

November 8, 2024 1:30 pm - 3:00 pm

Bloomington City Hall - Council Chambers and Virtual Location via Zoom Join Zoom Meeting

https://bloomington.zoom.us/j/3521634803

Meeting ID: 352 163 4803
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)

Find your local number: https://bloomington.zoom.us/u/kdEQ3GhVCm

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

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

Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes*
 - September 13, 2024
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. BMCMPO 2050 Metropolitan Transportation Plan
 - Staff update
 - Public input opportunities
 - (a) Public comment period: December 5th 2024 to January 5th, 2025
 - (b) Public Input Meeting: December 5th, 2024, 5pm 7pm

VII. Old Business

a. None

VIII. New Business

a. INDOT Annual Performance Measures - CY 2025 Safety Target Declaration*
 (updated August 30, 2024 by the Manager of the INDOT Office of Traffic Safety)
 (https://www.nhtsa.gov/highway-safety-grants-program/state-performance-

- b. BMCMPO FY 2024-2028 TIP Amendments*
- c. BMCMPO Draft FY 2026-2030 Transportation Improvement Program (TIP)
 - (a) Public Comment period: November 10th, 2024 to December 9th, 2024
 - (b) Public Input Meeting: December 5th, 2024, 5pm 7pm
- IX. Public Comment on Matters Not Included on the Agenda (non-voting items)

 Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.
- X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
 - a. Communications
 - b. Topic Suggestions for Future Agendas
- XI. Upcoming Meetings
 - a. Technical Advisory Committee November 20, 2024 at 10:00 a.m. (Hybrid)
 - b. Citizens Advisory Committee November 20, 2024 at 5:30 p.m. (Hybrid)
 - c. Policy Committee December 13, 2024 at 1:30 p.m. (Hybrid)

XII. Adjournment

*Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call <u>812-349-3429</u> or e-mail <u>human.rights@bloomington.in.gov.</u>



POLICY COMMITTEE

September 13, 2024 1:30 pm - 3:00 pm

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

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

Meeting Minutes

Members Present: Jason Banach, Courtney Daily, Doug Horn, Chris Wahlman (P), Geoff McKim, Geoff Morris, Sarah Ryterband, Julie Thomas, Andrew Cibor (P), Nate Nickel (P)

Staff Present: Patrick Martin, Katie Gandhi

Guests: Patrick Carpenter (FHWA Indiana Division)

Meeting Recording:

https://catstv.net/government.php?issearch=govt&meeterid=173

I. Call to Order and Introductions

Meeting led by Sarah Ryterband, Vice Chair

- II. Approval of Meeting Agenda*
- **Geoff McKim moved for approval of the meeting agenda. Geoff Morris seconded. Motion carried by a voice vote (10-0).* Approved.
- III. Approval of Minutes*
 - a. August 9, 2024
- **Geoff Morris moved for approval of the August 9, 2024 meeting minutes. Courtney Daily seconded. Motion carried by a voice vote (10-0). Penny Githens abstained.* Approved.
- IV. Communications from the Chair and Vice Chair

Sarah Ryterband, Vice Chair (and chair of today's meeting) shared that next week is National Roundabout Week!

V. Reports from Officers and/or Committees

- a. MPO Citizens Advisory Committee —Sarah Ryterband shared that the CAC reviewed and recommended approval of the five FY 2024-2028 TIP Amendments that are on today's Policy Committee agenda.
- b. MPO Technical Advisory Committee Nate Nickel shared that the TAC also reviewed and recommended approval of the five FY 2024-2028 TIP Amendments that are on today's Policy Committee agenda.

VI. Reports from the MPO Staff

- a. Staff Introduction Katie Gandhi introduced herself as the new MPO staff member. Katie started this position three weeks ago, filling the vacancy that Rachael Sargent left.
- b. INDOT Call for Local Safety Projects: Pat Martin presented about the memo included in the packet for INDOT's Call for Local Safety Projects. We are accepting applications between September 3 and October 11 for "low-cost systemic safety projects." There are 21+ different types of projects that fall under this umbrella. 50 million dollars is available across the state. They include construction-ready projects within existing right-of-way (no land acquisition), less than \$200,000. City of Bloomington, Town of Ellettsville and Monroe County are all encouraged to apply for these projects contact Andrew Cibor from Engineering at the City, or Lisa Ridge from Monroe County Highway if you would like to apply.
- c. BMCMPO FY 2026-2030 TIP Call for Projects: Pat spoke about the new Transportation Improvement Project, FY 2026-20230 (beginning July 1). The first three years of funding must be fiscally constrained. Staff sent a formal Call for Projects email out at the end of August. The deadline for applications is 5pm, September 27th.
- d. BMCMPO 2050 Metropolitan Transportation Plan Staff Update: Pat mentioned that the public survey, which was public for four months, is now closed. Staff have finished the draft chapter on current needs and are compiling future-short-term needs (1-5 years), which will include the projects that are submitted for the FY 2026-2030 TIP. Staff will interview Bloomington Transit, Monroe County and City of Bloomington about future needs (10-25 years). Staff will release a draft MTP document by the end of October and hold a public meeting for the MTP during the week of November 11th.

VII. Old Business

a. None

VIII. New Business

- a. BMCMPO FY 2024-2028 TIP Amendments*
 - (1) DES#2300274 INDOT NEVI (National Electric Vehicle Installations) at various locations throughout Indiana
 - (2) DES#2400606 INDOT NEVI (National Electric Vehicle Installations) at 370 N. Jacobs Drive in Bloomington
 - (3) DES#2301145 INDOT I-69 slide correction from SR 37 to 3.96 miles S of SR 252 (Indian Creek Bridge)

- (4) DES#2101712 Dillman Road, Bridge #83 replacement (moved FY26 due to environmental time extension)
- (5) DES#2200146 Eagleson Avenue Bridge over IN RR (updated to add RR funding)

Pat shared information about the most recent INDOT and local TIP amendments as detailed in the attached memo. Discussion ensued. Andrew Cibor requested that future memos highlight specifically what changes are being made and why.

**Geoff McKim moved to approve all five BMCMPO FY 2024-2028 TIP Amendments. Geoff Morris seconded. Motion carried by a voice vote (10-0).* Approved.

- I. Public Comment on Matters Not Included on the Agenda (non-voting items)
 Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.
 - a. Taylor Brown introduced himself as the newly hired Legislative Affairs Specialist for the Office of the Mayor. Taylor is attending all committee meetings with the goal of helping streamline communication to the mayor.
 - b. Patrick Carpenter of Federal Highway Indiana Division (primary point of contact for MPO) stated that Federal Highway representatives are canvassing all MPOs in the state to share some information and updates related to safety. Fatalities and serious injuries have increased by 30% across the nation in the last 10 years (2012-2021). Fatalities and serious injuries are increasing across all users but especially in bicyclists and pedestrians. Federal Highway has always been committed to safety, but they've ramped up our tools and resources recently, including the safe system approach and the creation of the National Roadway Safety Strategy.
- II. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
 - a. Communications
 - b. Topic Suggestions for Future Agendas
- III. Upcoming Meetings
 - a. Policy Committee October 11, 2024 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee September 25, 2024 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee September 25, 2024 at 5:30 p.m. (Hybrid)

IV. Adjournment

*Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call <u>812-349-3429</u> or e-mail <u>human.rights@bloomington.in.gov.</u>



MEMORANDUM

To: BMCMPO Citizen Advisory, Technical Advisory, & Policy Committees

From: Pat Martin, Katie Gandhi

Date: October 11, 2024

Re: Calendar Year 2025 - INDOT Safety Performance Targets

Background

The national Safety Performance Management System represents a major element of the national Transportation Performance Management program, which the Federal Highway Administration (FHWA) defines as a strategic approach using transportation system data to make informed investment and policy decision for the achievement of national performance goals.

The Safety Performance Management System supports the Highway Safety Improvement Program (HSIP) with the establishment of annual safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The FHWA Safety Performance System establishes five (5) critical performance measures with five-year rolling averages for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). These safety performance measures (identified as "Targets") include:

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

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

Safety performance targets use 5-year rolling averages. States may employ any methodology they deem most appropriate when establishing safety performance targets. The FHWA encourages States to review data sets and trends and consider factors that may affect targets. Safety performance targets must have a data-driven foundation, reflect realistic targets, have

attainability, and should align with the performance management framework established by Congressional intent.

CY 2025 INDOT and Indiana Metropolitan Planning Organization Adoption Targets

The Indiana Department of Transportation (INDOT) submitted to the Federal Highway Administration Calendar Year 2025 Safety Performance Targets for approval as required by federal legislation.

The CY 2025 Safety Performance Targets established by INDOT and for adoption by Indiana Metropolitan Planning Organizations are as follows:

CY 2025 Safety Target Projections by 5-Year Average	(Approved by committee in July 2024)	Updated 8/30/2024, requires re-approval
Target 1: Number of Total Fatalities	812.4	812.4
HMVMT: Vehicle Miles of Travel per Hundred Million VMT	870.25	891.27
Target 2: Rate of Fatalities (Per HMVMT)	1.032	1.009
Target 3 - Number of Serious Injuries	3,031.9	3,031.9
Target 4 - Rate of Serious Injuries (Per HMVMT)	3.484	3.402
Target 5: Number of Non-Motorized Fatalities & Serious Injuries	363.4	363.4

The following spreadsheet documents the data-driven background for INDOT and Indiana MPO Safety Target Projections with the resultant 5-Year Safety Target Projections Averages.

<u>Requested Action</u>: Adoption of the Indiana Department of Transportation and Indiana Metropolitan Planning Organization safety targets updated August 30, 2024.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and

HSI	P Safety Targets Established by MPOs
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

- agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
- 2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

If an MPO establishes its own HSIP target, the MPO would...

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets





Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP

target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

To	p 5 Things to Know about MPO HSIP Safety Performance Targets
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.





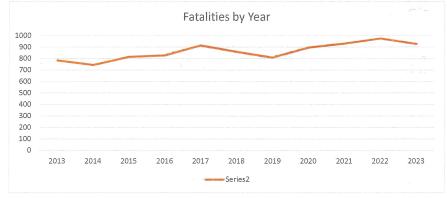
Annual Target Values and Projections	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Total Number of FARS/ARIES Fatalities	781	784	745	817	829	916	860	810	897	932	976	928			Projected Trend
2% "Strait-Line" Annual Goal Projected Fatalities										932.0	913.4	894.7	876.1	857.4	2% Reduction per year
VMT/(Hundred Million VMT)	789.23	783.11	789.04	788.19	826.11	817.52	815.29	827.19	766.67	786.40	956.84	901.03	901.54	910.53	Projeted HMVMT
Rate of Fatalities (Per HMVMT)	0.990	1.000	0.940	1.040	1.000	1.120	1.050	0.980	1.170	1.185	0.955	0.993	0.972	0.942	Rate per HMVMT
Counted Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3923	3468			Projected Trend
2% " Straight Line" Annual Goal Projected Serious Injuries										3513	3442.7	3372.5	3302.2	3232.0	2% Reduction per year
Rate of Serieous Injuries (Per HMVMT)	4.844	4.409	4.231	4.357	4.243	4.145	3.938	3.701	4.310	4.467	3.598	3.743	3.663	3.550	Rate per HMVMT
Number of Non Motorized Fatalites & Serious Inj.	405	389	371	385	386	372	405	336	402	460	398	410			Projected Trend
2% Annual Goal, Non-Motorized Bike&Ped F&I										460	450.8	441.6	432.4	423.2	2% Reduction per year

ar Target

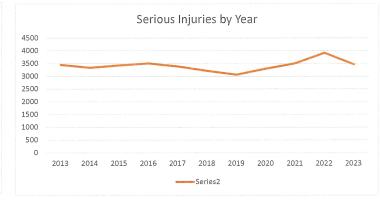
FARS & FHWA * ICJI FARS Office INDOT CALCULATED INDOT PROJECTION ARIES Data INDOT ESTIMATED DO NOT RECORD Target Values

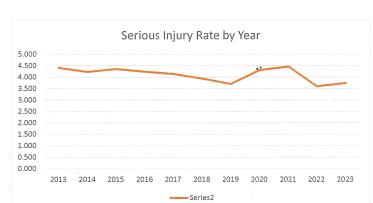
		VICITAL VICINAL VICINA	024 One Year T
		" ICIZE	024 One real r

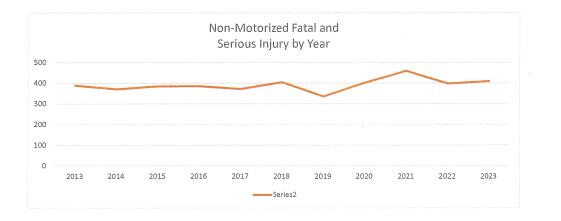
umber of Serious Injuries: 2014-2019 (Estimate (0.072*Inj), 2020-202	L (Direct Count	of Inj Nature Co	des)									894.2		IIJA	
		<u> </u>										REPORTED	Calculated	TARGETS*	* 2% Straight Line Reduction year by year
Target Projections by 5-Year Average	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
5-Year Average Count of Fatalities					791.2	818.2	833.4	846.4	862.4	883.0	895.0	908.6			
5-Year Average Fatalities: 2% Annual Goal Projected										883.0	865.3	847.7	830.0	812.4	<target 1="" draft="" p="" proposed="" target<=""></target>
5-Year verage VMT/(Hundred Million VMT)					795.14	800.79	807.23	814.86	810.56	802.61	830.48	847.63	862.50	891.27	<hmvmt< td=""></hmvmt<>
Rate of Fatalities (Per HMVMT)					0.994	1.020	1.030	1.038	1.064	1.101	1.068	1.057	1.055	1.009	<target 2="" draft="" p="" proposed="" target<=""></target>
Counted Number of Serious Injuries **					3510.7	3423.8	3375.3	3319.9	3293.9	3295.5	3306.4	3338.8			
2% Annual Goal Projected Serious Injuries										3295.5	3229.6	3163.7	3097.8	3031.9	<target 3="" draft="" p="" proposed="" target<=""></target>
Rate of Serieous Injuries (Per HMVMT)					4.415	4.276	4.181	4.074	4.064	4.106	3.889	3.732	3.592	3.402	<target 4="" draft="" p="" proposed="" target<=""></target>
Number of Non Motorized Fatalites & Serious Inj.					387.2	380.6	383.8	376.8	380.2	395.0	400.2	401.2	417.5	422.7	
2% Annual Goal, Non-Motorized Bike&Ped F&I										395.0	387.1	379.2	371.3	363.4	<target 5="" draft="" p="" proposed="" target<=""></target>

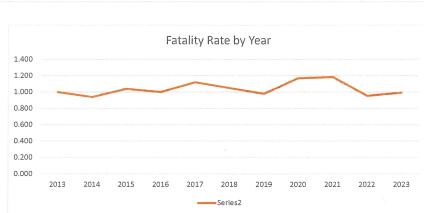


* Rates are pending continued efforts to estimate VMT for 2022-2023











To: BMCMPO Citizen Advisory, Policy, & Technical Advisory Committees

From: Katie Gandhi, Pat Martin

Date: October 11, 2024

Re: FY 2024 - 2028 Transportation Improvement Program (TIP) Amendments

Bloomington Transit requests three (3) amendments to the BMCMPO FY 2024-2028 TIP. The proposed amendments include:

1. Purchase of Support & Maintenance Vehicles (DES# TBD)

	Purchase of S	upport	& Maint	ena	nce Vehicle	s [TE	BD] - amend	lmei	nts requeste	ed 10	0.09.2024			
	Funding					Fi	scal Year						Totals*	
Project Phase	Project Phase Source 2024 2025 2026 2027 2028													
Capital	FTA 5307	\$	-	\$	132,000	\$	70,800	\$	51,000	\$	-	\$	253,800	
Capital	Local	\$	\$ - \$ 33,000 \$ 17,700 \$ 12,750 \$ - \$										63,450	
Tot	Totals \$ - \$ 165,000 \$ 88,500 \$ 63,750 \$ - \$										\$	317,250		

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

Note: FY 2027-2028 represent illustrative project years.

Pu	Purchase of Support & Maintenance Vehicles [TBD] - as of 6.14.2024 TIP updat													
Project	Funding				F	isca	l Year				Totals*			
Phase	Source		2024 2025 2026 2027 2028											
Capital	FTA 5307	\$	-	\$	75,000	\$	70,800	\$51,000	\$	-	\$196,800			
Capital	Local	\$	\$ - \$ 18,750 \$ 17,700 \$12,750 \$ - \$								\$ 49,200			
To	Totals \$ - \$ 93,750 \$ 88,500 \$ 63,750 \$ -								\$246,000					

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

Note: FY 2027-2028 represent illustrative project years.

2. Purchase of 35-foot Battery Electric Buses & Charging Equipment [BLO-22-005/BLO-23-004/BLO-26-004]

Purchase of 34	5-foot Battery	Electric	Buses &	Ch	arging Equip	me	nt [BLO-22-0	05/	BLO-23-004	/BL	0-26-004] -	amendments			
					requested	10.	09.2024								
	Funding Fiscal Year Totals*														
Project Phase	Project Phase Source 2024 2025 2026 2027 2028														
Capital	Flex-STP	\$	-	\$	4,217,244	\$	4,161,600	\$	-	\$	-	\$ 8,378,844			
Capital	Local	\$	-	-	\$ 2,094,711										
Tot	als	\$	-	\$	5,271,555	\$	5,202,000	\$	-	\$	-	\$ 10,473,555			

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

Note: FY 2027-2028 represent illustrative project years.

Purchase	of 35-foot Batt	ery El		_	g Equipment [D24 TIP update)-22-00	5/BI	LO-23-0	004/BLO-26-			
Project	Project Funding Fiscal Year												
Phase	Source	e 2024 2025 2026 2027 2028								Totals*			
Capital	FTA 5339	\$	-	\$4,080,000	\$4,161,600	\$	-	\$	-	\$ 8,241,600			
Capital	Local	\$	-	\$1,020,000	\$1,040,400	\$	-	\$	-	\$ 2,060,400			
To	otals	\$	-	\$5,100,000	\$5,202,000	\$	-	\$	-	\$10,302,000			

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

Note: FY 2027-2028 represent illustrative project years.

3. Land Acquisition for Grimes Lane Facility Expansion [DES# TBD]

	Land Acquisit	ion for	Service &	Fleet Expansio	n [Ti	BD] - amend	dmer	nts request	ed 1	0.09.2024		
	Funding				Totals*							
Project Phase	Source		2024	Totals								
Capital	FTA 5307	\$	-	\$ 10,000,000	\$	-	\$		\$	-	\$ 10,000,000	
Capital	STBG	\$	-	\$ -	\$	-	\$	-	\$	-	\$ -	
Capital	Local	\$	-	\$ 2,500,000	\$	-	\$	-	\$	-	\$ 2,500,000	
Tot	Totals \$ - \$12,500,000 \$ - \$ - \$											

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

Note: FY 2027-2028 represent illustrative project years.

La	Land Acquisition for Grimes Lane Facility Expansion [TBD] - as of 6.14.2024 TIP upo														
Project	Funding	nding Fiscal Year													
Phase	Source	2024		2025		2026		2027		2028	Totals*				
Capital	FTA 5339	\$ 6,000,000	\$	-	\$	-	\$	-	\$	-	\$ 6,000,000				
Capital	STBG	\$ 4,048,558	\$	-	\$	-	\$	-	\$	-	\$ 4,048,558				
Capital	Local	\$ 2,512,140	\$	-	\$	-	\$	-	\$	-	\$ 2,512,140				
To	tals	\$12,560,698	\$	-	\$	-	\$	-	\$	-	\$12,560,698				

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

Note: FY 2027-2028 represent illustrative project years.

Requested Action: Adoption of the above three (3) BMCMPO FY 2024-2028 Transportation Improvement Program (TIP) Amendments.



FY 2024 - 2028 Transportation Improvement Program **Project Request Form**

(Please return fully completed)

Mail: Bloomington - Monroe County MPO

401 N Morton Street, Suite 130 Bloomington, Indiana 47402 Email: clemensr@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

City of Bloomington Monroe County Town of Ellettsville Indiana University Bloomington Transit Rural Transit INDOT			
Employee in Responsible Charge (ERC) Phone:	: Christa Browning, Controller 812-961-0524		
Email:	browninc@bloomingtontransit.com		
Section 2: Verification			
I hereby certify that the information submitted as part of certify that the project complies with the BMCMPO Com	this form is complete and accurate. Furthermore, if applicable, I applete Streets Policy.		
Great Brown	19/24		
Employée in Responsible Charge (ER	Date		
Section 3: Project Information			
A. Project Name: Purchase of Buses and Cha	rging Stations and Equipment	Formatted: Highlight	
B. Is project already in the TIP? ☐ Yes ☑ No			
C. INDOT DES# or INDOT Office of Transit ID	# (if assigned): <u>BLO-22-005/BLO-23-004/BLO-26-004</u>	Deleted:	_
D. Project Location (detailed description of pro	oject termini if applicable): City of Bloomington	_	
E. Diago identify the primary project type (e.g.	lost only one)		
Please identify the primary project type (se	lectionly one).		

	Bicycle & Pedestrian Bridge Road – Intersection Road – New/Expanded Roadway Road – Operations & Maintenance Road – Reconstruction/Rehabilitation/Resurfacing Sign Signal Transit Other - Please Specify	
F.	Project Support (local plans, LRTP, TDP, etc.):	
G.	Allied Projects:	
Н.	Does the Project have an Intelligent Transportation Systems (ITS) component? ☐ Yes ☑ No	
	If yes, is the project included in the MPO's ITS Architecture? ☐ Yes ☐ No	
I.	Anticipated Letting Date:	

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases <u>must</u> incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
11/2	Flex-STP	\$	\$4,217.244		\$	\$	\$
Capital	Local	\$	\$1,054,311	y	\$	\$	S
	Total	\$	\$ 5,271,555		\$	\$	S
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	S
CE		\$	\$	\$	\$	\$	S
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	S
	Totals:	\$	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A.	Sel	ect one of the following: Compliant - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. Additional Information items 1-8 (below) must be submitted for compliant projects.	
	⊠	Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPO does NOT have programming authority. No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.	
		Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.	
		Justification for Exemption:	
В.	3. Additional Required Information: Please attach to this application form or provide the following information below as required by the Complet Streets Policy to expedite processing of this project request. If any items are unknown at the time of application the applicant may indicate that "specific information has not yet been determined." Any required information provided at the time of this application must be reported to the MPO as soon as it becomes available.		
	•	<u>Detailed Scope of Work</u> – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).	
	·	Performance Standards — List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.	
		Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).	

4) <u>Project Timeline</u> – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

5)	Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
6)	<u>Project Cost</u> – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
7)	<u>Public Participation Process</u> – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
8)	Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Source: BMCMPO, May 2023.



FY 2024 - 2028 Transportation Improvement Program **Project Request Form**

(Please return fully completed)

Mail: Bloomington - Monroe County MPO 401 N Morton Street, Suite 130

Bloomington, Indiana 47402

Email: clemensr@bloomington.in.gov Fax: (812) 349-3530

E. Please identify the primary project type (select only one):

Section	Section 1: Local Public Agency Information				
	City of Bloomington Monroe County Town of Ellettsville Indiana University Bloomington Transit Rural Transit INDOT INDOT				
	Employee in Responsible Charge (ERC): Christa Browning Phone: 812-961-0524				
	Phone: 812-961-0524 Email: browninc@bloomingtontransit.com				
	Email: Browning@browningtontarist.com				
Section	on 2: Verification				
	I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.				
Secti	on 3: Project Information				
A.	Project Name: Land Acquisition for Service and Fleet Expansion				
B.	Is project already in the TIP? ☐ Yes ☑ No				
C.	INDOT DES# or INDOT Office of Transit ID# (if assigned):				
D.	D. Project Location (detailed description of project termini if applicable): City of Bloomington				

	□ Bicycle & Pedestrian □ Bridge □ Road – Intersection □ Road – New/Expanded Roadway □ Road – Operations & Maintenance □ Road – Reconstruction/Rehabilitation/Resurfacing □ Sign □ Signal □ Transit □ Other - Please Specify		
F.	Project Support (local plans, LRTP, TDP, etc.):		
G.	Allied Projects:		
Н.	Does the Project have an Intelligent Transportation Systems (ITS) component? ☐ Yes ☒ No		
	If yes, is the project included in the MPO's ITS Architecture? ☐ Yes ☐ No		
l.	Anticipated Letting Date:		

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases <u>must</u> incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
	FTA 5307		\$ 10,000,000,	\$	\$	\$	\$
Capital	Local	,	\$ 2,500,000	\$	\$	\$	\$
	Total		\$ 12,500,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Totals:	\$	\$	\$	\$	\$	\$

Formatted: Font color: Red	
Deleted: \$ 6,000,000	
Deleted: \$	
Deleted: 5339	
Deleted: \$ 1,500,000	
Deleted: \$	
Formatted: Font: Not Bold	
Deleted: \$ 7,500,000	
Deleted: \$	

Section 5: Complete Streets Policy

A.	Sel	compliant - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. Additional Information items 1-8 (below) must be submitted for compliant projects.
	⊠	Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPO does NOT have programming authority. No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.
		Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. <i>Additional Information items</i> 1, 4-8 (below) must be submitted for Exempt projects.
		Justification for Exemption:
в.	Plea Stre the	ditional Required Information: use attach to this application form or provide the following information below as required by the Complete ets Policy to expedite processing of this project request. If any items are unknown at the time of application, applicant may indicate that "specific information has not yet been determined." Any required information not ided at the time of this application must be reported to the MPO as soon as it becomes available.
		Detailed Scope of Work - Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
	·	Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
		Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

4) <u>Project Timeline</u> – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

	AND
5)	Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
6)	Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
7)	<u>Public Participation Process</u> – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
8)	Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Source: BMCMPO, May 2023.



FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed)

Mail: Bloomington - Monroe County MPO 401 N Morton Street, Suite 130

Bloomington, Indiana 47402

Email: clemensr@bloomington.in.gov

Fax: (812) 349-3530

E. Please identify the primary project type (select only one):

Section 1: Local Public Agency Information				
	City of Bloomington Monroe County Town of Ellettsville Indiana University Bloomington Transit Rural Transit INDOT			
	Employee in Responsible Charge (ERC):			
	Phone:	812-961-0524		
	Email:	browninc@bloomingtontransit.com		
Section	on 2: Verification			
	y certify that the information submitted as part of hat the project complies with the BMCMPO Com	this form is complete and accurate. Furthermore, if applicable, I plete Streets Policy.		
	Employee in Responsible Charge (ERC)	Date		
Secti	on 3: Project Information			
A.	A. Project Name: Purchase Support and Maintenance Vehicles			
B.	B. Is project already in the TIP? ☐ Yes ☑ No			
C.	INDOT DES# or INDOT Office of Transit ID	# (if assigned):		
D.	Project Location (detailed description of pro	eject termini if applicable): City of Bloomington		

	Bicycle & Pedestrian Bridge Road – Intersection Road – New/Expanded Roadway Road – Operations & Maintenance Road – Reconstruction/Rehabilitation/Resurfacing Sign Signal Transit Other - Please Specify	
F.	Project Support (local plans, LRTP, TDP, etc.):	
G.	Allied Projects:	
Н.	Does the Project have an Intelligent Transportation Systems (ITS) component? ☐ Yes ☑ No	
	If yes, is the project included in the MPO's ITS Architecture? ☐ Yes ☐ No	
I.	Anticipated Letting Date:	

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases <u>must</u> incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
	FTA 5307	\$	\$ 75,000 <u>132,00</u> <u>0</u>	\$ 70,800	\$ 51,000	\$	\$
Capital	Local	\$	\$ 18,75033,000	\$ 17,700	\$ 12,750	\$	\$
	Total	\$	\$ 93,750 <u>165,00</u> <u>0</u>	\$ 88,500	\$ 63,750	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Totals:	\$	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A.	Select one of the following: Compliant - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any					
		phase of project implementation. Additional Information items 1-8 (below) must be submitted for compliant projects.				
		Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPO does NOT have programming authority. No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.				
		Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. <i>Additional Information items</i> 1, 4-8 (below) must be submitted for Exempt projects.				
		Justification for Exemption:				
B.	Plea Stre the a	ditional Required Information: ase attach to this application form or provide the following information below as required by the Complete ets Policy to expedite processing of this project request. If any items are unknown at the time of application, applicant may indicate that "specific information has not yet been determined." Any required information not rided at the time of this application must be reported to the MPO as soon as it becomes available.				
	,	<u>Detailed Scope of Work</u> – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).				
	ŕ	Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.				
		Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).				

4)	Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
5)	Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
6)	Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
7)	Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
8)	Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Source: BMCMPO, May 2023.

Transportation Improvement Program Fiscal Years 2026-2030



DRAFT - November 8, 2024



Disclaimer

Preparation of the *Bloomington-Monroe County FY 2026-2030 Transportation Improvement Program* (TIP) has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or the Indiana Department of Transportation.



Table of Contents

Introduction

Introduction	5	
Transportation Improvement Programming		
Transportation Improvement Program Projects	10	
Transportation Improvement Program Funding		
Projects		
FY 2026-2030Project List Monroe County	20	
FY 2026-2030 Project List City of Bloomington	22	
FY 2026-2030 Project List Rural Transit	25	
FY 2026-2030Project List Bloomington Transit	26	
FY 2026-2020 Project List Indiana Department of Transportation	28	
Appendices		
Appendix A: Financial Analysis Assumptions	37	
Appendix B: Transportation Planning Requirements	43	
Appendix C: Performance-Based Transportation Planning Targets	49	
Appendix D: Environmental Justice	55	
Appendix E: Air Quality and Climate Change Assessments	61	
Appendix F: BMCMPO Complete Streets Policy	65	
Appendix G: Plan Development & Public Involvement Methodology	74	
Appendix H: Glossary	80	
Appendix I: Self-Certification	94	
Appendix J: BMCMPO FY 2026-2030 TIP Adoption Resolution	95	
Appendix K: Public Participation Legal Notice	96	
Appendix L: FY 2026-2030 TIP Approval Letter	110	

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

Lisa Ridge, Chair Monroe County Highway Department

Sarah Ryterband, Vice Chair Citizens Advisory Committee

Jason Banach Indiana University

Courtney Daily City of Bloomington City Council

Doug Horn Bloomington Transit

Jillian Kinzie City of Bloomington Plan Commission

Tony McClellan, P.E. Indiana Department of Transportation, Seymour District

Geoff McKim Monroe County Council

Geoff Morris Monroe County Plan Commission

Dan Swafford Town of Ellettsville

Julie ThomasMonroe County CommissionersKerry ThomsonCity of Bloomington Mayor

Adam Wason City of Bloomington Public Works Department Kelley Brookins (non-voting) Federal Transit Administration, Region V

Jermaine R. Hannon (non-voting) Federal Highway Administration, Indiana Division

Technical Advisory Committee

Nate Nickel, Chair City of Bloomington Public Works Department

Paul Satterly, P.E., Vice Chair Monroe County Highway Department
John Baeten Monroe County Surveyor Department

Meghan Blair City of Bloomington Information Technology Services

Andrew Cibor, P.E., P.T.O.E. City of Bloomington Engineering Department

John Connell Bloomington Transit

Steve Cotter City of Bloomington Parks and Recreation

Jane Fleig, P.E. City of Bloomington Utilities

Kip Headdy Town of Ellettsville Street Department Jackie N. Jelen, AICP Monroe County, Planning Department

Brian Jones Indiana Department of Transportation, Public Transit

Carlos Laverty Monroe County Airport
Denise Line Town of Ellettsville

Jessica McClellan City of Bloomington City Controller

Audrey Myers Richland-Bean Blossom Community School Corporation

Chris Myers Rural Transit, Area 10 Agency on Aging Emmanuel Nsonwu Indiana Department of Transportation

Rebecca Packer Indiana Department of Transportation, Seymour District

David Hittle, AICP City of Bloomington, Planning and Transportation

Catherine Smith Monroe County Auditor

Joe VanDeventer City of Bloomington Street Operations

Justin Reid VanLeeuwen Indiana University Campus Bus

Scott Waddell Monroe County Community School Corporation

Kelli Witmer Monroe County Parks and Recreation
Patrick Carpenter (Non-voting) Federal Highway Administration
Cecilia Godfrey (Non-voting) Federal Transit Administration
John Kennedy (Non-voting) Citizens Advisory Committee

Citizens Advisory Committee

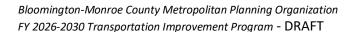
Sarah Ryterband, Chair Prospect Hill Neighborhood

John Kennedy, Vice Chair Council of Neighborhood Associations

Paul Ash McDoel Gardens Neighborhood
Elizabeth Cox-Ash McDoel Gardens Neighborhood
Mary Jane Hall Bloomington Board of Realtors
Sam Tobin-Hochstadt Sycamore Knolls Neighborhood

Bloomington-Monroe County Metropolitan Planning Organization Staff

Katie Gandhi Pat Martin



Introduction

The Transportation Improvement Program (TIP) represents a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the *BMCMPO 2045 Metropolitan Transportation Plan (MTP)*.

The Fiscal Year (FY) 2026-2030 TIP includes the following check list items for state and federal review partners:

- A complete fiscally-constrained five (5) year list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or "BIL").
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (https://www.rsmeans.com). Local projects assume an annual 4% inflation rate or rates that reflect rates by INDOT.
- FY 2026-2030 TIP projects have consistency with the adopted BMCMPO 2045 MTP,
 Bloomington Transit's Transit Development Plan, and other planning studies developed
 by the BMCMPO for the Indiana Department of Transportation (INDOT), Federal
 Highway Administration (FHWA), and the Federal Transit Administration (FTA) in
 collaboration with all relevant state and local stakeholders.
- FY 2026-2030 TIP projects identify a funding year and federal amount, state amount, and total project identified and included for programmed projects prior to including the TIP in the FY2026-2030 STIP.
- "Total project cost" are illustrated for all projects including the full cost of the project from PE to CN, costs programmed prior to this TIP, and costs that will be programmed beyond this TIP. This paragraph notes "total project cost" as defined by https://www.fhwa.dot.gov/majorprojects/cost estimating/process.cfm.
- Operations and maintenance identified in the financial plan narrative "protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services." INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2026-2030 TIP.

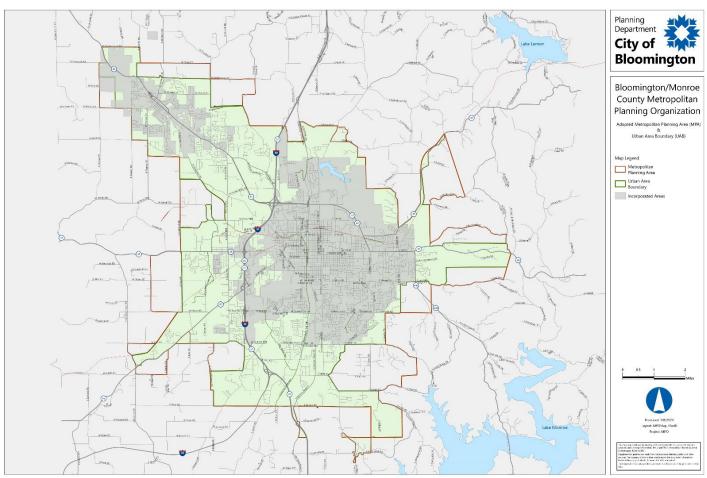
The TIP documents the distribution of all BMCMPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2026-2030 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 implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPO FY 2026-2030 TIP match INDOT's Statewide Transportation Improvement Program listings for the same fiscal years).

The STIP identifies the funding and timing of the state's transportation projects by fiscal year. The FY 2026-2030 STIP identifies approximately \$3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations. The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

The BMCMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanizing area of Monroe County. An online electronic map of the Bloomington-Monroe County urbanized area defined by the 2020 Census is available at https://bloomington.in.gov/sites/default/files/2024-07/MPOMap_36x48%20%283%29.pdf.



BMCMPO Urban Area Boundary (UAB) Map & Metropolitan Planning Area (MPA) Map.

Source: BMCMPO - 07-08-24.

Transportation Improvement Programming

The Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2026-2030 by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2029-2030 projects are illustrative. An "Illustrative Project" means an additional transportation project that may (but is not required to) be included in a financial plan for a Metropolitan Transportation Plan (MTP), TIP, or Statewide Transportation Improvement Program (STIP) if reasonable additional resources were to become available pursuant to 23 CFR 450.104 Definitions. Illustrative projects must achieve conformance with the MTP and the TIP prior to federal action. The formal programming of an illustrative project will be accomplished through the TIP Amendment process to Pursuant to 23 CFR 450.330 (e) TIP action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of federal and state funding available to the BMCMPO in order to enable the BMCMPO to conduct adequate financial planning.

The BMCMPO, the FHWA, and the FTA must jointly determine that new, or amended, TIP documents conform to the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (USEPA) conformity regulation. The BMCMPO is exempt from the air quality requirements because it is in an air quality attainment area.

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.

Project prioritization is an important element of the TIP since the demand for federal-aid transportation projects often exceeds the level of available federal funds. The Indiana Department of Transportation (INDOT) prioritizes state highway projects in the TIP. Resource availability for Monroe County, the Town of Ellettsville, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10's Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the BMCMPO's urbanized area often achieve prioritization based on the following general hierarchy:

- 1. Unfunded capital projects that have been programmed and are ready for contract letting
- 2. Capital projects programmed for construction that will be ready for contract letting in the immediate future
- 3. Projects involving traffic operation or system management improvements
- 4. Projects programmed for right-of-way acquisition
- 5. Projects programmed for preliminary engineering and/or advanced studies

The type of activity scheduled and the federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of federal, state, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPO evaluates TIP amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

Amendment Process

TIP amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 2026-2030 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

Transportation Improvement Program Projects

Background

This discussion provides a central reference point for the identification of recommended Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) *Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP)* multimodal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation (INDOT).

Project Cost Estimation

The FY 2026-2030 TIP relies on a "cost to complete" or more precisely a "total project estimated cost" supplied from the Local Planning Agencies (LPAs) and INDOT. This includes all project phases, including any phases that are completed or that extend beyond the four-year TIP period. The official definition from INDOT states:

"The STIP must include the cost of each phase of the project that is listed in the STIP and also include the total project cost (23 CFR 450.218(i)). Total project cost is the cost of all phases of the project i.e. PE, design, ROW, construction including phases that are outside the 4-year period of the STIP."

INDOT will provide the BMCMPO with updated total estimated cost figures for each of its projects. The BMCMPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPO TIP and within INDOT'S STIP.

The BMCMPO uses this process for the FY 2026-2030 TIP and future TIP publications.

Federal Funding Sources

Projects programmed within the TIP categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state

matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- Surface Transportation Block Grant Program (STPBG) funds projects to preserve and improve 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. 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 urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.
- 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.
- National Highway Performance Program (NHPP) funds 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.
- 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.
- Carbon Reduction Program (CRP) funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) formula funds must involve 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.
- **Section 130 RR Safety** funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).

- **Bridge Programs (BR)** funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.
- Transportation Alternatives Program (TA) funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- Federal Transit Administration (FTA) funding programs vary according to 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.
- Indiana Public Mass Transit Fund (PMTF) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- 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 2026-2030 TIP reflects this administrative program change.

Table 1 - Federal Transportation Funding Programs

Primary Federal, State, Local Funding Source Descriptions

	A11	21.52
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Block Grant	STBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	ТА	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	 Section 5307 operating assistance through formula allocations. Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities. Section 5311 funds rural transportation. Section 5339 funds buses and bus facilities.
Indiana Public Mass Transit Fund	PMTF	A special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana.
Carbon Reduction Program	CRP	Projects that support the reduction of transportation emissions.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Resiliency to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

^{*}Note: Not all funding programs for transit related projects in this TIP are displayed in this table.

^{**}Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards 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 the NEPA process 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.

Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

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, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPO FY 2026-2030 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

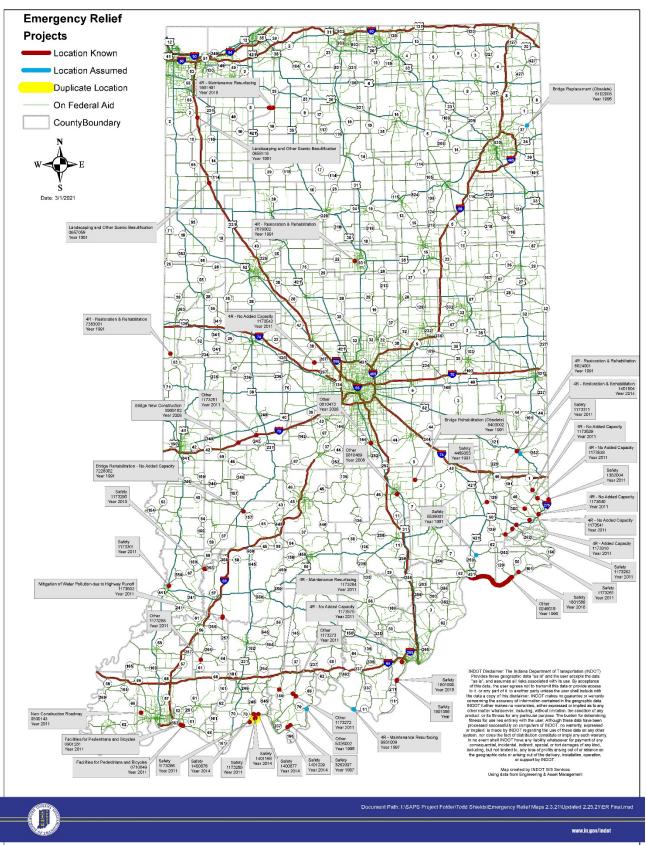
To comply with this requirement, INDOT evaluated and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT has identified only one (1) location where two (2) permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue monitoring locations where emergency repairs occurred and will review and update the entire 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 keeps washing out during a flood, 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.

The BMCMPO urban area does not currently have any projects programed with federal Emergency Relief funds.





Transportation Improvement Program Funding

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of all Bloomington-Monroe Metropolitan Planning Organization (BMCMPO) local public agencies (LPA), stakeholders, and state, and federal funding partners.

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.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry-standard construction cost estimating tools, such as RSMeans data (https://www.rsmeans.com) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The Fiscal Years (FY) used for the purposes of the FY 2026-2030 TIP begins on July 1, 2025 and ends on June 30, 2030. The following FY 2026-2023 TIP funding table identifies the projected FHWA program revenues for the BMCMPO urban area as of August 2024. The Indiana Department of Transportation will issue final FHWA program levels for the BMCMPO in January 2025.

	Bloomington-Monroe County Metropolitan Planning Organization Anticipated FY 2026 - 2030 TIP Federal Program Revenue Levels*											
					F	iscal Year						Totals*
Program		2026	2030**		TOTALS							
CRP	\$	346,384	\$	346,384	\$	346,384	\$	346,384	\$	346,384	\$	1,731,920
HSIP	\$	571,731	\$	571,731	\$	571,731	\$	571,731	\$	571,731	\$	2,858,655
PROTECT	\$	128,207	\$	128,207	\$	128,207	\$	128,207	\$	128,207	\$	641,035
SEC 164***	\$	135,958	\$	135,958	\$	135,958	\$	135,958	\$	135,958	\$	679,790
STBG	\$	3,179,488	\$	-	\$	3,179,488	\$	3,179,488	\$	3,179,488	\$	12,717,952
TA \$ 396,993 \$ 396,993 \$ 396,993 \$ 396,993 \$ 396,993											\$	1,984,965
Totals	\$	4,758,761	\$1	L,579,273	\$	4,758,761	\$	4,758,761	\$	4,758,761	\$	20,614,317

^{*}Source: Indiana Department of Transportation, Local Programs, August 2024.

^{**}Illustrative fiscal years

^{***}HSIP applicable projects

The following BMCMPO FY 2026-2030 TIP summary funding tables outline the projected multimodal expenditures for the urban area. These programmed expenditures tables demonstrate a constrained list of proposed expenditures for the first three (3) years of the FY 2026-2030 period. FY 2029-2030 shall remain "illustrative" and therefore not subject to federal fiscal constraint requirements.

The State of Indiana's programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPO.

BMCMPO FY 2026-2030 LPA Funding Requests & Funding Type (Note: FY 2029 – 2030 are Illustrative Fiscal Years) November 8, 2024

	Rural Transit FY 2026 - 2030 TIP Summary Table Fiscal Year														
					Totals*										
Funding Source		2026	2026 2027 2028 2029 2												
FTA 5311	\$	893,351	\$	929,085	\$	966,248	\$	1,004,898	\$	1,045,094	\$	4,838,676			
PMTF	\$	311,595	\$	324,059	\$	337,021	\$	350,502	\$	364,522	\$	1,687,699			
Fares & In-Kind	\$	599,157	\$	623,123	\$	648,048	\$	673,970	\$	700,929	\$	3,245,227			
Totals	\$	1,804,103	\$	1,876,267	\$	1,951,317	\$	2,029,370	\$	2,110,545	\$	9,771,602			

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

	Bloomington Transit FY 2026 - 2030 TIP Summary Table													
			Fiscal Year			Totals*								
Funding Source	2026	2027	2030	Totals										
Fares	\$ 4,783,808	\$ 4,879,484	\$ 4,977,074	\$ 5,076,616	\$ 5,178,148	\$ 24,895,130								
FTA 5307	\$ 5,798,600	\$ 7,787,970	\$ 6,376,216	\$ 6,153,102	\$ 6,456,258	\$ 32,572,146								
FTA 5310	\$ 448,800	\$ -	\$ -	\$ 1,039,084	\$ 818,274	\$ 2,306,158								
FTA 5339	\$ -	\$ 2,080,000	\$ 4,368,000	\$11,466,000	\$ 9,631,440	\$ 27,545,440								
Local	\$ 5,485,142	\$ 7,877,350	\$ 6,584,858	\$ 8,653,156	\$ 8,306,244	\$ 36,906,750								
STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -								
PMTF	\$ 5,215,760	\$ 5,320,076	\$ 5,426,476	\$ 5,535,006	\$ 5,645,706	\$ 27,143,024								
Totals	\$21,732,110	\$27,944,880	\$27,732,624	\$37,922,964	\$36,036,070	\$ 151,368,648								

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2027-2028 represent illustrative project years.

	Monroe County FY 2026 - 2030 TIP Summary Table													
				Fis	scal Year						Totals*			
Funding Source	2026	2026 2027 2028 2029 2												
HSIP	\$ 963,000	\$	-	\$	-	\$	-	\$	-	\$	963,000			
Local	\$ 2,953,842	\$	133,444	\$ 2	2,374,659	\$	76,832	\$	72,081	\$	5,610,859			
Local Bridge	\$11,424,608	\$	29,778	\$ 4	4,714,637	\$	307,322	\$	288,325	\$	16,764,670			
STBG	\$ -	\$	504,000	\$ 4	4,784,000	\$	-	\$	-	\$	5,288,000			
TA	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-			
Totals	\$15,341,451	\$	667,222	\$1:	1,873,296	\$	384,154	\$	360,406	\$	28,626,529			

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

Note: FY 2027-2028 represent illustrative project years.

	City of Bloomington FY 2026 - 2030 TIP Summary Table													
			Fiscal Year		Totals*									
Funding Source	2026	2027	2029 203	O										
CRP	\$ 692,768	\$ -	\$ 692,768	\$ 692,768 \$ 692,768	\$ 2,771,072									
HSIP	\$ 205,764	\$ -	\$ 1,143,462	\$ 1,143,462 \$ 1,143,462	\$ 3,636,150									
Local	\$ 7,001,176	\$ 2,000,000	\$ 4,017,932	\$ 4,812,478 \$ 4,474,478	\$ 22,306,064									
PROTECT	\$ 256,414	\$ -	\$ 256,414	\$ 256,414 \$ 256,414	\$ 1,025,656									
Sec 164	\$ 271,916	\$ -	\$ 271,916	\$ 271,916 \$ 271,916	\$ 1,087,664									
STBG	\$ 6,358,976	\$ -	\$ 1,698,522	\$ 6,358,976 \$ 6,358,976	\$ 20,775,450									
TA	\$ 793,986	\$ -	\$ 793,986	\$ 793,986 \$ 793,986	\$ 3,175,944									
Totals	\$15,581,000	\$ 2,000,000	\$ 8,875,000	\$14,330,000 \$13,992,000	\$ 54,778,000									

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

FY 2026-2030 Project List Monroe County

Old SR 3	7 South a	nd C	Dillman Ro	ad	[TBD]					
Project	Funding					Fi	scal Year			
Phase	Source		2026		2027		2028	2029	2030	Totals*
PE	Local	\$	53,500							\$ 53,500
PE	HSIP	\$	481,500							\$ 481,500
RW	Local			\$	39,000					\$ 39,000
RW	STBG			\$	156,000					\$ 156,000
Utilities	Local			\$	24,000					\$ 24,000
Utilities	STBG			\$	96,000					\$ 96,000
CE	Local					\$	78,000			\$ 78,000
CE	STBG					\$	312,000			\$ 312,000
CN	Local					\$	520,000			\$ 520,000
CN	STBG					\$	2,080,000			\$ 2,080,000
To	otals	\$	535,000	\$	315,000	\$	2,990,000	\$ -	\$ -	\$ 3,840,000

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

2022-2	022-2026 & 2027-2030 Bridge Safety Inspection & Inventory [2100084 and 2300141]													
Project	Funding			Fiscal Year										
Phase	Source	2026	2027	2028	2029	2030	Totals*							
PE	Local	\$34,324.28	\$3,722.24	\$34,729.62	\$38,416.00	\$36,040.49	\$147,232.63							
PE	Local Bridge	\$137,297.53	\$14,888.95	\$138,918.49	\$153,660.80	\$144,162.40	\$588,928.17							
Totals \$171,621.81 \$18,611.19 \$173,648.11 \$192,076.80 \$180,202.89 \$736,160.80														

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

Rockpo	ockport Road, Bridge #308 Replacement [1902772]												
Project	Funding Fiscal Year												
Phase	Source		2026	2027 2028 2029 2030									
CE	Local	\$	84,000	\$	-	\$	-	\$	-	\$	-	\$	84,000
CE	Local Bridge	\$	336,000	\$	-	\$	-	\$	-	\$	-	\$	336,000
CN	Local	\$	331,200	\$	-	\$	-	\$	-	\$	-	\$	331,200
CN	Local Bridge	\$	1,324,800	\$	-	\$	-	\$	-	\$	-	\$	1,324,800
Т	otals	\$	2,076,000	\$	-	\$	-	\$	-	\$	-	\$	2,076,000

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

Dillmar	Road, Brid	lge	#83 Repla	icei	ment [21	017	712]			
Project	Funding					Fi	scal Year			
Phase	Source		2026		2027		2028	2029	2030	Totals*
CE	Local	\$	-	\$	-	\$	84,000	\$ -	\$ -	\$ 84,000
CE	Local Bridge	\$	-	\$	-	\$	336,000	\$ -	\$ -	\$ 336,000
CN	Local	\$	-	\$	-	\$	470,600	\$ -	\$ -	\$ 470,600
CN	Local Bridge	\$	-	\$	-	\$	1,882,400	\$ -	\$ -	\$ 1,882,400
Т	otals	\$	-	\$	-	\$	2,773,000	\$ -	\$ -	\$ 2,773,000

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

Eagleso	n Avenue l	Bridge over II	N R	R [22001	46]						
Project	Funding				Fis	cal Year					
Phase	Source	2026	026 2027 2028 2029 2030								Totals*
Utilities	Local	\$20,000.00	\$	-	\$	-	\$	-	\$	-	\$20,000.00
Utilities	Local Bridge	\$80,000.00	\$	-	\$	-	\$	-	\$	-	\$80,000.00
RR	Local	\$25,296.80	\$	-	\$	-	\$	-	\$	-	\$25,296.80
RR	Local Bridge	\$110,806.70	\$	-	\$	-	\$	-	\$	-	\$110,806.70
CE	Local	\$84,000.00	\$	-	\$	-	\$	-	\$	-	\$84,000.00
CE	Local Bridge	\$336,000.00	\$	-	\$	-	\$	-	\$	-	\$336,000.00
CN	Local	\$844,600.00	\$	-	\$	-	\$	-	\$	-	\$844,600.00
CN	Local Bridge	\$3,387,400.00	\$	-	\$	-	\$	-	\$	-	\$3,387,400.00
Т	otals	\$4,888,103.50	\$	-	\$	-	\$	-	\$	-	\$4,888,103.50

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

FY 2026-2030 Project List City of Bloomington

High Str	High Street Intersection Modernizations and Multiuse Path [2200020]													
Project	Funding			Fiscal Year			Totals*							
Phase	Source	2026	2027	2028	2029	2030	Totals.							
CE	Local	\$ 640,000					\$ 640,000							
CN	Local	\$ 1,748,928					\$ 1,748,928							
CN	STBG	\$ 3,179,488					\$ 3,179,488							
CN	TA	\$ 396,993					\$ 396,993							
CN	CRP	\$ 346,384					\$ 346,384							
CN	PROTECT	\$ 128,207					\$ 128,207							
7	Totals	\$ 6,440,000	\$ -	\$ -	\$ -	\$ -	\$ 6,440,000							

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

Crosswa	Crosswalk Safety Improvements Project - Phase 4 [TBD]													
Project	Funding				Fiscal Year					Totals*				
Phase	Source	2026		TOLAIS										
PE	Local		\$	150,000					\$	150,000				
RW	Local								\$	-				
CE	Local						\$	96,000	\$	96,000				
CN	HSIP						\$	571,731	\$	-				
CN	Sec 164						\$	135,958	\$	-				
CN	Local						\$	92,311	\$	92,311				
Totals \$ -				150,000	\$ -	\$ -	\$	896,000	\$	338,311				

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

Crosswa	Crosswalk Safety Improvements Project - Phase 3 [2400041]													
Project	Funding				Fi	scal Year				Totals*				
Phase	Source	2026			I O Lais									
RW	Local		\$	50,000					\$	50,000				
CE	Local				\$	112,500			\$	112,500				
CN	Local				\$	127,311			\$	127,311				
CN	HSIP				\$	571,731			\$	571,731				
CN	Sec 164				\$	135,958			\$	135,958				
	Totals \$ - \$ 50,				\$	947,500	\$ -	\$ -	\$	997,500				

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

Crosswa	Crosswalk Safety Improvements Project - Phase 3 [2400041]												
Project	Funding				Fi	scal Year					Totals*		
Phase	Source	2026		2027		2028	2029	203	0		i Otais '		
RW	Local		\$	50,000						\$	50,000		
CE	Local				\$	112,500				\$	112,500		
CN	Local				\$	127,311				\$	127,311		
CN	HSIP				\$	571,731				\$	571,731		
CN	Sec 164				\$	135,958				\$	135,958		
1	Γotals	\$ - \$ 50,000			\$	947,500	\$ -	\$	-	\$	997,500		

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

Downto	Downtown Curb Ramps - Phase 5 [TBD]												
Project	Funding				Fiscal Year					Totals*			
Phase	Source		2026	2027	2028		2029	2030		TOLAIS			
PE	HSIP	\$	102,882						\$	102,882			
PE	Sec 164	\$	135,958						\$	135,958			
PE	Local	\$	11,660						\$	11,660			
CE	Local					\$	130,000		\$	130,000			
CN	HSIP					\$	571,731		\$	571,731			
CN	Sec 164					\$	135,958		\$	135,958			
CN	Local					\$	127,311		\$	127,311			
	Γotals	\$	250,500	\$ -	\$ -	\$	965,000	\$ -	\$	1,215,500			

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

North D	North Dunn Street Multiuse Path [2400042]													
Project	Funding			Fiscal Year				Totals*						
Phase	Source	2026	2027	2028	2029	2030		TOLAIS						
PE	Local						\$	-						
RW	Local	\$ 100,000					\$	100,000						
CE	Local			\$ 390,000			\$	390,000						
CN	Local			\$ 1,279,155			\$	1,279,155						
CN	STBG			\$ 849,261			\$	849,261						
CN	TA			\$ 396,993			\$	396,993						
CN	CRP			\$ 346,384			\$	346,384						
CN	PROTECT			\$ 128,207			\$	128,207						
-	Γotals	\$ 100,000	\$ -	\$ 3,390,000	\$ -	\$ -	\$	3,490,000						

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

College	College Ave & Walnut St Corridor Improvement Project - Phase 1 [TBD]													
Project	Funding			Fi	scal Year					Totals*				
Phase	Source	2026	2027		2028		2029	2030		TOTAIS				
PE	Local	\$ 1,000,000		\$	-				\$	1,000,000				
RW	Local			\$	100,000				\$	100,000				
CE	Local					\$	600,000		\$	600,000				
CN	STBG					\$	3,179,488		\$	3,179,488				
CN	TA					\$	396,993		\$	396,993				
CN	CRP					\$	346,384		\$	346,384				
CN	PROTECT					\$	128,207		\$	128,207				
CN	Local					\$	1,448,928		\$	1,448,928				
-	Totals	\$ 1,000,000	\$ 1,000,000 \$ - \$ 100,000 \$ 6,100,000 \$ -											

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

College	College Ave & Walnut St Corridor Improvement Projects - Phase 2 [TBD]													
Project	Funding			Fiscal Year			Totals*							
Phase	Source	2026	2027	2028	2029	2030	Totals							
PE	Local		\$ 800,000				\$ 800,000							
RW	Local				\$ 100,000		\$ 100,000							
CE	Local					\$ 600,000	\$ 600,000							
CN	STBG					\$ 3,179,488	\$ 3,179,488							
CN	TA					\$ 396,993	\$ 396,993							
CN	CRP					\$ 346,384	\$ 346,384							
CN	PROTECT					\$ 128,207	\$ 128,207							
CN	Local					\$ 1,448,928	\$ 1,448,928							
	Totals	\$ -	\$ 800,000	\$ -	\$ 100,000	\$ 6,100,000	\$ 7,000,000							

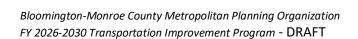
^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

FY 2026-2030 Project List

Rural Transit

	Rural Transit Summary [BLO-25-010, BLO-26-010, TBD]													
Droiget Dhaca	Project Phase Funding Fiscal Year													
Project Phase	Source		2026		2027		2028		2029		2030		Totals*	
Operating	FTA 5311	\$	893,351	\$	929,085	\$	966,248	\$	1,004,898	\$	1,045,094	\$	4,838,676	
Operating				\$	324,059	\$	337,021	\$	350,502	\$	364,522	\$	1,687,699	
Operating	Fares & In-Kind	\$	599,157	\$	623,123	\$	648,048	\$	673,970	\$	700,929	\$	3,245,227	
Total	S	\$	1,804,103	\$	1,876,267	\$	1,951,317	\$	2,029,370	\$	2,110,545	\$	9,771,602	

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.



FY 2026-2030 Project List

Bloomington Transit

	Operating Assistance - Fixed Route& Paratransit Service [BLO-25-001, BLO-26-001, TBD]													
Funding Fiscal Year													Totals*	
Project Phase	Source		2026	2030		iotais								
Operations	FTA 5307	\$	2,463,300	\$	2,586,465	\$	2,715,788	\$	2,851,578	\$	2,994,157	\$	13,611,288	
Operations	PMTF	\$	2,607,880	\$	2,660,038	\$	2,713,238	\$	2,767,503	\$	2,822,853	\$	13,571,512	
Operations	Local	ocal \$ 2,477,471 \$ 2,551,795 \$ 2,628,349 \$ 2,707,199 \$ 2,788,415								\$	13,153,229			
Operations	Operations Fares \$ 2,391,904 \$ 2,439,742 \$ 2,488,537 \$ 2,538,308 \$ 2,589,074 \$ 12,447,565													
Tota	Totals \$ 9,940,555 \$ 10,238,040 \$ 10,545,912 \$ 10,864,588 \$ 11,194,499 \$ 52											52,783,594		

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

Note: FY 2029-2030 represent illustrative project years.

Purchase Re	placement	Batte	y Elec	ctri	c Buses &	Cŀ	arging Eq	luip	ment [Bl	.0-	TBD]		
	Funding					F	iscal Year						Totals*
Project Phase	Source	202	2026 2027 2028 2029 2030										
Capital	FTA 5339			\$	1,040,000	\$	2,184,000	\$	5,733,000	\$	4,815,720	\$	13,772,720
Capital	Local		\$	260,000	\$	546,000	\$	1,433,250	\$	1,203,930	\$	3,443,180	
Tota	als	\$	-	\$	1,300,000	\$	2,730,000	\$	7,166,250	\$	6,019,650	\$	17,215,900

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

Note: FY 2029-2030 represent illustrative project years.

Purchase Su	Purchase Support and Maintenance Vehicles [BLO-TBD]													
	Funding					Fi	scal Year						Totals*	
Project Phase	Source		2026		2027	2028			2029	- 2	2030		Utais	
Capital	FTA 5307	\$	176,000	\$	179,520	\$	96,000					\$	451,520	
Capital	Local	\$	44,000	\$	44,880	\$	24,000					\$	112,880	
Tota	Totals			\$	224,400	\$	120,000	\$	-	\$	-	\$	564,400	

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

Note: FY 2029-2030 represent illustrative project years.

Purchase Bl	ink Replace	me	nt Vehicl	es [BLO-TBD	•]								
	Funding Fiscal Year													
Project Phase	Source		2026		2027	2028			2029		2030	Totals*		
Capital	FTA 5310	\$	224,400					\$	519,542	\$	409,137	\$	1,153,079	
Capital	Local	\$	56,100					\$	129,886	\$	102,284	\$	288,270	
Tota	Totals \$ 280,50				-	\$	-	\$	649,428	\$	511,421	\$	1,441,349	

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

Greenline D	esign & En	gine	ering - B	us	Stop & In	fras	tructure	[TB	D]				
	Funding					Fi	scal Year						Totals*
Project Phase	Source		2026		TOLAIS								
	FTA 5309		2026 2027 2028 2029 2030										
Capital	Small Start	\$	400,000	\$	3,200,000							\$	3,600,000
Capital	Local	\$	100,000	\$	800,000							\$	900,000
Tota	als	\$	500,000	\$	4,000,000	\$	-	\$	-	\$	-	\$	4,500,000

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

Note: FY 2029-2030 represent illustrative project years.

Automated	Passenger	Count	ers - U	pdate	ed [TBD)]					
	Funding					Fi	scal Year				Totals*
Project Phase	Source	20	026	2030	IUlais						
Capital	FTA 5307					\$	160,000				\$ 160,000
Capital	Local					\$	40,000				\$ 40,000
Tota	als	\$	-	\$	-	\$	200,000	\$ -	\$	-	\$ 200,000

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

Note: FY 2029-2030 represent illustrative project years.

Shop Equipr	nent for Ne	w Faci	lity [T	BD]						
	Funding				Totals*					
Project Phase	Source	20	26	2030	otais					
Capital	FTA 5307			\$	320,000					\$ 320,000
Capital	Local			\$	80,000					\$ 80,000
Tota	als	\$	-	\$	400,000	\$ -	\$ -	\$	-	\$ 400,000

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

Note: FY 2029-2030 represent illustrative project years.

Furnishings	& Office Ed	uipme	nt for	Ne	w Facility	/ [T	BD]				
	Funding				Totals*						
Project Phase	Source	202	26	2030	Otals						
Capital	FTA 5307			\$	600,000						\$ 600,000
Capital	Local			\$	150,000						\$ 150,000
Tota	als	\$	-	\$	750,000	\$	-	\$ -	\$	-	\$ 750,000

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

Note: FY 2029-2030 represent illustrative project years.

Financial Ma	anagement	an	d Account	ting	g Softwar	e [T	BD]				
	Funding					Fi	scal Year			_	otals*
Project Phase	Source		2026	'	Otals						
Capital	FTA 5307	\$	60,000							\$	60,000
Capital	Local	\$	15,000							\$	15,000
Tota	als	\$	75,000	\$	-	\$	-	\$ -	\$ -	\$	75,000

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

FY 2026-2030 Project List

Indiana Department of Transportation

The Indiana Department of Transportation FY2026-2030 Statewide Transportation Improvement Program (STIP) projects illustrated in the following pages represent an "Initial "Draft" list provided to the BMCMPO on October 15, 2024. INDOT anticipates final federal approval of the FY 2026-2030 STIP by April-May 2025.

SR 37 - Small	Structure	Pip	e Lining	over UNT C	lea	r Creek, 1	.45 miles	S of	I-69										
DES#:	2100766																		
CONTRACT #:	CONTRACT #: 43736																		
COMMENTS:	COMMENTS: Include DES 2100766, 2100808																		
		, 21	00700, 210	0000															
FUNDING	FUNDING FEDERAL MATCH															Т	2029	Τ	2030
FUNDING SOURCE	PHASE		,	FEDERAL %		EDERAL UNDING	матсн %		MATCH		2026		2027		2028		2029		2030
			,				MATCH % 20			\$	2026 959,000		2027		2028		2029		2030

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

Note: FY 2029-2030 represent illustrative project years.

SR 45 - ADA S	idewalk F	lan	p Constr	uction at Li	bei	rty Drive/	S H	lickory	Lea	f Dr.								
DES#:	2400106																	
CONTRACT #:	45521																	
COMMENTS:	Includes D	ES 2	400106															
FUNDING	PHASE		TOTAL*	FEDERAL %	F	EDERAL		ATCH %		MATCH		2026		2027		2028	2029	2030
SOURCE	PHASE		IOIAL	FEDERAL %	F	UNDING	IVI	AICH %	1	AMOUNT		2020		2027		2020	2029	2030
STBG	CN	\$	803,000	80	\$	642,400		20	\$	160,600					\$	803,000		
STBG	RW	\$	10,000	80	\$	8,000		20	\$	2,000	\$	10,000						
Totals	,	Ś	813,000		Ś	650,400			Ś	162,600	Ś	10,000	Ś	_	Ś	803,000	\$ -	\$ -

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

SR 45 - Intersection Improvements with added turn lanes from the SR 45 Bloomington bypass to the intersection of Pete Ellis

DES#: 1800199
CONTRACT #: 42595
COMMENTS: Includes DES 1800086, 1800199
FUNDING
FUNDING
FEDERAL
MATCH

ı	COMMENTS:	Includes D	ES 1800086, 18	800199											
	FUNDING SOURCE	PHASE	TOTAL*	FEDERAL %	FEDERAL FUNDING	матсн %	MATCH AMOUNT	2026	2027	2	028	202	!9	20	30
I	STBG	CN	\$ 5,136,511	80	\$ 4,109,209	20	\$ 1,027,302	\$ 5,137,000							
I	STBG	CN	\$ 1,400,207	80	\$ 1,120,166	20	\$ 280,041	\$ 1,400,000							
I	Totals	3	\$ 6,536,718		\$ 5,229,374		\$ 1,307,344	\$ 6,537,000	\$ -	\$	-	\$	-	\$	-

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

Note: FY 2029-2030 represent illustrative project years.

SR 45 - Inters	ection Im	pro	vements	with adde	d tu	rn lanes f	rom the S	R 4	6 bypass t	οN	l Russell I	₹d				
DES#:	2000231															
CONTRACT #:	43265															
COMMENTS:	Includes DI	ES 20	000231													
FUNDING	PHASE	٠,	TOTAL*	FEDERAL %	FI	EDERAL	матсн %		MATCH		2026		2027	2028	2029	2030
SOURCE	PHASE	<u>'</u>	IUIAL	FEDERAL %	Fl	UNDING	WATCH 76	1	AMOUNT		2020		2027	2020	2029	2030
STBG	CN	\$	540,000	80	\$	432,000	20	\$	108,000						\$ 540,000	
STBG	RW	\$	400,000	80	\$	320,000	20	\$	80,000			\$	400,000			
Totals	S	\$	940,000		\$	752,000		\$	188,000	\$	-	\$	400,000	\$ -	\$ 540,000	\$ -

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

SR 45 - Small	Structure	Replaceme	nt at 05.94	mile E SR 45	/46 E junc	tion						
DES#:	2300998											
CONTRACT #:	45250											
COMMENTS:	Includes DI	ES 2300786, 23	00787, 2300	788, 2300998								
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	матсн %	MATCH		2026	2027	2028	2029	2030
SOURCE	FHAJL	IOIAL	FLUCKAL /6	FUNDING	IVIATCH /6	AMOUNT		2020	2027	2028	2029	2030
STBG	CN	\$ 6,426,915	80	\$ 5,141,532	20	\$ 1,285,383			\$ 110,000	\$ 6,317,000		
STBG	RW	\$ 35,000	80	\$ 28,000	20	\$ 7,000	\$	35,000				

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

Note: FY 2029-2030 represent illustrative project years.

SR 46 - Bridge	Deck Ov	erlay at N Ha	artstrait Ro	l over Branch	Jacks Def	eat Creek, 0.	02 miles S of	SR 46					
DES#:	2100752												
CONTRACT #: 43772													
COMMENTS:	Includes DI	ES 2100752											
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	MATCH %	MATCH	2026	2027	2028	2029	2030		
SOURCE	PHASE	IOIAL	FEDERAL %	FUNDING	WATCH 76	AMOUNT	2020	2027	2028	2029	2030		
NHPP	CN	\$ 1,351,826	80	\$ 1,081,461	20	\$ 270,365			\$ 1,352,000				
Totals	5	\$ 1,351,826		\$ 1,081,461		\$ 270,365	\$ -	\$ -	\$ 1,352,000	\$ -	\$ -		

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

Note: FY 2029-2030 represent illustrative project years.

SR 446 - HMA	Overlay	Min	or Struct	tural from	0.98	3 miles S c	of SR 46 (n	ear	r E. Moore	s Pi	ke) to SR	46				
DES#:	2301124															
CONTRACT #:	45232															
COMMENTS:	Includes Di	ES 23	01124, 23	01227												
FUNDING	PHASE	_	OTAL*	FEDERAL %	F	EDERAL	матсн %		MATCH		2026	2027	2028		2029	2030
SOURCE	PHASE	_ '	OTAL.	FEDERAL 76	FU	UNDING	IVIATCH 76	-	AMOUNT		2020	2027	2020		2029	2030
STBG	CN	\$	20,000	80	\$	16,000	20	\$	4,000							\$ 20,000
STBG	RW	\$	35,000	80	\$	28,000	20	\$	7,000	\$	35,000					
STBG	CN	\$	10,000	80	\$	8,000	20	\$	2,000							\$ 10,000
Totals	•	\$	65,000		\$	52,000		\$	13,000	\$	35,000	\$ -	\$	-	\$ -	\$ 30,000

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: FY 2029-2030 represent illustrative project years.

I-69 - Slide Co	orrection f	rom SR 37 to	o 3.96 mile	s S of SR 252	(Indian Cr	eek Bridge)					
DES#:	2301145										
CONTRACT #:	45235										
COMMENTS:	Includes DI	ES 2301145									
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	матсн %	MATCH	2026	2027	2028	2029	2030
SOURCE	PHASE	IOIAL	FEDERAL %	FUNDING	WATCH 76	AMOUNT	2020	2027	2026	2029	2030
NHPP	RW	\$ 100,000	90	\$ 90,000	10	\$ 10,000	\$ 100,000				
NHPP NHPP	RW CN	\$ 100,000 \$ 6,226,076	90	\$ 90,000 \$ 5,603,468	10 10	\$ 10,000 \$ 622,608	\$ 100,000	\$ 10,000	\$ 6,216,000		

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

I-69 - Bridge T	Thin Deck	Ov	erlay on I	Rocl	kport R	d N	bridge ov	er I-69 NE	3/SB	, 0.39 mi	S F	ullerton I	Pik	e			
DES#:	2300919																
CONTRACT #:	45246																
ROUTE:	I-69																
COMMENTS:	Includes DI	ES 2	300919, 23	0092	20, 2300	921,	2300922										
FUNDING	PHASE	١,	OTAL*	EED	ERAL %	FI	EDERAL	матсн %	l N	//ATCH		2026		2027	2028	2029	2030
SOURCE	FIASL	Ľ	UIAL	FLD	LIML /0	Fl	JNDING	IVIATCH 70	Αľ	MOUNT		2020		2027	2020	2023	2030
NHPP	CN	\$	959,440		90	\$	863,496	10	\$	95,944					\$ 959,000		
Totals	S	\$	959,440			\$	863,496		\$	95,944	\$	-	\$	-	\$ 959,000	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

I-69 - Bridge D	Deck Over	lay at West	Arlington I	Road, 0.07 m	ile N of SR	46					
DES#:	2200619										
CONTRACT #:	44406										
COMMENTS:	Includes Di	S 2200619, 22	00634, 22007	734, 2200744							
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	матсн %	MATCH	2026	2027	2028	2029	2030
SOURCE	FIIASE	IOIAL	TEDERAL /0	FUNDING	IVIATCIT 70	AMOUNT	2020	2027	2020	2023	2030
NHPP	CN	\$ 1,543,408	90	\$ 1,389,067	10	\$ 154,341		\$ 1,543,000			
Totals	;	\$ 1,543,408		\$ 1,389,067		\$ 154,341	\$ -	\$ 1,543,000	\$ -	\$ -	\$ -

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

I-69 - Bridge 1	Thin Deck	Overlay at S	Harmony	Rd Bridge ove	er I-69 NB	/SB, 8.95 mile	es N of SR 54	l			
DES#:	2100726										
CONTRACT #:	43781										
I COMMENTS:		•	,	592, 2100593, 2 , 2100682, 2100	,	00595, 2100596, 26	2100597, 2100)598, 2100599,	2100628, 2100	0629, 2100659,	2100660,
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	MATCH %	MATCH	2026	2027	2028	2029	2030
SOURCE	THASE	IOIAL	TEDERAL 70	FUNDING	WATCH 70	AMOUNT	2020	2027	2020	2023	2030
NHPP	CN	\$ 5,713,000	90	\$ 5,141,700	10	\$ 571,300	\$ 5,713,000				
Totals	5	\$ 5,713,000		\$ 5,141,700		\$ 571.300	\$ 5,713,000	\$ -	\$ -	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

ITS Devices Maintenance Contracts

INDOT Seymo	our & Vinc	ennes Distr	icts - ITS &	Signal Main	tenance (Contracts for	FY2026, FY20	27, FY2028			
DES#:	2201711, 2	400816, 24008	331								
CONTRACT #:	44801, 457	10, 45713									
COMMENTS:	Includes D	ES 2201711, 22	201712; Includ	des DES 24008	16, 2400817	7; Includes DES 2	2400831, 24008	32			
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	MATCH	MATCH	2026	2027	2028	2029	2030
SOURCE	FIASE	IOIAL	FLDLKAL /6	FUNDING	%	AMOUNT	2020	2027	2028	2023	2030
STBG	CN	\$ 333,538	80	\$ 266,830	20	\$ 66,708	\$ 333,538				
STBG	CN	\$ 524,000	80	\$ 419,200	20	\$ 104,800		\$ 524,000			
STBG	CN	\$ 1,071,000	80	\$ 856,800	20	\$ 214,200			\$ 1,071,000		
Totals		\$ 1,928,538		\$ 1,542,830		\$ 385,708	\$ 333,538	\$ 524,000	\$ 1,071,000	_	_

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

Note: FY 2029-2030 represent illustrative project years.

Traffic Signals Modernization

INDOT Seymo	ur Distric	t -	Traffic Sig	gnals Mode	ern	ization & F	Placeholo	ler	for Traffic	Si	gnal Mode	rnizations at	various loca	itions in Sey	mour
District in 202	27, 2028														
DES#:	2201149, 2	30	1236, 22009	937											
CONTRACT #:	44690, 456	79,	, 44477												
COMMENTS:															
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH		2026	2027	2028	2029	2030
SOURCE	PHASE		TOTAL	FEDERAL %	- 1	FUNDING	%		AMOUNT		2020	2027	2026	2029	2030
STBG	CN	\$	950,000	80	\$	760,000	20	\$	190,000			\$ 950,000			
STBG	CN	\$	3,506,550	80	\$	2,805,240	20	\$	701,310				\$ 3,507,000		
STBG	CN	\$	2,556,550	80	\$	2,045,240	20	\$	511,310			\$ 2,557,000			
Totals	S	\$	7,013,100		\$	5,610,480		\$	1,402,620	\$	-	\$ 3,507,000	\$ 3,507,000	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - Seyn	nour Disti	rict Various l	locations; T	raffic Signal I	Moderni	zation SR 60 a	and	Payne Ko	hler Rd • I-6	5 US 31 Low	ell Rd	
DES#:	2100157											
CONTRACT #:												
COMMENTS:												
COMMUNICATION												
FUNDING		TOTAL*	FEDERAL 0/	FEDERAL	MATCH	MATCH		2026	2027	2020	2020	2020
	PHASE	TOTAL*	FEDERAL %	FEDERAL FUNDING	MATCH %	MATCH AMOUNT		2026	2027	2028	2029	2030
FUNDING		TOTAL* \$ 1,380,000				_	\$	2026 1,380,000	2027	2028	2029	2030

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

Note: FY 2029-2030 represent illustrative project years.

Raised Pavement Markings, Refurbished at Various Locations in 2026, 2027, 2028

INDOT Seymo	ur Distric	t - I	Raised Pa	vement M	ark	ings, Refu	rbished	at V	arious Lo	cati	ons							
DES#:	2100189, 2	200	935, 23012	37														
CONTRACT #:	44142, 444	65,	45680															
COMMENTS:	COMMENTS: Includes DES 2301237																	
FUNDING	PHASE	١,	TOTAL*	FEDERAL %	- 1	EDERAL	MATCH	ı	MATCH		2026		2027		2028	2029	20	20
SOURCE	FHASE		IOIAL	FLDLKAL /6	F	UNDING	%	Α	MOUNT		2020		2027		2020	2023	20	30
STBG	CN	\$	750,000	80	\$	600,000	20	\$	150,000	\$	750,000							
STBG	CN	\$	750,000	80	\$	600,000	20	\$	150,000			\$	750,000					
STBG	CN	\$	750,000	80	\$	600,000	20	\$	150,000					\$	750,000			
Totals		\$	2,250,000		\$	1,800,000		\$	450,000	\$	750,000	\$	750,000	\$	750,000	\$ -	\$	-

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

Traffic, Other

INDOT Seymo	our Distric	t - Placeholo	der Seymou	ır District HS	IP Syster	nic Treatmen	ts - FY 2028				
DES#:	2301238										
CONTRACT #:	44476										
COMMENTS:	Includes DI	ES 2200939									
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	MATCH	MATCH	2026	2027	2028	2029	2030
SOURCE	PHASE	TOTAL	FEDERAL %	FUNDING	%	AMOUNT	2026	2027	2028	2029	2030
STBG	CN	\$ 2,872,000	80	\$ 2,297,600	20	\$ 574,400			\$ 2,872,000		
Totals	s	\$ 2,872,000		\$ 2,297,600		\$ 574,400	\$ -	\$ -	\$ 2,872,000	\$ -	\$ -

^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.

INDOT Seymo	our Distric	t - Systemic	Safety - Ne	w or Slotted	Left Tur	n (No ROW)					
DES#:	2200940										
CONTRACT #:	44451										
COMMENTS:	Includes DI	ES 2200940, 23	01584								
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL	MATCH	MATCH	2026	2027	2028	2029	2030
SOURCE	PHASE	IOIAL	FEDERAL %	FUNDING	%	AMOUNT	2026	2027	2028	2029	2030
STBG	CN	\$ 3,240,000	80	\$ 2,592,000	20	\$ 648,000		\$ 3,240,000			
Totals	S	\$ 3,240,000		\$ 2,592,000		\$ 648,000	0	\$ 3,240,000	0	0	0

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

Note: FY 2029-2030 represent illustrative project years.

Discretionary Placeholders for FY 2026, 2027, 2029

INDOT Seymo	ur Distric	t - Discretio	nary Place	holder							
DES#:	2101257, 2	101627, 24007	48								
CONTRACT #: COMMENTS:											
FUNDING SOURCE	PHASE	TOTAL*	FEDERAL %	FEDERAL FUNDING	MATCH %	MATCH AMOUNT	2026	2027	2028	2029	2030
STBG	PE	\$ 500,000	80	\$ 400,000	20	\$ 100,000	\$ 500,000				
STBG	CN	\$ 1,099,793	80	\$ 879,834	20	\$ 219,959	\$ 1,100,000				
STBG	CN	\$ 1,357,477	80	\$ 1,085,982	20	\$ 271,495		\$ 1,357,000			
STBG	PE	\$ 500,000	80	\$ 400,000	20	\$ 100,000		\$ 500,000			
STBG	PE	\$ 500,000	80	\$ 400,000	20	\$ 100,000				\$ 500,000	
STBG	CN	\$ 990,000	80	\$ 792,000	20	\$ 198,000				\$ 990,000	
Totals		\$ 4,947,270		\$ 3,957,816		\$ 989,454	\$ 1,600,000	\$ 1,857,000	\$ -	\$ 1,490,000	\$ -

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

Install New Cable Rail Barriers

INDOT Statev	vide - Inst	all N	lew Cable	Rail Barrie	rs	From 1.9 n	niles N o	f Ex	xit 17 to 35	00'S of Exit	17	, from th	e Ohio to Ke	ntucky State	Lines
DES#:	2200939														
CONTRACT #:	44476														
COMMENTS:	Includes DE	S 22	00939												
FUNDING						FEDERAL	MATCH		MATCH						2020
		-	TOTAL*						-	2026					
SOURCE	PHASE	1	TOTAL*	FEDERAL %	ı	FUNDING	%		AMOUNT	2026		2027	2028	2029	2030
SOURCE STBG	CN	\$	750,000		\$	FUNDING 600,000	% 20	\$	150,000	2026	\$	750,000	2028	2029	2030

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

Note: FY 2029-2030 represent illustrative project years.

INDOT Statew	vide - Inst	all N	New Cable	Rail Barrie	rs	from SR 44	15 to SR	37								
DES#:	2100195															
CONTRACT #:	44144															
COMMENTS:	Includes DI	ES 21	100195													
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH	2026	2027	2028		2029	2	030
SOURCE	PHASE		IOIAL"	FEDERAL %		FUNDING	%		AMOUNT	2026	2027	2028		2029	21	J3U
STBG	CN	\$	2,000,000	80	\$	1,600,000	20	\$	400,000	\$ 2,000,000						
Totals	3	\$	2,000,000		\$	1,600,000		\$	400,000	\$ 2,000,000	\$ -	\$	-	\$ -	\$	-

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

Note: FY 2029-2030 represent illustrative project years.

Bridges & Tunnels

INDOT - State	ewide Var	ious	Bridges A	Around the	Sta	ite										
DES#: CONTRACT #: COMMENTS:																
FUNDING SOURCE	PHASE		TOTAL*	FEDERAL %	-	EDERAL	MATCH %	MATCH AMOUNT	2026	2027	2	2028	20	29	2	030
STBG	PE	\$	500,000	80	\$	400,000	20	\$ 100,000	\$ 500,000							
STBG	CN	\$	500,000	80	\$	400,000	20	\$ 100,000	\$ 500,000			-		-		-
Totals	5	\$	500,000		\$	400,000		\$ 100,000	\$ 500,000	\$ -	\$	-	\$	-	\$	-

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - State	wide Und	lerw	ater Brid	ge Ins	pecti	on	FY-24 thr	ough FY-	27							
DES#:	2300076															
CONTRACT #:																
COMMENTS:																
FUNDING																
FUNDING	DHVCE		TOTAL*	CENER	Λι 0/	F	FEDERAL	MATCH		MATCH	2026	2027	2020	2020	20	20
SOURCE	PHASE	1	TOTAL*	FEDER	RAL %		UNDING	MATCH %		MATCH AMOUNT	2026	2027	2028	2029	20	30
	PHASE PE	\$	FOTAL* 800,000	FEDER 8					\$	-	\$ 2026 400,000	\$ 2027 400,000	2028	2029	20	30

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - State	ewide Ver	tical	l Clearanc	e measurin	ng o	over/unde	r bridges		FY-2024 th	rou	ıgh FY-20	27					
DES#:	2300077																
CONTRACT #:																	
COMMENTS:																	
FUNDING	DHACE	,	OTAL*	EEDEBAL 9/		FEDERAL	матсн	Г	MATCH		2026		2027	2020	2020	Т	2020
FUNDING SOURCE	PHASE	1	OTAL*	FEDERAL %		FEDERAL FUNDING	MATCH %		MATCH AMOUNT		2026		2027	2028	2029		2030
	PHASE PE	1	OTAL* 400,000	FEDERAL %				\$	-	\$	2026 200,000	\$	2027 100,000	\$ 2028 100,000	2029		2030

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - Tunn	els throu	ghou	t the Sta	te												
DES#:	2300290															
CONTRACT #:																
COMMENTS:																
FUNDING	PHASE	-	OTAL*	FEDERAL %	F	EDERAL	MATCH		MATCH	2026	2027	2028	١,	029	.	2030
SOURCE	FIIAJL		UIAL	FEDERAL /6	F	UNDING	%	1	AMOUNT	2020	2027	2020		.023		2030
STBG	PE	\$	888,000	80	\$	710,696	20	\$	177,674	\$ 500,000	\$ 388,000					
Totals	3	\$	888,000		\$	710,696		\$	177,674	\$ 500,000	\$ 388,000	\$ -	\$	-	\$	-

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

Other Projects - Micellaneous

INDOT Statew	vide - Soft	twa	re License	for Statew	ide	ATMS for	FY26, F\	/27,	FY28 & S	tate	ewide AT	MS	Camera	/ C	ommunic	ations / De	ection /	'
DES#:	2002952, 2	400	804, 2400819	9, 2400823														
CONTRACT #:																		
COMMENTS:																		
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH		2026		2027		2028	2029	2030	n
SOURCE	FIRSL		TOTAL	FEDERAL /6	- 1	FUNDING	%	Α	MOUNT		2020		2027		2020	2023	2030	
NHPP	PE	\$	500,000	90	\$	450,000	10	\$	50,000	\$	500,000							
NHPP	PE	\$	500,000	90	\$	450,000	10	\$	50,000			\$	500,000					
NHPP	PE	\$	750,000	90	\$	675,000	10	\$	75,000					\$	750,000			
NHPP	CN	\$	500,000	90	\$	450,000	10	\$	50,000					\$	500,000			
Totals	3	\$	2,250,000		\$	2,025,000		\$	225,000	\$	500,000	\$	500,000	\$	1,250,000	\$ -	\$	-

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

Note: FY 2029-2030 represent illustrative project years.

INDOT Statew	vide - TM	C Di	ispatcher C	perations	(&	Engineerii	ng Suppo	rt)	Contract f	or FY2	26, FY2	7, FY28				
DES#:	2002953, 2	400	806, 240082:	1												
CONTRACT #:																
COMMENTS:																
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH	20	026	2027		2028	2029	2030
SOURCE	PHASE		TOTAL	FEDERAL %		FUNDING	%		AMOUNT	20	J20	2027		2020	2029	2030
NHPP	PE	\$	1,800,000	90	\$	1,620,000	10	\$	180,000	\$ 1,8	00,000					
NHPP	PE	\$	1,800,000	90	\$	1,620,000	10	\$	180,000			\$ 1,800,000				
NHPP	CN	\$	1,800,000	90	\$	1,620,000	10	\$	180,000				\$ 1	1,800,000		
Totals	3	\$	5,400,000		\$	4,860,000		\$	540,000	\$ 1,8	00,000	\$ 1,800,000	\$ 1	1,800,000	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

INDOT States	wide - O&	M	fee for CAF	RS (Condition	on	Acquisitio	n & Repo	rti	ing System	fo	r FY26, F	Y27	, FY28			
DES#:	2002955, 2	400	807, 2400820	0												
CONTRACT #:																
COMMENTS:																
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH		2026		2027	2028	2029	2030
SOURCE	PHASE		TOTAL	FEDERAL %		FUNDING	%		AMOUNT		2020		2027	2020	2029	2030
STBG	PE	\$	500,000	90	\$	500,000	10	\$	100,000	\$	500,000					
STBG	PE	\$	500,000	80	\$	400,000	20	\$	100,000			\$	500,000			
STBG	PE	\$	500,000	80	\$	400,000	20	\$	100,000					\$ 500,000		
Total			1,500,000			1,300,000			300,000		500.000		500.000	500.000		

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

Note: FY 2029-2030 represent illustrative project years.

INDOT Statew	/ide - INR	IX T	raffic Data	for FY26, I	Y	27, FY28							
DES#:	2002956, 2	400	808, 2400818	3									
CONTRACT #:													
COMMENTS:													
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH	MATCH	2026	2027	2028	2029	2030
SOURCE	PHASE		TOTAL	FEDERAL %		FUNDING	%	AMOUNT	2020	2027	2026	2029	2030
NHPP	PE	\$	1,200,000	90	\$	1,080,000	10	\$ 120,000	\$ 120,000				
NHPP	PE	\$	1,200,000	90	\$	1,080,000	10	\$ 120,000		\$ 1,200,000			
NHPP	PE	\$	1,200,000	90	\$	1,080,000	10	\$ 120,000			\$ 1,200,000		
Totals		\$	3,600,000		\$	3,240,000		\$ 360,000	\$ 120,000	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - State	ewide Cel	l Se	rvice for C	ommunicat	tio	ns for Sign	als and I	rs d	evices for	FY26, FY27,	FY28					
DES#:	2201179, 2	400	809, 240082	1												
CONTRACT #:																
COMMENTS:																
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH	2026	2027	2028	20	20	203	20
SOURCE	FHASE		IOIAL	FEDERAL /6		FUNDING	%	Α	MOUNT	2020	2027	2028	20	23	203	30
STBG	PE	\$	1,250,000	80	\$	1,000,000	20	\$	250,000	\$ 1,250,000						
STBG	PE	\$	1,250,000	80	\$	1,000,000	20	\$	250,000		\$ 1,250,000					
STBG	PE	\$	1,250,000	80	\$	1,000,000	20	\$	250,000			\$ 1,250,000				
Totals		\$	3,750,000		\$	3,000,000		\$	750,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$	-	\$	-

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

INDOT - State	ewide ITS	Fie	ld Device (Cell Hardwa	are	(Modem)	Upgrade	s f	or FY26, F\	/27	, FY28				
DES#:	2201180, 2	400	810, 2400825	5											
CONTRACT #:															
COMMENTS:					_	FEDERAL	14 A TCI I		DA A TOU						
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH		MATCH		2026	2027	2028	2029	2030
SOURCE					F	FUNDING	%		AMOUNT			-			
STBG	CN	\$	350,000	80	\$	280,000	20	\$	70,000	\$	350,000				
STBG	CN	\$	350,000	80	\$	280,000	20	\$	70,000			\$ 350,000			
3100								_							
STBG	CN	\$	500,000	80	\$	400,000	20	\$	100,000				\$ 500,000		

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

Note: FY 2029-2030 represent illustrative project years.

INDOT Statev	vide Vario	us	Locations -	Conflict W	arı	ning Syste	ms							
DES#:	2001561													
CONTRACT #:	42995													
COMMENTS:	Includes DI	ES 20	001561											
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH	Г	MATCH	2026	2027	2028	2029	2030
SOURCE	PHASE		TOTAL	FEDERAL %	- 1	FUNDING	%		AMOUNT	2026	2027	2028	2029	2030
STBG	CN	\$	1,537,734	80	\$	1,230,187	20	\$	307,547	\$ 1,538,000				
Totals	s	\$	1,537,734		\$	1,230,187		\$	307,547	\$ 1,538,000	\$ -	\$ -	\$ -	\$ -

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

Note: FY 2029-2030 represent illustrative project years.

INDOT States	NDOT Statewide Various Locations - Geotechnical On Call at Various Locations Throughout the State																
DES#:	DES#: 2001788																
CONTRACT #:	CONTRACT #:																
COMMENTS:	COMMENTS: Includes DES 2001561																
FUNDING	PHASE		TOTAL*	FEDERAL %		FEDERAL	MATCH	Г	MATCH	2026	2027		2028		2029	2030	
SOURCE	THASE		TOTAL	I EDERAL 70	FUNDING		%		AMOUNT	2020	2027	2020			2023		030
STBG	PE	\$	3,000,000	80	\$	2,400,000	20	\$	600,000	\$ 3,000,000							
Total	s	\$	3.000.000		Ś	2,400,000		\$	600,000	\$ 3,000,000	\$ -	\$	-	\$	-	\$	-

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

Note: FY 2029-2030 represent illustrative project years.

INDOT State	wide - Pos	NDOT Statewide - Post-Construction BMP Program Implementation / MS4 MCM5 – Various Locations														
DES#:	DES#: 2101642															
CONTRACT #:																
COMMENTS:																
FUNDING	PHASE	TOTAL*	FEDERAL %	FEDERAL FUNDING		MATCH		MATCH	2026	2027		2028	2029		20	030
SOURCE	PHASE	IOIAL	FEDERAL %			%	AMOUNT		2020	2027	2028		2029		20	30
STBG	PE	\$ 1.107.300	80	\$	885,840	20	\$	221,460	\$ 1,107,300							
0.50		7 -//														

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - State	wide Hig	h M	last Tower	Lighting F	Rep	lacement a	at various	s ir	nterchange	S					
DES#:	DES#: 2201247														
CONTRACT #:	CONTRACT #: 44741														
COMMENTS:	COMMENTS:														
FUNDING	PHASE		TOTAL*	FEDERAL %	Т	FEDERAL	MATCH		MATCH	2026	2027	2028	2029	2030	
SOURCE	PHASE		TOTAL	FEDERAL %		FUNDING	%	AMOUNT		2020	2027	2028	2029	2030	
STBG	CN	\$	3,891,590	80	\$	3,113,272	20	\$	778,318		\$ 3,892,000				
Totals		\$	3,891,590		\$	3,113,272		\$	778,318	\$ -	\$ 3,892,000	\$ -	\$ -	\$ -	

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

Note: FY 2029-2030 represent illustrative project years.

INDOT - State	INDOT - Statewide HELPERS Program for Local Roads and Streets																	
DES#:	2400077																	
CONTRACT #:																		
COMMENTS:																		
FUNDING	FUNDING PHASE TOT		TOTAL*	FEDERAL %	F	EDERAL	MATCH		MATCH		2026		2027		2028	2029		2030
SOURCE	FINASL		TOTAL	FEDERAL /6	F	UNDING	%		AMOUNT		2020		2027		2020	2029		2030
STBG	PE	\$	1,008,493	80	\$	806,794	20	\$	201,698	\$	328,000	\$	336,000	\$	344,000			
Totals		\$	1,008,493		\$	806,794		\$	201,698	\$	328,000	\$	336,000	\$	344,000	\$ -	\$	-

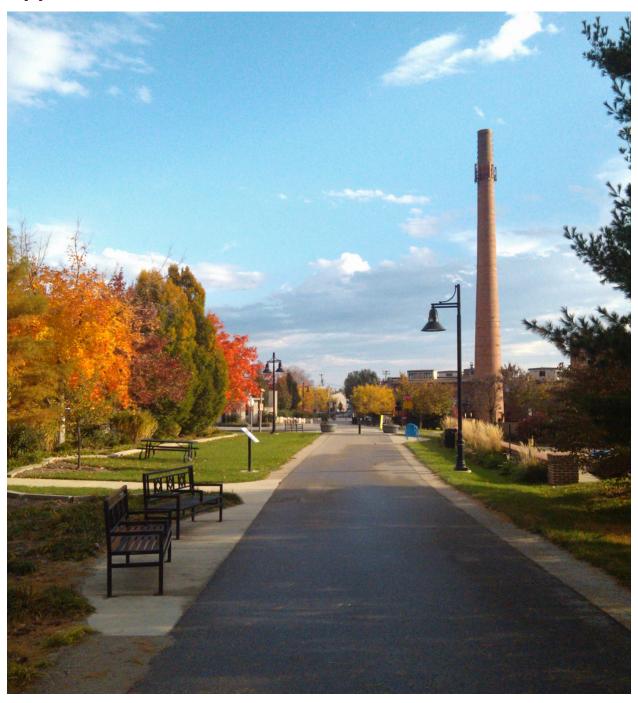
^{*}Estimated Total Project Cost (23 CFR 45.326(g)(2))

INDOT - State	wide No	NDOT - Statewide Noise Analysis Technical Review Support - Small Purchase Contract																		
DES#:	2400095																			
CONTRACT #:																				
COMMENTS:																				
FUNDING	PHASE	,	TOTAL*	FEDERAL %	FEDERAL		MATCH	MATCH			2026		2027	2028			2029			2030
SOURCE	PHASE	'	IUIAL	FEDERAL 76	F	FUNDING	DING % AMOUNT		2020		2027	2028			2029		2030			
STBG	PE	\$	500,000	80	\$	200,000	20	\$	50,000	\$	250,000									
Totals		\$	500,000		\$	200,000		\$	50,000	\$	250,000	\$	-	\$		-	\$	-	\$	-

*Estimated Total Project Cost (23 CFR 45.326(g)(2))
Note: FY 2029-2030 represent illustrative project years.



Appendices



Appendix A: Financial Analysis Assumptions

Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2026-2050 Transportation Improvement Program (TIP) project selections and implementation. This narrative defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA/BIL) continued this requirement and permitted the inclusion of "illustrative" transportation projects for potential implementation if additional funding were to become available during the established final program FY 2030 planning horizon.

Financial resources for federal, state, and local highway transportation projects are set aside within the following categorical areas:

- **Safety and Security** represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments.
- Facility Maintenance and Preservation protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.
- **Capacity Expansion** adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- New Facilities represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

Federal Resource Programs

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) governs current federal funding for highway, transit, and railroad facilities. The IIJA/BIL provides \$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/BIL 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.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current Bipartisan Infrastructure Law legislation include the:

- National Highway Performance Program (NHPP): This program 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.
- Surface Transportation Block Grant Program (STBG): This program provides flexible
 funding for use by states and localities to preserve and improve the conditions and
 performance on any federal-aid highway or bridge on any public road, pedestrian and
 bicycle infrastructure, and transit capital projects.
- Highway Safety Improvement Program (HSIP): The HSIP serves as a core federal-aid program within the 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. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- 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.
- 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 exceed established air quality levels and therefore does qualify for CMAQ funds.

- Metropolitan Planning Program (PL): Under the IIJA/BIL 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 continues required 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
 (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm) 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.
- Carbon Reduction Program: This program established under IIJA/BIL legislation provides funds for projects designed to reduce transportation emissions specifically defined as carbon dioxide (CO2) emissions from on-road highway sources.
- PROTECT Formula Program: The PROTECT Formula Program promotes environmental resilience to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The STBG program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The STBG funding category promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population given the current U.S. Census of Population. 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 projected FY 2026 STBG fund allocation for the BMCMPO beginning July 1, 2025 has an estimated fund equaling \$3.18 million. The forecast of STBG funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Highway Safety Improvement Program (HSIP)

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The BMCMPO will receive an approximate allocation of \$571,731 in FY 2026. The forecast of HSIP funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% rate pending Congressional reauthorization of the IIJA/BIL funding.

Transportation Alternatives (TA) Program

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. The BMCMPO will receive an approximate allocation of \$396,933 in FY 2026. The forecast of TA funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Section 164 Penalty Program Funds

The BMCMPO will receive an approximate Section 164 program fund allocation of approximately \$135,958 in FY 2026 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2026 and 2030 assumes a constant core growth rate of 3.0 % rate pending Congressional reauthorization of the IIJA/BIL funding.

Carbon Reduction Program (CRP) Funds

CRP funds represent a new federal-aid program under current legislation, and may be obligated for projects that support the reduction of transportation emissions. The BMCMPO will receive an approximate CRP allocation of \$346,384 in FY 2026. The forecast of CRP funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Funds

PROTECT funds represent another new federal-aid program under the IIJA/BIL directed at project activities that promote resilience to climate change and natural disasters. The BMCMPO will receive an approximate PROTECT fund allocation of \$128,207 in FY 2026. The forecast of PROTECT funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

State of Indiana Investments

With the exception of geometric safety improvements along the SR 45 corridor from the on Bloomington's east side extending from the SR 45-45 Bypass to Russell Road, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County beyond FY 2030 given completion of the I-69 corridor through the Metropolitan Planning Area (MPA). INDOT's investment priorities shall focus on safety enhancements, system preservation, and maintenance of existing state highway transportation corridors.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

- 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.
- Indiana Public Mass Transit Fund (PMTF) established by the Indiana State Legislature
 (I.C. 8-23-3-8) promotes 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.

Local Resources

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, alternative transportation funds and, in certain instances, Tax Increment Financing District funds and general obligation bonds.

Fiscal Constraint

The BMCMPO FY 2026-2030 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) program years. Illustrative projects have been included for the FY 2029-2030 time period as additional resources become available. The BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals. The BMCMPO shall update the Metropolitan Transportation Plan (MTP) every four years or as directed by state and federal funding sources.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit clearly support economic growth and capital investment levels growing at a constant real dollar rate of 3.0% throughout the period extending from FY 2026 through FY 2030 given stable core economic performance, capital investments, and job growth over the past twenty-five years from the education, biomedical, medical services and retail sectors of the BMCMPO regional economy.

Appendix B:

Transportation Planning Requirements

Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPO) 2045 Metropolitan Transportation Plan (MTP) and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) were prepared in compliance with the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) must demonstrate a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2026-2030 TIP incorporates each core planning factor from the 2045 MTP.

Federal Transportation Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. The FY 2026-2030 TIP based upon the BMCMPO 2045 MTP supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The 2045 MTP and the FY 2026-2030 TIP promote a safe and efficient multimodal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The 2045 MTP and the FY 2026-2030 TIP address and incorporate safety, mobility, connectivity, and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.
- Increase the safety of the transportation system for motorized and nonmotorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.
 - The FY 2026-2030 TIP mirrors the *2045 MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2026-2030 TIP and the 2045 MTP fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2026-2030 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2026-2030 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2026-2030 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPO Complete Streets Policy requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2026-2030 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPOspecific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.
- Increase the security of the transportation system for motorized, nonmotorized, and transit users.

The 2045 MTP enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The 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.

Bloomington Transit, Indiana University Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/maintenance facilities.

Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

Increase the accessibility and mobility options available to people and freight.

The 2045 MTP and the FY 2026-2030 TIP create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The FY 2026-2030 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The FY 2026-2030 TIP is consistent with the 2045 MTP through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted Complete Streets Policy. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current Americans with Disabilities Act (ADA) standards, side-paths, multi-use pathways, and trails.

 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.

The FY 2026-2030 TIP and the 2045 MTP clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The FY 2026-2030 TIP focuses on system safety and system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2026-2030 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

Enhance the integration and connectivity of the transportation system, across and between modes.

The FY 2026-2030 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2026-2030 TIP additionally builds upon the multimodal plans and programs of the *2045 MTP* and previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multimodal travel while reducing congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

Promote efficient system management and operation.

The BMCMPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit, and other asset management systems provide state and local jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the BMCMPO are continuously updating individual asset management systems to address ADA needs and to establish multimodal investment priorities.

Bloomington Transit, IU Campus Bus, and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

• Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the current BMCMPO 2045 Metropolitan Transportation Plan (2050 MTP) guiding principles vision and goals. The 2045 MTP advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2026-2030 TIP reflects this policy approach.

All newly proposed FY 2026-2030 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2026-2030 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle, and pedestrian users.

• Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

The Monroe County EMA is the local community's lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair, and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All programmed roadway corridors include storm water runoff control as a mandatory design component.

Enhance travel and tourism.

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

Arts and Cultural Opportunities within and outside of the Indiana Arts
 Commission's recognized Bloomington Entertainment and Arts District (BEAD).
 BEAD includes the "what to do" element of art galleries, museums, cultural
 centers, historic landmarks, and regional trails. The "what to eat" element of
 BEAD incorporates American and International cuisine restaurants, food trucks
 and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and
 distilleries. BEAD's "where to stay" element includes hotels and motels, inns and
 Bed & Breakfasts, cabins and guesthouses, apartments and suites;

- Outdoor Recreation Opportunities given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State Forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors;
- Major "Big Ten Conference" Sporting Events and Cycling Events throughout the Indiana University (IU) academic calendar, including the women's and men's Little 500 Bike Races on the IU Bloomington Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride;
- Regional and local retail shopping locations; and
- Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will maintain and continually modernize existing multimodal transportation system corridors for diverse travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

Appendix C:

Performance-Based Transportation Planning Targets

Introduction

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 national performance goals meet seven (7) key areas in accordance with 23 USC 150: National Performance Measure Goals. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals specified by the U.S. Congress for the Federal Highway Administration (FHWA) programs are as follows:

- **Safety** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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.

The following discussion notes each of the National Performance Measure Goals key areas.

Performance Measures

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

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for safety, bridge and pavement conditions, congestion reduction, and system reliability.

INDOT along with the MPOs and FHWA will continue collaborating to identify performance targets for each performance measure. Once performance targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Safety Target Performance Measures

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by annual target updates.

All Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP funds along with other funding sources for the implementation of 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 CY 2025 Safety Targets for meeting safety performance measures are:

- Total Number of FARS/ARIES Fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in Calendar Year 2024 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for Calendar Year 2025.

The established CY 2025 Indiana Statewide Targets that are as follows:

- Number of Fatalities = 812.4
- Rate of Fatalities = 1.009
- Number of Suspected Serious Injuries = 3031.9
- Rate of Suspected = 3.402
- Number of Non-Motorized Fatalities and Serious Injuries = 363.4

The BMCMPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2050 Metropolitan Transportation Plan and the FY 2026-2030 TIP. The BMCMPO Policy Committee approved this action at a regularly scheduled meeting on December 9, 2024.

Pavement Condition Target Performance Measures

The BMCMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

Bridge Performance Measures

The BMCMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess NHS truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The BMCMPO supports the NHS Truck Travel Time Reliability targets established by the INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The BMCMPO Policy Committee approved this action. These targets include:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

Interstate Freight Reliability Targets

The BMCMPO supports the Interstate Freight Reliability targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The BMCMPO Policy Committee approved this action.

INDOT - BMCMPO Performance Measure Targets

Perform	ance Measure	2025 Target		
	CY 2025 Total Fatalities	812.4		
	CY 2025 VMT/(Hundred Million VMT)	891.27		
ety	CY 2025 Rate of Fatalities (Per HMVMT)	1.009		
Safety	CY 2025 Number of Serious Injuries	3031.9		
	CY 2025 Rate of Serious Injuries (Per HMVMT)	3.402		
	CY 2025 Number of Non-Motorized Fatalities & Serious Inj.	363.4		
Perform	ance Measure	2024 2- Year Target	2026 4- Year Target	Measured Units
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
Bric	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
Pavement	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
Pave	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
reight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System nance/F	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System Performance/Freight	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

Source: INDOT Technical Planning Section, August 2022-2024.

Transit Performance Measures

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 Transit Equipment: Percent of service vehicles that have met or exceeded their useful life benchmark.
 - FY 2025 Non-revenue automobiles = 35%
 - o FY 2025 Trucks = 0%
 - o FY 2025 Vans = 70%
 - o FY 2025 Bus Wash = 100%
 - FY 2025 Forklift = 100%
- 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%

Conclusion

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2025 and into future fiscal years. The BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.

Appendix D:

Environmental Justice

Introduction

The U.S. Environmental Protection Agency (USEPA) defines Environmental Justice (EJ) as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

Federal Statutes

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.

Executive Order 12898, issued on February 11, 1994 titled *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the President's Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on "minority populations and low-income populations".

The institution of EJ ensures equal protection under federal laws, including the following:

- 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).

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 EJ requirements 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).

The underlying principle of Title VI for the current 2045 Metropolitan Transportation Plan (MTP) is that minority and low-income residents will:

- Participate in the planning process;
- · Benefit from planned transportation improvements; and
- Not bear an unfair burden of the environmental impacts.

The 2045 MTP estimated growth patterns using 2010 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed. The anticipated BMCMPO 2050 MTP shall use 2020 Census data.

Methodology & Results

The 2045 MTP EJ methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, American Community Survey (ACS) 2013-2017 Five-Year Estimate, and Poverty Status for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status.

The BMCMPO FY 2026 - 2030 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key environmental justice characteristics:

- High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations; and
- Low income tracts where 50 percent or more of the individuals within the tract as a living below poverty level classification.

Bloomington-Monroe County urban area 2020 Census Tracts with 50 percent or more of either of the two (2) EJ characteristics identify locations of importance for BMCMPO transportation

planning and project development needs. The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- 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.

Figure 1 illustrates FY 2026 2030 TIP projects with current urbanized area census tracts that have 50 percent or more of the two (2) environmental justice characteristics subject to compliance for current or future transportation system projects.

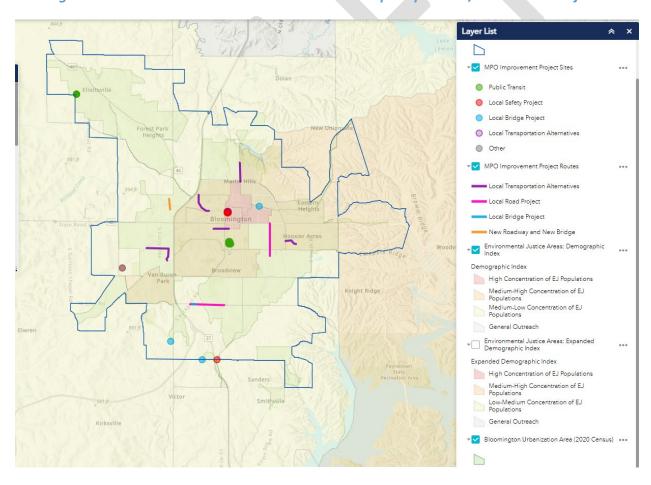


Figure 1 – BMCMPO Environmental Justice GIS Map – Update w/FY 2026-30 Projects

The adopted BMCMPO 2045 MTP does not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified EJ census tracts. Similarly, the BMCMPO FY 2026-2030 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified Environmental Justice (EJ) census tracts.

The EJ census tracts identified for the BMCMPO 2045 MTP using 2010 Census data and the BMCMPO FY 2026-2030 TIP (using 2020 Census data) encompass large areas of the Indiana University campus housing and/or illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tract residents very likely reflects the large number of undergraduate and graduate students residing within geographically and traditionally established Indiana University campus boundaries.

The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are highly responsive to federal-aid transportation improvement program programming needs in these areas and recognize the priority need to address specific EJ concerns as a project move forward with implementation.

Taken together, Bloomington Transit (with high-level regular scheduled service coupled with micro-transit, paratransit services, and supplemental contractual support partnerships with Uber and Lyft, IU Campus Bus, and Rural Transit provide a very comprehensive range of public transportation services to all Environmental Justice census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the *2045 MTP* and the BMCMPO FY 2026-2030 TIP shall continue maintain and to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvement projects programmed within the BMCMPO 2045 MTP and the BMCMPO FY 2026-2030 TIP will benefit areas with a concentration of low-income households through improved mobility and accessibility without "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2045 MTP and the FY 2026-2030 TIP will program multimodal transportation investment commitments within the identified Environmental Justice areas thereby ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these multiple consideration factors, the 2045 MTP and the FY 2026-2030 TIP are in compliance with Title VI relative to Environmental Justice.

The BMCMPO developed a geographic information systems (GIS) map for the FY 2026-2030 TIP that displays a collection of current and future transportation projects in relation to the USEPA's Environmental Justice demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data. The USEPA Environmental Justice website (https://www.epa.gov/ejscreen) provides additional data information.

The FY 2026-2030 TIP Environmental Justice GIS map displays local BMCMPO improvement project sites (e.g., public transit, local safety projects, local bridge projects, local transportation alternative projects, and more) and local MPO improvement project routes (e.g. local transportation alternatives, local road projects, local bridge projects, new roadways, and new bridge structure projects) in comparison to demographic indexes (including people of color and low-income demographics). The demographic indexes break into four categories: high concentration of EJ populations, shown in red; medium-high concentration of EJ populations, shown in orange; medium-low concentration of EJ populations, shown in yellow; and general outreach, shown in grey.

The Demographic Index represents the average of low-income and people of color percentages for each Census tract. Executive Order 12898 for Environmental Justice explicitly names these two demographic factors. The GIS map for the BMCMPO FY 2026-2030 TIP has the following City of Bloomington GIS data portal:

https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe 152092f3024. As previously noted in Figure 1, the GIS map highlights all FY 2026-2030 local public agency (LPA) projects in relation to identified Environmental Justice tracts from the 2020 Census.

Environmental Justice Area Projects

The BMCMPO continuously undertakes projects steps to improve services within Environmental Justice census tracts. Using 2020 Census data, previous BMCMPO Transportation Improvement Program (TIP) projects targeted a Bloomington neighborhood west of the downtown area given a population that did not have a vehicle and therefore used sidewalks for transportation. The City installed or improved ADA ramps and several thousand linear feet of new sidewalks in this neighborhood, eliminating more than two hundred (200) trip hazards.

The City Bloomington additionally completed the following Environmental Justice census tract projects:

- Improved and/or replaced downtown curb ramps;
- Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;

- Improved numerous Bloomington Transit and IU Campus Bus passenger stops, including the replacement and/or installation of passenger shelters;
- Ensured that all new sidewalks and curb ramps comply with current ADA standards;
- Improved public transit by maintaining, improving and expanding an accessible, safe and efficient public transportation system;
- Designed, maintained and constructed pedestrian facilities in compliance with the Public Rights of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA);
- Installed pedestrian push buttons at City maintained traffic signals and pedestrian hybrid beacons (15+ intersections), and;
- Used a comprehensive data-driven asset management approach to directly target areas of sidewalk repair for Environmental Justice census tracts.

The BMCMPO shall continue to pursue projects where the local planning agencies identify need. The BMCMPO shall continuously update the FY 2026 - 2030 TIP Environmental Justice GIS map as local planning agencies pursue projects.

Environmental Justice – Future Reassessments

Future reassessments of identifiable BMCMPO environmental justice census tracts will coincide with the release of additional American Community Survey and/or U.S. Census data.

Appendix E:

Air Quality and Climate Change Assessments

Overview

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 BMCMPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

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 (Figures E1 and E2) and active since April 1, 2009 (https://www.in.gov/idem/airmonitoring/air-quality-data/), 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.

Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "attainment" for criteria pollutants. 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.

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the FY 2026-2030 TIP will not result in any adverse impacts to air quality given a system-wide investment focus on

multimodal safety, maintenance, system preservation, public transit, and bicycle/pedestrian facilities.

Climate Change Scientific Assessments

Climate change is a critical concern of the BMCMPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the FY 2026-2030 TIP means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The Indiana Climate Change Impacts Assessment Report published by Purdue University (https://ag.purdue.edu/indianaclimate/indiana-climate-report/) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana's residents, Indiana's food system, and the state's economic viability. The conclusion of this March 2018 scientific study notes:

"This assessment documents that significant changes in Indiana's climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana's climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana's winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details."

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (https://hri.eri.iu.edu/index.html and (https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead) further identifies primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

Climate Change Scientific Assessment Conclusions

Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), IDEM, Purdue University, Indiana University, and countless national and international sources

document climate change currently underway within the State of Indiana and the metropolitan planning area.

This ongoing scientific fact of climate change has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (https://www.epa.gov/arc-x/planning-climate-change-adaptation).



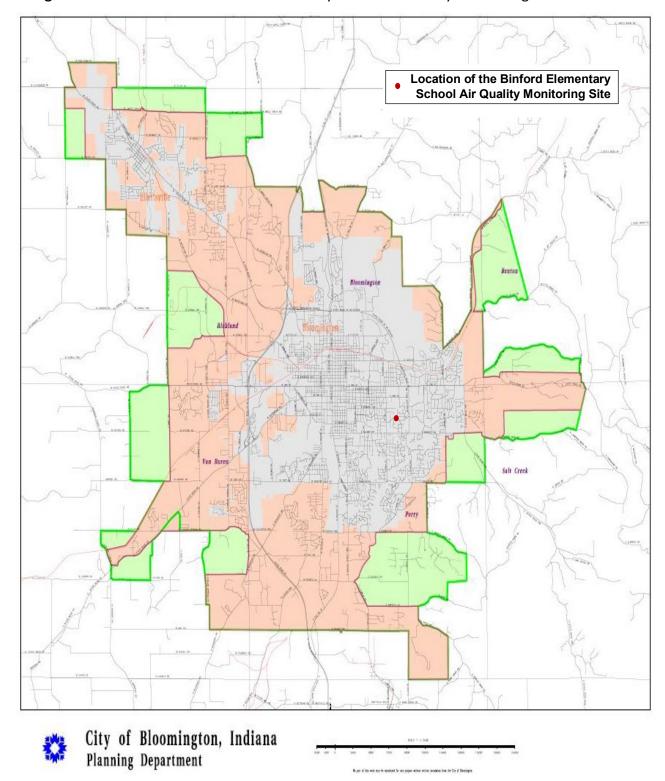


Figure E2: Location of the Binford Elementary School Air Quality Monitoring Site

Appendix F: BMCMPO Complete Streets Policy: Safe Streets and Roads for All (SS4A)

Introduction

The list of FY 2026-2030 Transportation Improvement Program (TIP) projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Complete Streets Policy review. 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 BMCMPO's adopted Complete Streets Policy initially established in 2009 mirroring criteria from Smart Growth America (https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/), creates an equitable, balanced, 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 adopted BMCMPO Complete Streets Policy website posting is found at the following link:

https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf.

The following **Table F-1**, Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from *Evaluating Complete Streets Projects: A Guide for Practitioners*, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures adopted by the BMCMPO fall under the macro-level headings of "Place", "Crash Risk", and "Equity." Application scales consider project and network levels. Detailed applicable project and network "metrics" represent the foundation of each Place Measure and relevant application scale. **Table F-2** details the Transportation Improvement Program Project Prioritization Criteria using Complete Streets guidance reaffirmed by the Policy Committee in 2020.

Table F-1: BMCMPO Recommended Place Measures and Metrics*

PLACE MEASURE	APPLICATION SCALE	METRIC				
PLACE						
Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.						
Quality of bicycling environment	Project	 Width of bicycle facilities Pavement condition of bicycling facility Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars Right turn on red restrictions 				
Quality of pedestrian environment	Project	 Crossing distance and time Presence of enhanced crosswalks Wait time at intersection Width of walking facility Right turn on red restrictions Planting of new or maintaining existing trees 				
Quality of transit environment Project Project Service (MMLOS) at segment and/or intersection Quality of accommodations for passes stops Presence of wayfinding and system in Real-time arrival information		Service (MMLOS) at segment and/or intersection Quality of accommodations for passengers at stops Presence of wayfinding and system information Real-time arrival information				
Resident participation	Project	Number of responses gatheredNumber of people at meetings				
Quality of automobile trips	Project	Travel lane pavement condition				
		oal. Safety measures should watch for elements associated with perceptions of safety.				
Compliance with posted speed limit	Project	 Percentage of drivers exceeding the posted speed limit Match between target speed, design speed, and 85th percentile 				
Crashes	Crashes Project Project Number of crashes by mode on proje (before and after) Crash severity by mode and location					
Crashes	Network	Total NumberRate and location by mode				
Fatalities	Project	Number of fatalities by mode on project (before and after)				
Fatalities	Network	Number of fatalities suffered by all modes				

Table F-1: BMCMPO Recommended Place Measures and Metrics (continued)

PLACE MEASURE	APPLICATION SCALE	METRIC				
EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.						
Auto trips	Project	Driving trips as portion of total trips along project				
Auto trips	Network	 Driving trips to primary and secondary schools Vehicle Miles Traveled (VMT) per capita Driving commutes to work as portion of total commutes to work 				
Bicycle trips	Project	Bicycling trips as portion of total trips along project				
Bicycle trips	Network	 Bicycling trips as portion of total trips Bicycling commutes to work as portion of total commutes to work 				
Transit trips	Network	 Transit trips as portion of total trips Transit commutes to work as portion of total commutes to work 				
Walk trips	Project	Walk trips as portion of total trips along project				
Walk trips	Network	 Walk trips as portion of total trips in community Walk commutes to work as portion of total commutes to work 				

Source: BMCMPO, Complete Streets Policy, November 2019.

The following Complete Streets Policy Project Prioritization Criteria serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP).

	Weighting	Yes = 1, No =
rstem Preservation and Maintenance		1
troject improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	
roject addresses a maintenance need (e.g. repaving, bridge repair) roject is located within existing right of way	15/0	
Tojech is located within existing right of way	Total	0
fety		
oject addresses a known high crash risk location		
roject location is identified in the most recent MPO Crash Report's top 50 crash locations		
roject location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
oject incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	
Geometrical Improvement for non-motorized safety ignalization Improvement		
ignage/Wayfinding		
reproject improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	Total	0
ulti-Modal Options		
oject incorporates Multi-Modal solutions		
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	20%	
Project includes sidewalk improvements		
Project includes beyond racinity in provenents 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 enhanceme	ent)	
Project makes a connection to an existing active mode facility		
	Total	0
ongestion Management		
oject incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes		
Improvements to access management		
Signalization improvement Improves parallel facility or contributes to alternative routing	10%	
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	Total	0
ealth and Equity		
Project provides increased accessibility for people with a low income & minorities		
Project corrects ADA non-compliance		
Project promotes physical activity	10%	
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		
Topoc Will for hard a negative impact for a social bundant socials	Total	0
onsistency with Adopted Plans	•	
Project located along planned transit service		
Project located along planned pedestrian/bicycle facility		
ocal Master Thoroughfare Plan Priority		
Fransit Plan Priority	10%	
Sicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of local land use plans		
Project supports goals and principles of local land use plans Other applicable planning documents		
a man appendiant promising desertating	Total	0
ontext Sensitivity and Land Use		
oject contributes to the sense of place and matches the surrounding land use		
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	15%	
oject supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment		
Project contributes to transportation network grid development/readings network connectivity		1
Project contributes to transportation network grid development/roadway network connectivity	Total	0

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3
BMCMPO FY 2026-2030 TIP: New Projects Evaluated for Complete Streets Policy Compliance

Project	Brief Description	Compliant	Exempt	N/A
Crosswalk Safety Improvements – Phase IV	Safety - Safe Streets & Roads for All - Install or enhance existing pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized focused on areas of low accessibility compliance and high crash risk.	•		
Downtown Curb Ramps - Phase V	Safety - Safe Streets & Roads for All - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas of high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	•		
College & Walnut Street Corridor Improvement Project Phase I & II	Safety & Mobility - Safe Streets & Roads for All — The project focuses on improving multimodal safety and mobility on College Avenue and Walnut Street, from State Road 45/46 to Allen Street. It aims to reduce vehicular speeds, minimize pedestrian conflicts, install physically protected bicycle infrastructure. Accessible bus stops will be constructed to enhance the existing transit services. Some traffic signals will require replacement due to age, while others will receive safety improvements and other modifications determined during detailed design. The work will include updates to signage and markings to improve predictability. Project construction will optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards. The project will additionally comply with all required environmental and historical regulations per the federal process. Finally, the project will have an appropriate maintenance of traffic plan to accommodate all users during construction.	•		

The BMCMPO Complete Streets Policy established in 2009 with a subsequent 2018 update and annual reviews in calendar years 2019 through 2024 supports local public agency initiatives aimed at the following objectives:

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.
- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.

- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
- Making street design changes informed by community outreach and cultural education
- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPO FY 2028-2030 TIP Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for the following new projects"

- City of Bloomington Crosswalks Safety Improvements Phase IV
- City of Bloomington Downtown Curb Ramps Phase V
- City of Bloomington College Avenue and Walnut Street Corridor Improvements Phase I & Phase II

The derivation of all resultant Complete Streets Project Prioritization Scores were achieved after consultations with Local Planning Agencies (LPA) technical staffs in October 2024.



	MCMP	0)
Bloomington-Monroe County Metropolitan Planning Organization (B		- ,
Transportation Improvement Program (TIP) - Project Prioritization C		
ystem Preservation and Maintenance	Weighting	Yes = 1, No =
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g., filling in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repaying, bridge repair)	15%	1
Project is located within existing right of way		1
	Total	0.45
afety roject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
roject incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety	20/0	1
Signalization I mprovement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile) Other improvements with rationale as to how the project reduces crash risk		1
отпольтрочения минтапонаю аз то ном тне ргојесттвайсев ставтнівк	Total	1.2
Aulii-Modal Options		
roject incorporates Multi-Modal solutions		
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) Project includes sidewalk improvements		0
Project includes sidewalk improvements Project includes bicycle facility improvements	20%	1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use		
path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island,		
crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.4
Congestion Management troject incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes		0
Improvements to access management		1
Signalization improvement	10%	1
Improves parallel facility or contributes to alternative routing	10/8	1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies	Total	0.5
lealth and Equity	Total	0.5
Project provides increased accessibility for people with a low income & minorities		1
Project corrects ADA non-compliance		1
Project promotes physical activity	10%	1
Project reduces vehicle emissions	.0,0	1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources	Total	0.6
Consistency with Adopted Plans	Iolai	0.0
		0
		1
Project located along planned transit service		1
Project located along planned transit service Project located along planned pedestrian/bicycle facility		
Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughfare Plan Priority Transit Plan Priority	10%	0
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	10%	1
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	10%	1
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	10%	1 1 1
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		1 1 1
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	10% Total	1 1 1
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		1 1 1
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 Project contributes to the sense of place and matches the surrounding land use		1 1 1 1 0.6
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 roject contributes to the sense of place and matches the surrounding land use 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)		1 1 1 1 0.6
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 roject contributes to the sense of place and matches the surrounding land use 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		1 1 1 1 0.6
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 Project contributes to the sense of place and matches the surrounding land use 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 supports high quality growth and land use principles	Total	1 1 1 1 0.6
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 Project contributes to the sense of place and matches the surrounding land use 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 supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development	Total	1 1 1 1 0.6
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 Project contributes to the sense of place and matches the surrounding land use 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 supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development Project location supports infill/redevelopment	Total	1 1 1 0.6
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 roject contributes to the sense of place and matches the surrounding land use 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 roject supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development	Total	1 1 1 1 0.6

	MCMB	O1
Bloomington-Monroe County Metropolitan Planning Organization (E	SMCMP	D)
Transportation Improvement Program (TIP) - Project Prioritization	Criteria	
	Weighting	Yes = 1, No =
ystem Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	4	1
Project addresses a maintenance need (e.g. repaving, bridge repair)	15%	1
Project is located within existing right of way	Total	0.45
afety	Total	0.45
roject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	1 1	1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations	1 1	1
roject incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety	1 20/0	1
Signalization Improvement	4 }	0
Signage/Wayfinding	4	0
Project improves safe travel to nearby schools (within 1 mile) Other improvements with rationale as to how the project reduces crash risk	+ +	1 1
Onler improvements with falloriale as to now the project readces clash tisk	Total	1
Lulti-Modal Options	. Ului	
roject incorporates Multi-Modal solutions		
Project located along existing transit service]	1
Project located along existing pedestrian/bicycle facility]	1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	<u> </u>	1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)	↓ [1
Project includes sidewalk improvements	20%	0
Project includes bicycle facility improvements	4	1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	,	0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island,	1 1	
crosswalk enhancement)		1
Project makes a connection to an existing active mode facility	1 1	1
	Total	1.4
Congestion Management		
roject incorporates congestion management strategies	4 1	
Grade separation or dedicated travel space for individual modes	↓ ∤	1
Improvements to access management	-	1 0
Signalization improvement Improves parallel facility or contributes to alternative routing	10%	0
Provides capacity for non-motorized modes	1 1	1
Adds transit capacity	1 1	0
Other strategies	1 1	1
	Total	0.4
ealth and Equity		
Project provides increased accessibility for people with a low income & minorities	1 1	1
Project corrects ADA non-compliance	4	1
Project promotes physical activity	10%	1 1
Project reduces vehicle emissions Project will not have a negative impact for a natural resource	1 1	1
Project will not have a negative impact for a socio-cultural resources	1 1	1
Troject triinter hat carriegant ouripact for a socie canalariesco.	Total	0.6
onsistency with Adopted Plans		
Project located along planned transit service		1
Project located along planned pedestrian/bicycle facility] [1
Local Master Thoroughfare Plan Priority	.	1
Transit Plan Priority	10%	0
Bicycle/Pedestrian Plan Priority	4	1
Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of local land use plans	4	1
Project supports goals and principles of local land use plans Other applicable planning documents	┥ ├	1
оттог арричасто разлишту ассептента	Total	0.7
ontext Sensitivity and Land Use		-
roject contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes]	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)] [1
Project is seen as adding lasting value to the community	15%	1
roject supports high quality growth and land use principles	4	
	↓	1
		1
Project location supports infill/redevelopment	 	1
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	Total	1
Project location supports infill/redevelopment Project contributes to transportation network grid development/roadway network connectivity	Total	0.9 5.45

	MCMB	O)
Bloomington-Monroe County Metropolitan Planning Organization (B		0)
Transportation Improvement Program (TIP) - Project Prioritization (
valous Brassy will as and Maintenance	Weighting	Yes = 1, No =
ystem Preservation and Maintenance Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g., filling in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repaying, bridge repair)	15%	1
Project is located within existing right of way		1
	Total	0.45
afety		
roject addresses a known high crash risk location		
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		1 1
roject incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		1
Geometrical Improvement for non-motorized safety	20%	1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk	Total	1.6
Aulti-Modal Options	iolui	1.0
roject incorporates Multi-Modal solutions		
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island,		
crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.8
Congestion Management		
Project incorporates congestion management strategies		1
Grade separation or dedicated travel space for individual modes Improvements to access management	 	1
Signalization improvement	1	1
Improves parallel facility or contributes to alternative routing	10%	1
Provides capacity for non-motorized modes	Ī	1
Adds transit capacity		0
Other strategies Other strategies		1
. W. 15 1	Total	0.6
lealth and Equity Project provides increased accessibility for people with a low income & minorities	1	1
Project corrects ADA non-compliance		1
Project promotes physical activity	1	1
	10%	1
Project reduces vehicle emissions		1
		1
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a natural resource	Total	0.6
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	Total	
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 Project located along planned transit service	Total	1
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility	Total	1 1
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughfare Plan Priority		1 1
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughfare Plan Priority Transit Plan Priority	Total	1 1
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 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		1 1 1 0
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughtare Plan Priority Transit Plan Priority Bicycle/Pedestrian Plan Priority Project supports goals and principles of MPO Metropolitan Transportation Plan		1 1 1 0
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughfare Plan Priority Tiransit 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	10%	1 1 1 0 1 1 1
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 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		1 1 1 0 1 1
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 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	10%	1 1 1 0 1 1 1
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 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 Project contributes to the sense of place and matches the surrounding land use	10%	1 1 1 0 1 1 1 1 1 0.7
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 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 Project balances the need to move people with other desirable outcomes	10%	1 1 0 1 1 1 1 0.7
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughfare Plan Priority Tiransit 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 Project toontributes to the sense of place and matches the surrounding land use 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)	10%	1 1 0 1 1 1 1 0.7
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 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 Project contributes to the sense of place and matches the surrounding land use 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	10%	1 1 0 1 1 1 1 0.7
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 Project located along planned transit service Project located along planned pedestrian/bicycle facility Local Master Thoroughtare 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 Project contributes to the sense of place and matches the surrounding land use 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 supports high quality growth and land use principles	10%	1 1 0 1 1 1 1 0.7
Context Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use 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 Troject supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development Project location supports infill/redevelopment	10%	1 1 0 1 1 1 1 1 0.7
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 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 Project tolances 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 supports high quality growth and land use principles Project improves accessibility and/or connectivity to existing land use development	Total	1 1 0 1 1 1 1 0.7
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 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 Project contributes to the sense of place and matches the surrounding land use 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	10%	1 1 0 1 1 1 1 1 0.7

Appendix G:

Plan Development & Public Involvement Methodology

Introduction

The Draft FY 2026-2030 Transportation Improvement Program (TIP) prepared by the Bloomington-Monroe County Metropolitan Planning Organization (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, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2026-2030 TIP from August 2024 leading to adoption by the BMCMPO Policy Committee in Calendar Year (CY) 2025 with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the FY 2026-2030 TIP from all urban area residents. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as environmental justice low-income and minority households, and people with disabilities who may face challenges accessing employment and other services.

BMCMPO FY 2026-2030 TIP projects sponsored by Rural Transit, Bloomington Transit, Monroe County, and the City of Bloomington additionally focus on transportation equity defined as safe, accessible, affordable, reliable, comfortable, healthy, and sustainable mobility and access that facilitates social and economic opportunities and meets the needs of all urban area community members, particularly those identified as underserved, disadvantaged and overburdened.

The BMCMPO focused on an extensive public involvement/public input process through open hybrid and in-person 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 https://www.zoom.com/) and recorded for community viewing by the Citizens Access Television System (CATS, https://www.catstv.net/) uninterrupted throughout FY 2025 as the staff presented selective elements and the Draft FY 2026-2030 TIP.

The Draft FY 2026-2030 TIP had additional postings on the BMCMPO website (https://bloomington.in.gov/mpo/transportation-improvement-program) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule beginning on August 20, 2024.

Local Public Agency Distribution Announcement

•	BMCMPO Call for Projects Issued	August 29, 2024
•	INDOT TIP-STIP Review of Existing & New Projects	September 11, 2024
•	BMCMPO Project Request Application Deadline	September 27, 2024
•	BMCMPO LPA Project Applications Received	September 27, 2024
•	BMCMPO Receipt of INDOT Draft FY 2026-2030 STIP	
	Project Lists	October 15, 2024
•	BMCMPO Technical Advisory Committee (TAC) and Citizens	
	Advisory Committee (CAC) Reviews of Project Requests,	
	Project Reviews, and Fiscal Constraint Issues	October 23, 2024
•	Incorporation of INDOT Draft FY 2026-2028 STIP Projects	October 16-31, 2024
•	BMCMPO Policy Committee (PC) Review of Project Requests,	
	Project Reviews and Fiscal Constraint Issues	November 8, 2024
•	BMCMPO Draft FY 2026-2030 TIP Legal Advertisements	November 10-11, 2024
•	Thirty (30) Day Public Comment Period Begins	November 10, 2024
•	Draft FY 2026-2030 TIP Submission to INDOT	November 11, 2024
•	Draft FY 2026-2030 TIP Public Input Meeting	December 5, 2024
•	Thirty (30) Day Public comment Period Ends	December 9, 2024
•	Receipt of INDOT, FHWA, FTA Review Comments	December 2024
•	TAC and CAC Final Draft Reviews and Recommendations	January 29, 2025
•	BMCMPO TAC and CAC Recommended Adoption	January 29, 2025
•	BMCMPO Policy Approval of Final FY 2026 - 2030 TIP	February 14, 2025
•	Adopted FY 2026-2030 TIP Submission to INDOT	February 21, 2025
•	FHWA/FTA/INDOT FY 2026 - 2030 TIP Approval Letter	March 2025
•	FHWA Approval of INDOT FY 2026-2030 STIP with	
	BMCMPO FY 2026-2030 TIP Program of Projects	April-May 2025
•	FY 2026-2030 TIP/STIP Program Begins	July 1, 2025

Public Outreach Process

The public outreach process for the FY 2026-2030 TIP includes:

- Posting the BMCMPO Draft FY 2026-2030 TIP for public review and comment on the City of Bloomington website page (https://bloomington.in.gov/mpo/transportation-improvement-program)
- Legal Advertisements in the *Bloomington-Herald Times* on Sunday, November 10th and Monday, November 11th 2024. Proof of legal advertisement are available upon request from the BMCMPO staff.

• A City of Bloomington Public Meeting Press Release:

FOR IMMEDIATE RELEASE - DRAFT

November 8, 2024

For more information, please contact:

Katie Gandhi, MPO Transportation Planner, katie.gandhi@bloomington.in.gov or 812-349-3588. Pat Martin, Senior Transportation Planner, martipa@bloomington.in.gov or 812-349-3530; or

Public Invited to Provide Input about Local Transportation Projects

Bloomington, Ind. -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on Thursday, December 5, from 5:00 to 7:00 p.m. in the Bloomington City Hall Council Chambers with the goal of gaining public input for development of the Fiscal Year 2026-2030 Transportation Improvement Program (TIP).

Join Zoom Meeting

https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09

Meeting ID: 865 723 1124
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)

Find your local number: https://bloomington.zoom.us/u/ky1ihyfjN

The FY 2026-2030 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington.

Development of the new TIP requires a public involvement process that includes a public review by the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and adoption by the Policy Committee before submission to state and federal agencies for final approval. In providing feedback on the proposed list of TIP projects, meeting attendees will help shape the project investment priorities for the next five years.

Members of the public may submit comments regarding this draft document at the public meeting or directly to BMCMPO staff by email at mpo@bloomington.in.gov.

A copy of the *Draft FY 2026-2030 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404; or
- Online electronically and downloadable at: https://bloomington.in.gov/mpo/transportation-improvement-program

The BMCMPO will accept written comments during the ongoing public review period until December 9, 2024. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) P.O. Box 100 Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet January 29, 2025 to recommend adoption of the FY 2026-2030 TIP, which the Policy Committee will vote to adopt on February 14, 2025.

###

Hybrid Public Meeting from 5:00 p.m. - 7:00 p.m. on Thursday, December 5, 2024.
 Presentation materials included an overview of the FY 2026-2030 TIP purpose and need, a Bloomington-Monroe County urban area boundary map, project types, fiscal constraints, and the draft program of projects for Monroe County, Rural Transit, Bloomington Transit, the City of Bloomington, and the Indiana Department of Transportation. Open discussion included all relevant topics as follows:

DRAFT FY 2026 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC INFORMATION MEETING

December 5, 2024
6:00 - 8:00 p.m.
City of Bloomington – City Hall - Council Chambers
And Virtual Location via Zoom
Join Zoom Meeting

https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09

Meeting ID: 865 723 1124
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)

Find your local number: https://bloomington.zoom.us/u/ky1ihyfjN

- I. Welcome and Introductions
- II. Draft BMCMPO FY 2026- 2030 Transportation Improvement Program
 - a. Introduction
 - (1) Purpose and Need
 - (2) Legislative Requirements
 - (3) Local Planning Agencies
 - (4) Urban Area Boundary
 - b. Transportation Improvement Programming
 - (1) Project Prioritization
 - (2) Amendment Process
 - c. Transportation Improvement Projects
 - (1) Background and Call for FY2026-2030 Projects
 - (2) Anticipated FY 2026 2030 TIP Federal Program Revenue Levels
 - (3) Project Application Requirements
 - (4) Fiscally unconstrained/constrained funding request summary
 - (5) Draft FY 2026-2030 TIP LPA Funding Requests and Funding Type by Fiscal Year
 - (a) Monroe County Summary Table
 - (b) City of Bloomington Funding table
 - (c) Bloomington Transit Funding Table
 - (d) Rural Transit Funding table
 - (6) FY 2026 2030 TIP LPA and INDOT Projects
 - (7) FY 2026 2030 TIP Appendices
 - (a) Appendix A: Financial Forecast
 - (b) Appendix B: Transportation Planning Requirements
 - (c) Appendix C: Performance-Based Transportation Planning Targets
 - (d) Appendix D: Environmental Justice
 - (a) Appendix E: Air Quality and Climate Change Assessment
 - (b) Appendix F: BMCMPO Complete Streets Policy
 - (c) Appendix G: Plan Developments & Public Involvement Methodology
 - (d) Appendix H: Glossary
 - (e) Appendix I: Self-Certification

Draft Submission Schedule, Legal Advertisements, Public Comment Period

FHWA/FTA/INDOT Draft Review and Comments - November-December 2024

Final Draft Review/Approval, and Final Submission Dates

- Technical Advisory Committee January 29. 2025 at 10:00 a.m. (Hybrid)
- Citizens Advisory Committee January 29, 2025 at 6:30 p.m. (Hybrid)
- Policy Committee February 14, 2025 at 1:30 p.m. (Hybrid)

Adjournment

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call <u>812-349-3429</u> or e-mail human.rights@bloomington.in.gov.

Interagency Consultation/Coordination: Calendar Year 2024 and 2025

The BMCMPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2026-2030 TIP development process beginning in November 2024 through December 2024 to ensure the attainment of federal and state requirements.

The consultation/coordination process further ensured the receipt of corresponding comments. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior Final FY 2026-2030 TIP adoption by the BMCMPO Policy Committee on February 14, 2024.



Appendix H: 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 carbon 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.

Climate Change means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The Indiana Climate Change Impacts Assessment (https://docs.lib.purdue.edu/climatetr/2/) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (https://hri.eri.iu.edu/climate-

<u>ulnerability/index.html?placeid=MONROE%20County#climateExpoHead</u> and <u>https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf</u>). Learn more about climate change impacts in Bloomington at <u>bloomington.in.gov/sustainability</u> and the current Climate Action Plan at <u>https://bloomington.in.gov/sustainability/2020-climate-action-plan</u>.

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.

Comprehensive Planning means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

COVID-19 or SARS-CoV-2 means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis with over 103.8 million documented cases and more than 1.1 million deaths nationwide as of March 10, 2023. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 27,600 confirmed cases of COVID-19 resulting in 279 deaths attributed to the disease as of May 29, 2023

(https://usafacts.org/visualizations/coronavirus-covid-19-spread-map/state/indiana/county/monroe-county/). In many cases, survivors will experience long-term respiratory and health related symptoms (https://coronavirus.jhu.edu/map.html).

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.

Environmental Justice (EJ) means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Equity means the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In the context of the *2045 MTP*, transportation equity means achieving the goal of sustainable mobility providing access to employment, education, healthcare, and an improved quality of life for all residents.

Farebox Revenue means all fare revenue from case fares, passes, and tickets.

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), also known as the Bipartisan Infrastructure Deal or Bipartisan Infrastructure Law (BIL), 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 Department of Natural Resources (IDNR) is the agency that regulates and manages Indiana's natural, cultural, and recreational resources.

Indiana Department of Transportation (INDOT) is the agency that administers and funds multimodal transportation needs within the State of Indiana.

Indiana Statewide Transportation Improvement Program (INSTIP or STIP) is Indiana's multiyear program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State's Metropolitan Planning Organizations.

Indiana University, headquartered in Bloomington, has a student population of nearly 50,000 people.

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).

Maintenance Area means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

Major Bridge Fund means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county.

Major (Metropolitan) Transportation Investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Mass Transportation/Mass Transit means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter, or sightseeing service.

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 (NO₂), Ozone (O₃), Particulate Matter (PM_{2.5} and PM₁₀), and Sulfur Dioxide (SO₂).

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.

No Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

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.

Pandemic means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

Pathway means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of pedestrians, bicyclists, and other non-motorized users.

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.

Public Mass Transportation Fund (PMTF) means a special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. The allocation of funds to Indiana public transit systems relies on a performance-based formula.

Racial Justice means the systematic fair treatment of people of all races that results in equitable opportunities and outcomes for everyone by ensuring that all people are able to achieve their full potential in life, regardless of race, ethnicity, or the community in which they live. A racial justice framework can move us from a reactive posture to a more powerful, proactive, and even preventive approach. The "Black Lives Matter" movement is an example of people coming together to promote and demand racial justice, and the MTP strives to follow its lead as a guiding principle.

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.

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 provide 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, justice, 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.

Sustainability means meeting our own present environmental, economic, and social needs without compromising the ability of future generations to 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.

Appendix I: Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336 Self-Certification and Federal Certifications, the Indiana Department of Transportation and the Bloomington-Monroe County Metropolitan Planning Organization for the Bloomington Urbanized Area 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;
- 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-I) and 49 CPR 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 CPR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CPR 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;
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CPR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County MPO Metropolitan Planning Organization	Indiana Department of Transportation State Department of Transportation
Patrick P. Martin	Roy Nunnally
Title	Title
Date	Date

Appendix J: BMCMPO FY 2026-2030 TIP Adoption - Meeting Minutes

To be completed in Calendar Year 2025 after formal adoption of the BMCMPO FY 2026-2030 Transportation Improvement Program (TIP) by the BMCMPO Policy Committee.



Appendix K: Public Participation Legal Notice

FOR IMMEDIATE RELEASE - DRAFT November 8, 2024

For more information, please contact:

Katie Gandhi, MPO Transportation Planner, <u>katie.gandhi@bloomington.in.gov</u> or 812-349-3588. Pat Martin, Senior Transportation Planner, <u>martipa@bloomington.in.gov</u> or 812-349-3530; or

Public Invited to Provide Input about Local Transportation Projects

Bloomington, Ind. -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on **Thursday, December 5, from 5:00 to 7:00 p.m.** in the Bloomington City Hall Council Chambers with the goal of gaining public input for development of the **Fiscal Year 2026-2030** <u>Transportation Improvement Program (TIP)</u>.

Join Zoom Meeting

https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09

Meeting ID: 865 723 1124
Passcode: BMCMPO
Dial by your location
+1 312 626 6799 US (Chicago)

Find your local number: https://bloomington.zoom.us/u/ky1ihyfjN

The FY 2026-2030 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington.

Development of the new TIP requires a public involvement process that includes a public review by the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and adoption by the Policy Committee before submission to state and federal agencies for final approval. In providing feedback on the proposed list of TIP projects, meeting attendees will help shape the project investment priorities for the next five years.

Members of the public may submit comments regarding this draft document at the public meeting or directly to BMCMPO staff by email at mpo@bloomington.in.gov..

A copy of the *Draft FY 2026-2030 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404; or
- Online electronically and downloadable at: https://bloomington.in.gov/mpo/transportation-improvement-program

The BMCMPO will accept written comments during the ongoing public review period until December 9, 2024. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) P.O. Box 100 Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet January 29, 2025 to recommend adoption of the FY 2026-2030 TIP, which the Policy Committee will vote to adopt on February 14, 2025.



Appendix L: FY 2026-2030 TIP Approval Letter

To be completed in calendar year 2025 upon receipt of an Approval Letter from the Indiana department of Transportation.



This Page Is Intentionally Blank