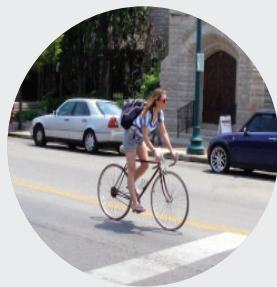
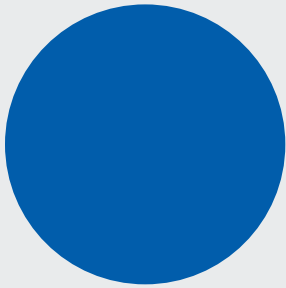


# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2024-2028



Adopted - June 30, 2023 - FINAL

## Disclaimer

Preparation of the *Bloomington-Monroe County FY 2024-2028 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.

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# Acknowledgments

The Bloomington-Monroe County Metropolitan Planning Organization *Fiscal Year 2024-2028 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.

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FY 2024-2028 Transportation Improvement Program*

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Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

### **Bloomington-Monroe County Metropolitan Planning Organization Staff**

Pat Martin  
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# Introduction

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

The Fiscal Year (FY) 2024-2028 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 RSMMeans (<https://www.rsmeans.com>). Local projects assume an annual 4% inflation rate or rates that reflect rates by INDOT.
- FY 2024-2028 TIP projects have consistency with the adopted *BMCMPPO 2045 MTP*, Bloomington Transit’s *Transit Development Plan*, and other planning studies developed by the BMCMPPO 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 2024-2028 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 FY2024-2028 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](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 2024-2028 TIP.
- One BMCMPPO LPA uses grouped projects as reflected in the program pages for the Vernal Pike Connector (DES#1702957 & DES#1900406) and Fullerton Pike Phase III new road/bridge project (DES#2001721 and DES#180277).

- The FY 2024-2028 TIP includes the Vernal Pike and Fullerton Pike III new road/bridge as major projects carried over from the FY 2022-2026 TIP.

The TIP documents the distribution of all BMCMPPO 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 2024-2028 TIP is 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 BMCMPPO FY 2024-2028 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 2024-2028 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 BMCMPPO 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 BMCMPPO'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 urbanized area illustrated on the following page is available at [https://bloomington.in.gov/sites/default/files/2017-05/map\\_urbanized\\_area\\_boundary.pdf](https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf).

# Bloomington/Monroe County Metropolitan Planning Organization

Adopted Metropolitan Planning Area (MPA)  
& Urban Area Boundary (UAB)  
2012

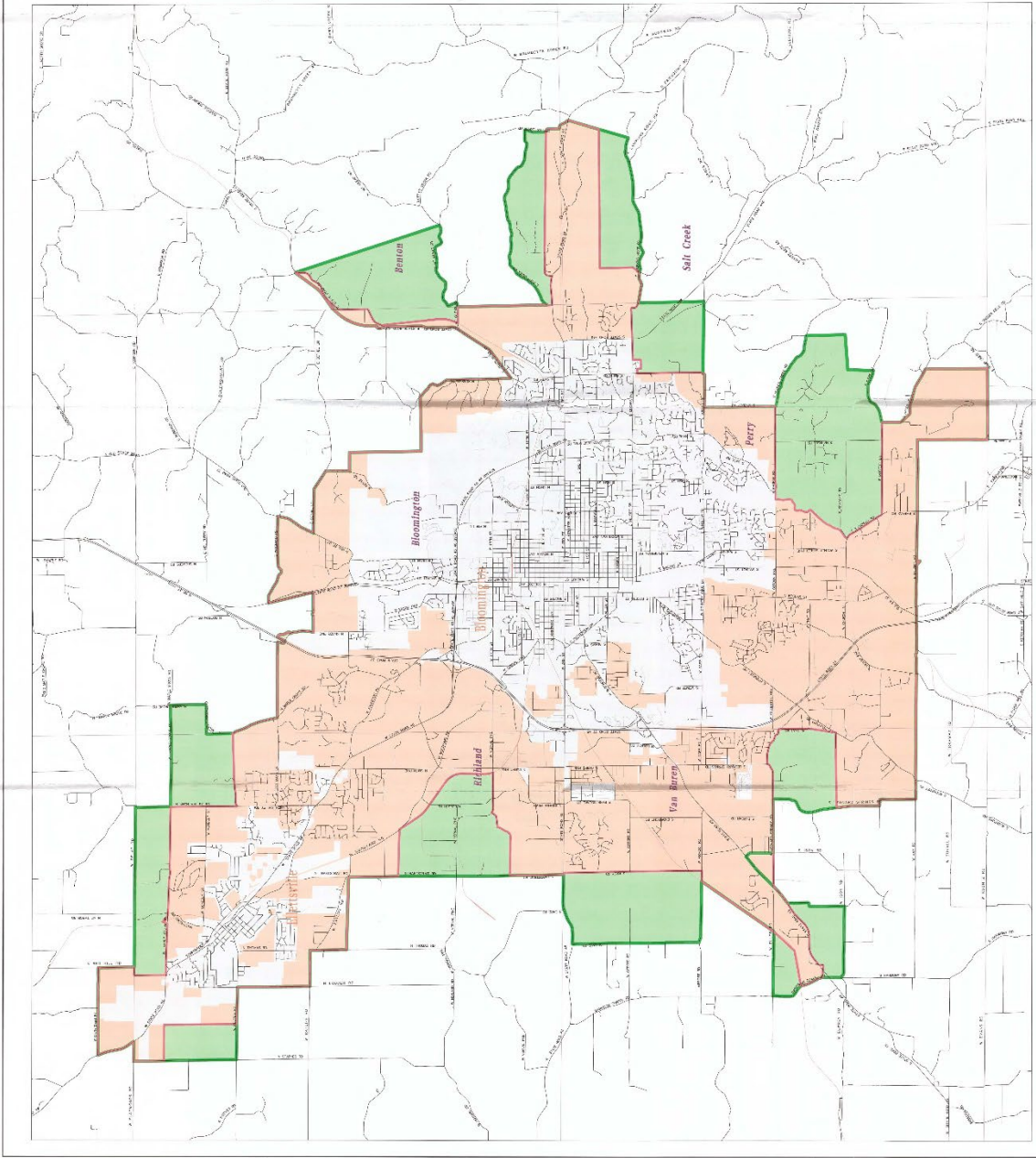
- Legend
- Metropolitan Planning Area
  - Urban Area Boundary
  - Incorporated Areas

Urban Area Boundary Approvals	
APPROVED BY THE BOARD OF SUPERVISORS	DATE
	04/18/2012
APPROVED BY THE CITY COUNCIL	DATE
	04/18/2012
APPROVED BY THE METROPOLITAN PLANNING ORGANIZATION	DATE
	04/18/2012
APPROVED BY THE STATE OF INDIANA	DATE
	04/18/2012

October 3, 2012



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**City of Bloomington, Indiana**  
**Planning Department**



Bloomington Geographic Information System

File: Data GIS & GIS Date: 10/3/2012



# Transportation Improvement Programming

The Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2024-2028 by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2027-2028 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 (BMCMPPO) in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO 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 BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning.

The BMCMPPO, 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 BMCMPPO 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 BMCMPPO 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 BMCMPPO’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 BMCMPPO 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 BMCMPPO'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 BMCMPPO 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 2024-2028 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 (BMCMPPO) *Fiscal Year (FY) 2024-2028 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 2024-2028 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 BMCMPPO with updated total estimated cost figures for each of its projects. The BMCMPPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPPO TIP and within INDOT’s STIP.

The BMCMPPO uses this process for the *FY 2024-2028 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 Program (STPB)* 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 BMCMPPO receives Group II STBG fund allocations based on the 2010 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 (CO<sub>2</sub>) 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 2024-2028 TIP reflects this administrative program change.

**Table 1 - Federal Transportation Funding Programs**

Primary Federal, State, Local Funding Source Descriptions		
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	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	<ul style="list-style-type: none"> <li>• Section 5307 operating assistance through formula allocations.</li> <li>• Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities.</li> <li>• Section 5311 funds rural transportation.</li> <li>• Section 5339 funds buses and bus facilities.</li> </ul>
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) ( <a href="https://fhwa.dot.gov/">https://fhwa.dot.gov/</a> ) 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 BMCMPPO FY 2024-2028 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 has conducted an evaluation 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.

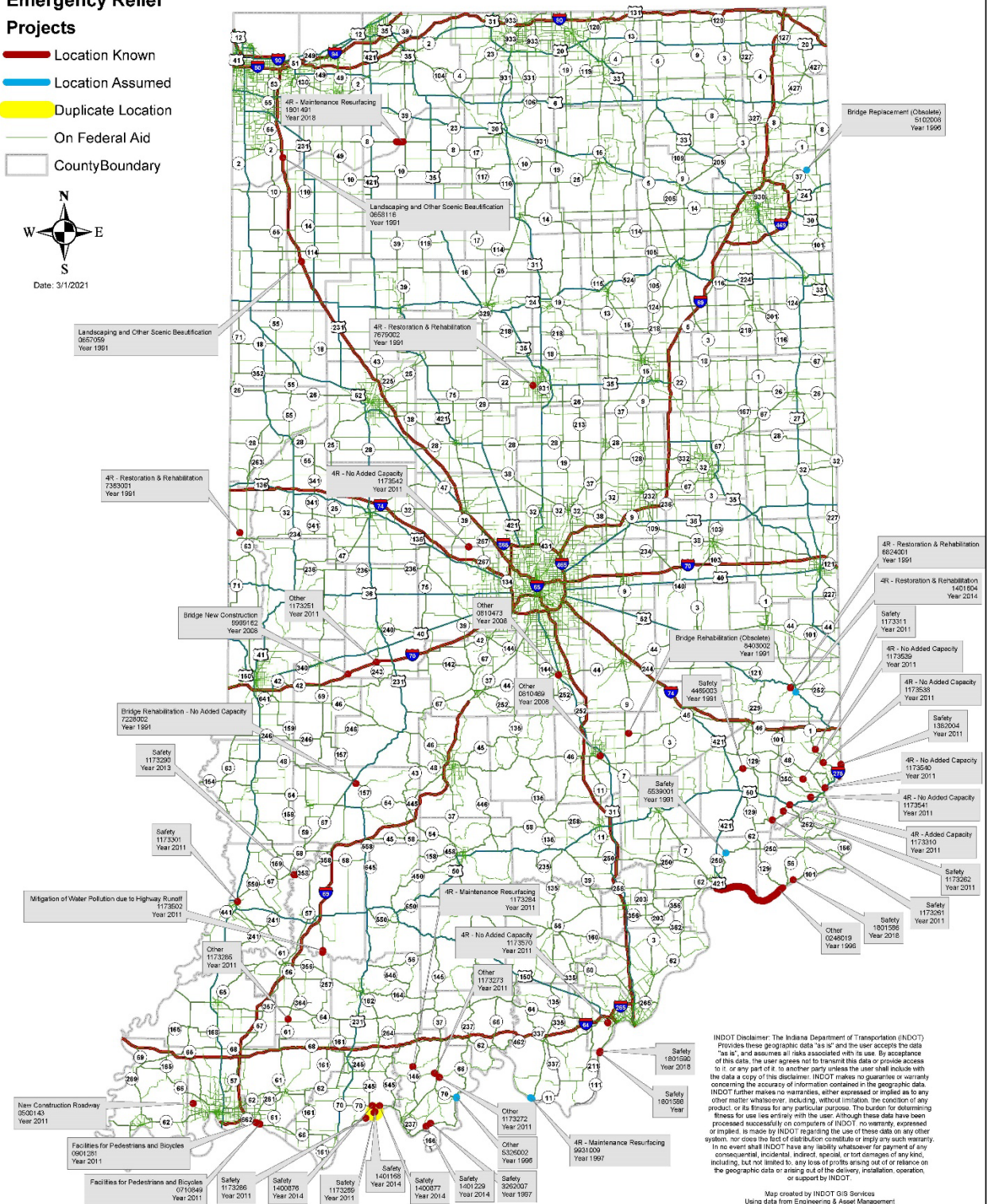
Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

The BMCMPPO urban area does not currently have any projects programmed with federal Emergency Relief funds.



# Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



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Map created by INDOT GIS Services  
Using data from Engineering & Asset Management



# 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 (BMCMPPO) local public agencies (LPA), stakeholders, and state/federal funding partners.

The Fiscal Years (FY) used for the purposes of the TIP begin on July 1 and end on June 30. Therefore, Fiscal Year 2024 begins on July 1, 2023 and Fiscal Year 2028 ends on June 30, 2028.

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 following FY 2024-2028 TIP funding tables summarize the projected revenues and expenditures for the BMCMPPO urban area. INDOT’s programmed projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)  
Anticipated FY 2024-2028 TIP Federal Program Revenue Levels\***

Program	FY 2024	FY 2025	FY 2026	FY 2027 (Illustrative)	FY 2028 (Illustrative)
STBG	\$3,118,927	\$3,179,488	\$3,241,261	\$3,241,261	\$3,241,261
HSIP	\$559,328	\$571,731	\$584,382	\$584,382	\$584,382
TA	\$389,209	\$396,993	\$404,933	\$404,933	\$404,933
SEC. 164 PENALTY**	\$133,293	\$135,958	\$138,678	\$138,678	\$138,678
CRP	\$339,592	\$346,384	\$353,312	\$353,312	\$353,312
PROTECT	\$125,693	\$128,207	\$130,771	\$130,771	\$130,771
STBG Group III	\$7,372,000	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$12,038,042</b>	<b>\$4,758,761</b>	<b>\$4,853,337</b>	<b>\$4,853,337</b>	<b>\$4,853,337</b>

\*Source: Indiana MPO Council/INDOT-BMCMPPO Local Share of Federal Formula Apportionments, 01-26-23.

\*\*HSIP applicable projects.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)**  
**LPA Funding Requests & Funding Type by Fiscal Year**  
 (Note: FY 2027 – 2028 are Illustrative Fiscal Years)  
 May 12, 2023

<b>BMCMPPO STBG Funding</b>						
<b>LPA</b>	<b>Fiscal Year</b>					<b>Totals*</b>
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 242,110	\$ 3,179,488	\$ 3,241,261	\$ 2,989,261	\$ 849,261	\$ 10,501,381
Monroe County	\$ 2,869,217	\$ -	\$ -	\$ 252,000	\$ 2,392,000	\$ 5,513,217
Rural Transit	\$ 7,600	\$ -	\$ -	\$ -	\$ -	\$ 7,600
<b>Total Funding Requested</b>	<b>\$ 3,118,927</b>	<b>\$ 3,179,488</b>	<b>\$ 3,241,261</b>	<b>\$ 3,241,261</b>	<b>\$ 3,241,261</b>	<b>\$ 16,022,198</b>

<b>BMCMPPO HSIP Funding</b>						
<b>LPA</b>	<b>Fiscal Year</b>					<b>Totals*</b>
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 382,500	\$ 571,731	\$ 102,882	\$ 584,382	\$ 584,382	\$ 2,225,877
Monroe County	\$ 176,828	\$ -	\$ 481,500	\$ -	\$ -	\$ 658,328
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Funding Requested</b>	<b>\$ 559,328</b>	<b>\$ 571,731</b>	<b>\$ 584,382</b>	<b>\$ 584,382</b>	<b>\$ 584,382</b>	<b>\$ 2,884,205</b>

<b>BMCMPPO TA Funding</b>						
<b>LPA</b>	<b>Fiscal Year</b>					<b>Totals*</b>
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ -	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 1,611,792
Monroe County	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Funding Requested</b>	<b>\$ 389,209</b>	<b>\$ 396,993</b>	<b>\$ 404,933</b>	<b>\$ 404,933</b>	<b>\$ 404,933</b>	<b>\$ 2,001,001</b>
<b>Total Available</b>	<b>\$ 389,209</b>	<b>\$ 396,993</b>	<b>\$ 404,933</b>	<b>\$ 404,933</b>	<b>\$ 404,933</b>	<b>\$ 2,001,001</b>
<b>Difference</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>BMCMPPO Section 164 Funding</b>						
<b>LPA</b>	<b>Fiscal Year</b>					<b>Totals*</b>
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Funding Requested</b>	<b>\$ 133,293</b>	<b>\$ 135,958</b>	<b>\$ 138,678</b>	<b>\$ 138,678</b>	<b>\$ 138,678</b>	<b>\$ 685,285</b>
<b>Total Available</b>	<b>\$ 133,293</b>	<b>\$ 135,958</b>	<b>\$ 138,678</b>	<b>\$ 138,678</b>	<b>\$ 138,678</b>	<b>\$ 685,285</b>
<b>Difference</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Bloomington-Monroe County Metropolitan Planning Organization  
 FY 2024-2028 Transportation Improvement Program

BMCMPPO CRP Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
Total Available	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO PROTECT Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Total Available	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The following FY 2024-2028 TIP summary funding tables outline the projected revenues and expenditures for FY 2024-2028 for the BMCMPPO urban area. The summary tables for the State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO. The programmed expenditures tables demonstrate a fully constrained list of proposed expenditures for FY 2024-2026. FY 2027-2028 shall remain “illustrative” and therefore not subject to federal fiscal constraint requirements.

The following tables summarize funding sources for Monroe County, the City of Bloomington, Rural Transit, Bloomington Transit (BT), Indiana University (IU), and INDOT projects by programmed fiscal year.

For greater detail regarding individual projects, please visit the [Project Descriptions folder](#), on Google Drive, which reflects the most recent descriptions for local projects.

Monroe County FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
HSIP	\$ 176,828	\$ -	\$ 481,500	\$ -	\$ -	\$ 658,328
Local	\$ 20,712,294	\$ 2,262	\$ 85,500	\$ 620,600	\$ 628,000	\$ 22,048,656
Local Bridge	\$ 5,182,274	\$ 459,046	\$ 6,370,250	\$ 2,232,400	\$ 121,000	\$ 14,364,970
STBG	\$ 2,869,217	\$ -	\$ -	\$ 252,000	\$ 2,392,000	\$ 5,513,217
STBG III	\$ 9,854,000	\$ -	\$ -	\$ -	\$ -	\$ 9,854,000
TA	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
<b>Totals</b>	<b>\$ 39,183,822</b>	<b>\$ 461,308</b>	<b>\$ 6,937,250</b>	<b>\$ 3,105,000</b>	<b>\$ 3,141,000</b>	<b>\$ 52,828,380</b>

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

City of Bloomington FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
CRP	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
HSIP	\$ 382,500	\$ 571,731	\$ 102,882	\$ 584,382	\$ 584,382	\$ 2,225,877
Local	\$ 4,564,171	\$ 1,421,239	\$ 2,833,803	\$ 1,188,296	\$ 2,286,281	\$ 12,293,790
PROTECT	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Sec 164	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
STBG	\$ 242,110	\$ 3,179,488	\$ 3,241,261	\$ 2,989,261	\$ 849,261	\$ 10,501,381
STBG III	\$ 340,051	\$ -	\$ -	\$ -	\$ -	\$ 340,051
TA	\$ -	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 1,611,792
<b>Totals</b>	<b>\$ 6,127,410</b>	<b>\$ 6,180,000</b>	<b>\$ 7,205,640</b>	<b>\$ 5,789,633</b>	<b>\$ 4,747,618</b>	<b>\$ 30,050,301</b>

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

Rural Transit FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Fares & In-Kind	\$ 629,133	\$ 654,298	\$ 680,470	\$ 707,689	\$ 735,997	\$ 3,407,587
FTA 5311	\$ 891,641	\$ 927,036	\$ 964,399	\$ 1,002,975	\$ 1,043,094	\$ 4,829,145
Local	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
PMTF	\$ 309,812	\$ 322,204	\$ 335,093	\$ 348,496	\$ 361,436	\$ 1,677,041
STBG	\$ 7,600	\$ -	\$ -	\$ -	\$ -	\$ 7,600
<b>Totals</b>	<b>\$ 1,840,086</b>	<b>\$ 1,903,538</b>	<b>\$ 1,979,962</b>	<b>\$ 2,059,160</b>	<b>\$ 2,140,527</b>	<b>\$ 9,923,273</b>

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

Bloomington Transit FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
FTA 5307	\$ 2,457,481	\$ 2,584,780	\$ 2,634,051	\$ 2,668,923	\$ 2,673,824	\$ 13,019,059
FTA 5310	\$ -	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,466	\$ 906,754
FTA 5339	\$ 6,000,000	\$ 39,080,000	\$ 4,161,600	\$ 4,400,000	\$ 4,500,000	\$ 58,141,600
Local	\$ 3,781,591	\$ 12,171,760	\$ 3,597,975	\$ 3,814,826	\$ 3,994,766	\$ 27,360,918
PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
<b>Totals</b>	\$ 16,550,804	\$ 58,438,389	\$ 15,087,512	\$ 15,671,513	\$ 16,052,110	\$ 121,800,328

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

Indiana Department of Transportation FY 2024 - 2028 TIP Summary Table																
Funding Source	Fiscal Year												Total Federal*	Total State*	Total*	
	2024		2025		2026		2027		2028		State	Federal				State
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State						
Safety Construction	\$ 1,209,600	\$ 302,400	\$ 4,589,600	\$ 1,147,400	\$ -	\$ -	\$ 4,235,125	\$ 838,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,034,325	\$ 2,287,800	\$ 12,322,125
NHPP	\$ 2,765,854	\$ 601,464	\$ 160,599	\$ 40,150	\$ 5,709,000	\$ 703,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,635,453	\$ 1,345,014	\$ 9,980,467
STBG	\$ 3,240,000	\$ 810,000	\$ -	\$ -	\$ 862,400	\$ 215,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,102,400	\$ 1,025,600	\$ 5,128,000
Bridge ROW	\$ 80,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 20,000	\$ 120,000
Bridge Construction	\$ 3,916,044	\$ 716,592	\$ 3,148,000	\$ 787,000	\$ 3,782,200	\$ 233,300	\$ 4,494,133	\$ 266,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,340,377	\$ 2,003,192	\$ 17,343,569
District Other Construction	\$ -	\$ -	\$ -	\$ 369,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,326,038	\$ 369,600	\$ 3,695,638
Road Construction	\$ 800,000	\$ 200,000	\$ 12,661,600	\$ 3,165,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,461,600	\$ 3,365,400	\$ 16,827,000
Mobility Construction	\$ 7,859,094	\$ -	\$ 2,689,600	\$ 672,400	\$ -	\$ -	\$ 5,671,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,219,694	\$ 672,400	\$ 16,892,094
Statewide Construction	\$ 106,327	\$ -	\$ 167,200	\$ 41,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273,527	\$ 41,800	\$ 315,327
Bridge Consulting	\$ 60,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 15,000	\$ 75,000
Mobility ROW	\$ 320,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000	\$ 80,000	\$ 400,000
Safety Consulting	\$ 400,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 100,000	\$ 500,000
<b>Totals</b>	<b>\$ 20,756,919</b>	<b>\$ 2,845,456</b>	<b>\$ 26,762,637</b>	<b>\$ 6,223,750</b>	<b>\$ 10,353,600</b>	<b>\$ 1,152,300</b>	<b>\$ 14,400,258</b>	<b>\$ 1,104,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,273,414</b>	<b>\$ 11,325,806</b>	<b>\$ 83,599,220</b>

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

# FY 2024-2028 Project List

## Monroe County

Old SR 37 South and Dillman Road [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ -	\$ -	\$ 481,500	\$ -	\$ -	\$ 481,500
PE	Local	\$ -	\$ -	\$ 53,500	\$ -	\$ -	\$ 53,500
RW	STBG	\$ -	\$ -	\$ -	\$ 156,000	\$ -	\$ 156,000
RW	Local	\$ -	\$ -	\$ -	\$ 39,000	\$ -	\$ 39,000
UT	STBG	\$ -	\$ -	\$ -	\$ 96,000	\$ -	\$ 96,000
UT	Local	\$ -	\$ -	\$ -	\$ 24,000	\$ -	\$ 24,000
CE	STBG	\$ -	\$ -	\$ -	\$ -	\$ 312,000	\$ 312,000
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 78,000	\$ 78,000
CN	STBG	\$ -	\$ -	\$ -	\$ -	\$ 2,080,000	\$ 2,080,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 520,000	\$ 520,000
<b>Totals</b>		\$ -	\$ -	\$ 535,000	\$ 315,000	\$ 2,990,000	\$ 3,840,000

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

Vernal Pike Connector [1702957 & 1900406]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	STBG III	\$ 812,320	\$ -	\$ -	\$ -	\$ -	\$ 812,320
CE	Local	\$ 203,080	\$ -	\$ -	\$ -	\$ -	\$ 203,080
CN	STBG III	\$ 9,041,680	\$ -	\$ -	\$ -	\$ -	\$ 9,041,680
CN	Local	\$ 2,155,013	\$ -	\$ -	\$ -	\$ -	\$ 2,155,013
<b>Totals</b>		\$ 12,212,093	\$ -	\$ -	\$ -	\$ -	\$ 12,212,093

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

Fullerton Pike, Phase III, roadway [1802977]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 757,101	\$ -	\$ -	\$ -	\$ -	\$ 757,101
CN	STBG	\$ 2,750,133	\$ -	\$ -	\$ -	\$ -	\$ 2,750,133
CN	Local	\$ 3,306,672	\$ -	\$ -	\$ -	\$ -	\$ 3,306,672
<b>Totals</b>		\$ 6,813,906	\$ -	\$ -	\$ -	\$ -	\$ 6,813,906

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



Liberty Drive Connection to Karst Trail [1900405]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 295,000
CE	Local	\$ 238,000	\$ -	\$ -	\$ -	\$ -	\$ 238,000
CN	TA	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
CN	Local	\$ 1,510,791	\$ -	\$ -	\$ -	\$ -	\$ 1,510,791
<b>Totals</b>		\$ 2,433,000	\$ -	\$ -	\$ -	\$ -	\$ 2,433,000

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

2024-2028 Bridge Safety Inspection & Inventory [2300141]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 118,974	\$ 9,046	\$ 129,000	\$ 14,000	\$ 121,000	\$ 392,020
PE	Local	\$ 29,743	\$ 2,262	\$ 32,000	\$ 3,000	\$ 30,000	\$ 97,005
<b>Totals</b>		\$ 148,717	\$ 11,308	\$ 161,000	\$ 17,000	\$ 151,000	\$ 489,025

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

Fullerton Pike, Phase III Bridge [2001721]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 1,177,227	\$ -	\$ -	\$ -	\$ -	\$ 1,177,227
CE	Local Bridge	\$ 222,000	\$ -	\$ -	\$ -	\$ -	\$ 222,000
CN	Local	\$ 9,713,812	\$ -	\$ -	\$ -	\$ -	\$ 9,713,812
CN	Local Bridge	\$ 1,480,000	\$ -	\$ -	\$ -	\$ -	\$ 1,480,000
<b>Totals</b>		\$ 12,593,039	\$ -	\$ -	\$ -	\$ -	\$ 12,593,039

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

Rockport Road, Bridge #308 Replacement [1902772]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 256,500	\$ -	\$ -	\$ -	\$ -	\$ 256,500
PE	Local	\$ 64,140	\$ -	\$ -	\$ -	\$ -	\$ 64,140
RW	Local Bridge	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
RW	Local	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
CE	Local Bridge	\$ 336,000	\$ -	\$ -	\$ -	\$ -	\$ 336,000
CE	Local	\$ 214,000	\$ -	\$ -	\$ -	\$ -	\$ 214,000
CN	Local Bridge	\$ 1,324,800	\$ -	\$ -	\$ -	\$ -	\$ 1,324,800
CN	Local	\$ 852,200	\$ -	\$ -	\$ -	\$ -	\$ 852,200
<b>Totals</b>		\$ 3,197,640	\$ -	\$ -	\$ -	\$ -	\$ 3,197,640

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

Pedestrian Trail Crossing Improvements [1900493]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	HSIP	\$ 176,828	\$ -	\$ -	\$ -	\$ -	\$ 176,828
CE	Local	\$ 3,615	\$ -	\$ -	\$ -	\$ -	\$ 3,615
CN	STBG	\$ 119,084	\$ -	\$ -	\$ -	\$ -	\$ 119,084
CN	Local	\$ 24,100	\$ -	\$ -	\$ -	\$ -	\$ 24,100
<b>Totals</b>		\$ 323,627	\$ -	\$ -	\$ -	\$ -	\$ 323,627

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

Dillman Road, Bridge #83 replacement [2101712]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 105,800	\$ -	\$ -	\$ -	\$ -	\$ 105,800
PE	Local Bridge	\$ 423,200	\$ -	\$ -	\$ -	\$ -	\$ 423,200
RW	Local	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
RW	Local Bridge	\$ 128,000	\$ -	\$ -	\$ -	\$ -	\$ 128,000
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
<b>Totals</b>		\$ 689,000	\$ -	\$ -	\$ 2,773,000	\$ -	\$ 3,462,000

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

Eagleson Avenue Bridge over IN RR [2200146]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 772,800	\$ -	\$ -	\$ -	\$ -	\$ 772,800
RW	Local Bridge	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ 450,000
CE	Local Bridge	\$ -	\$ -	\$ 1,248,250	\$ -	\$ -	\$ 1,248,250
CN	Local Bridge	\$ -	\$ -	\$ 4,993,000	\$ -	\$ -	\$ 4,993,000
<b>Totals</b>		\$ 772,800	\$ 450,000	\$ 6,241,250	\$ -	\$ -	\$ 7,464,050

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

# FY 2024-2028 Project List

## City of Bloomington

High Street Intersection Modernizations and Multiuse Path [2200020]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
CE	Local	\$ -	\$ -	\$ 640,000	\$ -	\$ -	\$ 640,000
CN	Local	\$ -	\$ -	\$ 1,842,779	\$ -	\$ -	\$ 1,842,779
CN	STBG	\$ -	\$ -	\$ 3,241,261	\$ -	\$ -	\$ 3,241,261
CN	TA	\$ -	\$ -	\$ 404,933	\$ -	\$ -	\$ 404,933
CN	CRP	\$ -	\$ -	\$ 180,256	\$ -	\$ -	\$ 180,256
CN	PROTECT	\$ -	\$ -	\$ 130,771	\$ -	\$ -	\$ 130,771
<b>Totals</b>		\$ 1,100,000	\$ -	\$ 6,440,000	\$ -	\$ -	\$ 7,540,000

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

Covenanter Protected Bike Lanes and Intersection Improvements [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000
RW	Local	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
CE	Local	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ 90,000
CE	STBG	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000
CN	Local	\$ -	\$ -	\$ -	\$ 835,035	\$ -	\$ 835,035
CN	STBG	\$ -	\$ -	\$ -	\$ 2,629,261	\$ -	\$ 2,629,261
CN	TA	\$ -	\$ -	\$ -	\$ 404,933	\$ -	\$ 404,933
CN	PROTECT	\$ -	\$ -	\$ -	\$ 130,771	\$ -	\$ 130,771
<b>Totals</b>		\$ 700,000	\$ 90,000	\$ -	\$ 4,450,000	\$ -	\$ 5,240,000

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

Downtown Curb Ramps Phase 4 [220021]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Sec 164	\$ 133,293	\$ -	\$ -	\$ -	\$ -	\$ 133,293
PE	Local	\$ 1,707	\$ -	\$ -	\$ -	\$ -	\$ 1,707
CE	Local	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ 90,000
CN	HSIP	\$ -	\$ -	\$ -	\$ 584,382	\$ -	\$ 584,382
CN	Sec 164	\$ -	\$ -	\$ -	\$ 138,678	\$ -	\$ 138,678
CN	Local	\$ -	\$ -	\$ -	\$ 76,940	\$ -	\$ 76,940
<b>Totals</b>		\$ 135,000	\$ -	\$ -	\$ 890,000	\$ -	\$ 1,025,000

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

Crosswalk Safety Improvements Project (Phase 3) [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ -	\$ 19,064	\$ -	\$ -	\$ -	\$ 19,064
PE	HSIP	\$ -	\$ 140,936	\$ -	\$ -	\$ -	\$ 140,936
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 76,940	\$ 76,940
CN	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 584,382	\$ 584,382
CN	Sec 164	\$ -	\$ -	\$ -	\$ -	\$ 138,678	\$ 138,678
<b>Totals</b>		\$ -	\$ 160,000	\$ -	\$ -	\$ 890,000	\$ 1,050,000

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

Downtown Curb Ramps Phase 5 [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ -	\$ -	\$ 102,882	\$ -	\$ -	\$ 102,882
PE	Sec 164	\$ -	\$ -	\$ 138,678	\$ -	\$ -	\$ 138,678
PE	Local	\$ -	\$ -	\$ 11,440	\$ -	\$ -	\$ 11,440
<b>Totals</b>		\$ -	\$ -	\$ 253,000	\$ -	\$ -	\$ 253,000

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

North Dunn Street Multiuse Path [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
RW	Local	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 390,000	\$ 390,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 1,448,900	\$ 1,448,900
CN	STBG	\$ -	\$ -	\$ -	\$ -	\$ 849,261	\$ 849,261
CN	TA	\$ -	\$ -	\$ -	\$ -	\$ 404,933	\$ 404,933
CN	CRP	\$ -	\$ -	\$ -	\$ -	\$ 166,135	\$ 166,135
CN	PROTECT	\$ -	\$ -	\$ -	\$ -	\$ 130,771	\$ 130,771
<b>Totals</b>		\$ 500,000	\$ -	\$ 80,000	\$ -	\$ 3,390,000	\$ 3,970,000

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

Crosswalk Safety Improvements Project (Phase 2) [2200014]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ -	\$ 7,745	\$ -	\$ -	\$ -	\$ 7,745
CE	HSIP	\$ -	\$ 66,255	\$ -	\$ -	\$ -	\$ 66,255
CN	Local	\$ -	\$ 49,502	\$ -	\$ -	\$ -	\$ 49,502
CN	HSIP	\$ -	\$ 364,540	\$ -	\$ -	\$ -	\$ 364,540
CN	Sec 164	\$ -	\$ 135,958	\$ -	\$ -	\$ -	\$ 135,958
<b>Totals</b>		\$ -	\$ 624,000	\$ -	\$ -	\$ -	\$ 624,000

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

Signal Timing Project [1900400]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ 382,500	\$ -	\$ -	\$ -	\$ -	\$ 382,500
PE	Local	\$ 42,500	\$ -	\$ -	\$ -	\$ -	\$ 42,500
<b>Totals</b>		\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000

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

B-Line Trail Connection [1700735]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 257,410	\$ -	\$ -	\$ -	\$ -	\$ 257,410
CN	Local	\$ 1,362,554	\$ -	\$ -	\$ -	\$ -	\$ 1,362,554
CN	STBG III	\$ 340,051	\$ -	\$ -	\$ -	\$ -	\$ 340,051
CN	STBG	\$ 242,110	\$ -	\$ -	\$ -	\$ -	\$ 242,110
CN	CRP	\$ 339,592	\$ -	\$ -	\$ -	\$ -	\$ 339,592
CN	PROTECT	\$ 125,693	\$ -	\$ -	\$ -	\$ -	\$ 125,693
<b>Totals</b>		\$ 2,667,410	\$ -	\$ -	\$ -	\$ -	\$ 2,667,410

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

Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 400,000	\$ 249,600	\$ 259,584	\$ 96,321	\$ 280,441	\$ 1,285,946
PE	CRP	\$ -	\$ 166,400	\$ 173,056	\$ 353,312	\$ 187,177	\$ 879,945
<b>Totals</b>		\$ 400,000	\$ 416,000	\$ 432,640	\$ 449,633	\$ 467,618	\$ 2,165,891

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

West 2nd Street Modernization and Safety Improvements [2200012]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
CE	Local	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
CE	STBG	\$ -	\$ 390,000	\$ -	\$ -	\$ -	\$ 390,000
CN	Local	\$ -	\$ 905,328	\$ -	\$ -	\$ -	\$ 905,328
CN	STBG	\$ -	\$ 2,789,488	\$ -	\$ -	\$ -	\$ 2,789,488
CN	TA	\$ -	\$ 396,993	\$ -	\$ -	\$ -	\$ 396,993
CN	CRP	\$ -	\$ 179,984	\$ -	\$ -	\$ -	\$ 179,984
CM	PROTECT	\$ -	\$ 128,207	\$ -	\$ -	\$ -	\$ 128,207
<b>Totals</b>		\$ 200,000	\$ 4,890,000	\$ -	\$ -	\$ -	\$ 5,090,000

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

# FY 2024-2028 Project List

## Rural Transit

Rural Transit Operations [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	FTA 5311	\$ 891,641	\$ 927,036	\$ 964,399	\$ 1,002,975	\$ 1,043,094	\$ 4,829,145
PE	PMTF	\$ 309,812	\$ 322,204	\$ 335,093	\$ 348,496	\$ 361,436	\$ 1,677,041
PE	Fares & In-Kind	\$ 629,133	\$ 654,298	\$ 680,470	\$ 707,689	\$ 735,997	\$ 3,407,587
<b>Totals</b>		\$ 1,830,586	\$ 1,903,538	\$ 1,979,962	\$ 2,059,160	\$ 2,140,527	\$ 9,913,773

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

Four Camera w/DVR Systems for 10 RT [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CN	STBG	\$ 7,600					\$ 7,600
CN	Local	\$ 1,900					\$ 1,900
<b>Totals</b>		\$ 9,500	\$ -	\$ -	\$ -	\$ -	\$ 9,500

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

# FY 2024-2028 Project List

## Bloomington Transit

Federal, State and Local Assistance for the services including late weeknight service [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Operations	FTA 5307	\$ 2,300,000	\$ 2,346,000	\$ 2,392,920	\$ 2,440,778	\$ 2,489,594	\$ 11,969,292
Operations	PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
Operations	Local	\$ 2,242,221	\$ 2,287,065	\$ 2,441,192	\$ 2,600,568	\$ 2,765,342	\$ 12,336,388
Operations	Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
<b>Totals</b>		\$ 8,853,953	\$ 9,014,914	\$ 9,303,598	\$ 9,600,222	\$ 9,904,990	\$ 46,677,677

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

Purchase of 40-foot BEB Buses & Charging Equip [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ -	\$ -	\$ 4,400,000	\$ 4,500,000	\$ 8,900,000
Capital	Local	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 1,125,000	\$ 2,225,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ 5,500,000	\$ 5,625,000	\$ 11,125,000

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

Purchase of 35-foot Electric Buses, Charging Stations [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ 4,080,000	\$ 4,161,600	\$ -	\$ -	\$ 8,241,600
Capital	Local	\$ -	\$ 1,020,000	\$ 1,040,400	\$ -	\$ -	\$ 2,060,400
<b>Totals</b>		\$ -	\$ 5,100,000	\$ 5,202,000	\$ -	\$ -	\$ 10,302,000

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

Purchase BT Access Vehicles [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5310	\$ -	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,466	\$ 906,754
Capital	Local	\$ -	\$ 55,000	\$ 56,100	\$ 57,222	\$ 58,366	\$ 226,688
<b>Totals</b>		\$ -	\$ 275,000	\$ 280,500	\$ 286,110	\$ 291,832	\$ 1,133,442

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



Land Acquisition for Grimes Lane Expansion [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
Capital	Local	\$ 1,500,000					\$ 1,500,000
<b>Totals</b>		\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000

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

Capitalize the Purchase of Engine/Transmission Rebuilds, Hybrid Energy Units, & Tires [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5307	\$ 157,481	\$ 163,780	\$ 170,331	\$ 177,145	\$ 184,230	\$ 852,967
Capital	Local	\$ 39,370	\$ 40,945	\$ 42,583	\$ 44,286	\$ 46,058	\$ 213,242
<b>Totals</b>		\$ 196,851	\$ 204,725	\$ 212,914	\$ 221,431	\$ 230,288	\$ 1,066,209

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

Purchase Support & Maintenance Vehicles [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		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
<b>Totals</b>		\$ -	\$ 93,750	\$ 88,500	\$ 63,750	\$ -	\$ 246,000

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

Design and construction of Grimes Lane expansion [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ 35,000,000
Capital	Local	\$ -	\$ 8,750,000	\$ -	\$ -	\$ -	\$ 8,750,000
<b>Totals</b>		\$ -	\$ 43,750,000	\$ -	\$ -	\$ -	\$ 43,750,000

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

# FY 2024-2028 Project List

## Indiana Department of Transportation

The Indiana Department of Transportation FY2024-2028 Statewide Transportation Improvement Program (STIP) ([https://www.in.gov/indot/files/STIP\\_2024-2028-draft.pdf](https://www.in.gov/indot/files/STIP_2024-2028-draft.pdf)) will achieve final federal approvals in July-August, 2023.

The BCCMPO FY 2024-2028 TIP includes the following INDOT projects.

SR 37 at Intersection with Dillman Road [1800371]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ 1,209,600	\$ 302,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,512,000
<b>Totals</b>		\$ 1,209,600	\$ 302,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,512,000

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

SR 37 - 3.65 Miles South of SR 45 over Abandoned Railroad Northbound Lane [1801171]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ 329,854	\$ 82,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,318
<b>Totals</b>		\$ 329,854	\$ 82,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,318

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

SR 46 Bridge Superstructure Replacement at 6.04 Miles W of SR 37 at Jacks Defeat Creek (WBL) [1900098]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
PE	NHPP	\$ 60,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
CN	NHPP	\$ 1,968,000	\$ 492,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460,000
<b>Totals</b>		\$ 2,028,000	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,535,000

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

SR 45 Bridge over BR Indian Creek, 3.62 mile S of SR 37 [2000365]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG	\$ 1,160,000	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000
<b>Totals</b>		\$ 1,160,000	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000

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

SR 46 Bridge This Deck Overlay Over BR N Fork Salt Creek, 4.86 Miles E of SR 46 [2002034]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ -	\$ -	\$ 160,599	\$ 40,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,749
<b>Totals</b>		\$ -	\$ -	\$ 160,599	\$ 40,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,749

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

Twenty-three (23) Bridge Thin Deck Overlays on I-69 in Seymour District [2100726 (lead), 2100590, 2100591, 2100592, 2100593, 2100594, 2100595, 2100596, 2100597, 2100598, 2100599, 2100600, 2100628, 2100629, 2100658, 2100659, 2100660, 2100661, 2100662, 2100663, 2100664, 2100682, 2100684]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 5,207,400	\$ 578,000	\$ -	\$ -	\$ -	\$ -	\$ 5,785,400
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 5,207,400	\$ 578,000	\$ -	\$ -	\$ -	\$ -	\$ 5,785,400

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

SR 46 Bridge Deck Overlay on SR 46 at N. Hartstrait Rd over branch Jacks Defeat Creek, 0.02 miles S of SR 46 [2100752]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG	\$ -	\$ -	\$ -	\$ -	\$ 862,400	\$ 215,600	\$ -	\$ -	\$ -	\$ -	\$ 1,078,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 862,400	\$ 215,600	\$ -	\$ -	\$ -	\$ -	\$ 1,078,000

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

SR 48 Small Structure Replacement on ST over Unnamed Ditch, 2.34 Miles E of SR 43 [2100808]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
PE	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 233,200	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ 291,500
<b>Totals</b>		\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 249,200	\$ 62,300	\$ -	\$ -	\$ -	\$ -	\$ 321,500

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

SR 37 Small Structure Pipe Lining on SR 37 over UNT Clear Creek, 1.45 Miles S of I-69 [2100766]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 684,000	\$ 171,000	\$ -	\$ -	\$ -	\$ -	\$ 855,000
<b>Totals</b>		\$ 16,000	\$ 4,000	\$ -	\$ -	\$ 684,000	\$ 171,000	\$ -	\$ -	\$ -	\$ -	\$ 875,000

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

SR 46 Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446 [2100688]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 501,600	\$ 125,400	\$ -	\$ -	\$ -	\$ -	\$ 627,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 501,600	\$ 125,400	\$ -	\$ -	\$ -	\$ -	\$ 627,000

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

SR 45 Added Travel Lane on SR 45 from the Bloomington Bypass to the Intersection on Pete Ellis Drive [1800086]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	District Other Construct	\$ -	\$ -	\$ 1,597,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,597,638
PE	District Other Construct	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
<b>Totals</b>		\$ -	\$ -	\$ 1,847,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,847,638

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

SR 46 Bridge Superstructure Replacement at 4.83 Miles W of SR 37 at Jacks Defeat Creek [2000311]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 528,768	\$ 132,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 660,960
PE	Bridge Construction	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
<b>Totals</b>		\$ 528,768	\$ 132,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 710,960

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

SR 46 HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135 [1900331]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 56,000	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
CN	Road Construction	\$ -	\$ -	\$ 12,661,600	\$ 3,165,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,827,000
CN	Bridge Construction	\$ -	\$ -	\$ 3,148,000	\$ 787,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,935,000
<b>Totals</b>		\$ 56,000	\$ 14,000	\$ 15,809,600	\$ 3,952,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,832,000

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

I-69 Wrong Way Signage with LED Lights at the Intersections of I-69 & Fullerton Pike and I-69 & SR 45/W Bloomfield Rd [2101774] - Proposed												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ 108,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
<b>Totals</b>		\$ 108,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000

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

Repair or Replace Lighting a Various Locations in the Seymour District [2101785] - Proposed													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	STBG	\$ 2,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000
<b>Totals</b>		\$ 2,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000

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

SR 45/46 From .2 mi E of I-69 (Arlington) to 0.93 mi E of I-69 (Kinser) [1700198]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Mobility Construction	\$ 7,859,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,859,094
RW	NHPP	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
<b>Totals</b>		\$ 8,159,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,159,094

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

SR 45 At the intersection of Pete Ellis Dr [1800199]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Safety Construction	\$ -	\$ -	\$ 4,229,600	\$ 1,057,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,287,000
CN	District Other Construct	\$ -	\$ -	\$ 1,478,400	\$ 369,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,848,000
<b>Totals</b>		\$ -	\$ -	\$ 5,708,000	\$ 1,427,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,135,000

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

SR 37 03.65 miles S of SR 45 over Abandoned RR NBL [1801171]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ 329,600	\$ 82,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,000
<b>Totals</b>		\$ 329,600	\$ 82,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,000

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

SR 37 03.65 miles S of SR 45 over Abandoned RR SBL [1801172]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ 206,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,159
<b>Totals</b>		\$ 206,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,159

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

Seymour District ITS & Signal Maintenance Contract - FY 24 [1801358]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Statewide Construction	\$ 106,327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,327
<b>Totals</b>		\$ 106,327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,327

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

SR 46 06.04 miles W of SR 37 @ Jacks Defeat Creek WBL [1900098]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ 1,968,000	\$ 492,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460,000
PE	Bridge Consulting	\$ 60,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
<b>Totals</b>		\$ 2,535,000	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,535,000

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

SR 45 From the SR 46 bypass to N Russell Rd [2000231]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Mobility Construction	\$ -	\$ -	\$ 2,689,600	\$ 672,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,362,000
RW	Mobility ROW	\$ 320,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
<b>Totals</b>		\$ 400,000	\$ 2,769,600	\$ 3,362,000	\$ 672,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,762,000

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

SR 48 Bridge Over Richland Creek, 01.15 mile E SR 43 [2000359]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ 823,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 823,517
PE	Bridge Construction	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
<b>Totals</b>		\$ 843,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,517

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

I-69 NBL over UNT Clear Creek, 2.12 S SR 37 [2100590]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000

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

I-69 SBL over UNT Clear Creek, 2.12 S SR 37 [2100591]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000

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

I-69 NBL over UNT Clear Creek, 1.20 S SR 37 [2100592]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000

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

I-69 SBL over UNT Clear Creek, 1.20 S SR 37 [2100593]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000

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

SR 37 NB ramp to I-69 SB bridge over I-69 NB/SB, 2.91 miles S of SR-45 [2100600]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000

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

I-69 NBL over Bolin Lane, 00.59 SR 37 [2100628]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

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

I-69 SBL over Bolin Lane, 00.59 SR 37 [2100629]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

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

I-69 SB ramp to SR 37 SB Bridge over I-69 NB/SB, 3.00 miles S of SR-45 [2100658]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,000

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

I-69 SBL over S Lodge Rd, 3.03 S SR 37 [2100659]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,000

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

I-69 NBL over W Tramway Rd, 01.79 S SR 37 [2100660]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

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

I-69 SBL over W Tramway Rd, 01.79 S SR 37 [2100661]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

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

I-69 W Vernal Pike Bridge over I-69, 0.59 miles S of SR 46 [2100682]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,000

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

Various locations in the Seymour District [2200005]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,671,000	\$ -	\$ -	\$ -	\$ -	\$ 5,671,000

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

IDIQ, Various locations throughout the Seymour District [2200476]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Road Construction	\$ 800,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
<b>Totals</b>		\$ 800,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

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

SR 446 Over Unnamed Ditch, 5.1 miles N of SR 58 [2200572]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
RW	Bridge ROW	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
PE	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 582,671	\$ -	\$ -	\$ -	\$ -	\$ 582,671
<b>Totals</b>		\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 592,671	\$ -	\$ -	\$ -	\$ -	\$ 612,671

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

I-69 West Arlington Road, 0.07 mile N of SR 46 [2200619]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,396,700	\$ 266,300	\$ -	\$ -	\$ -	\$ 2,663,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,396,700	\$ 266,300	\$ -	\$ -	\$ -	\$ 2,663,000

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

I-69 NBL Over Griffy Creek, 2.97 miles N of SR 46 [2200632]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ -	\$ 362,048
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ -	\$ 362,048

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

I-69 SBL over Griffy Creek, 2.97 miles N of SR 46 [2200633]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ -	\$ 362,048
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ -	\$ 362,048

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

I-69 Walnut Street SB Ramp over I-69 NB/SB, 2.92 miles N of SR 46 [2200634]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,280
	<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,280

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

I-69 Over Bean Blossom Overflow, 3.28 miles N of SR 46 [2200635]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,420
	<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,420

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

I-69 Kinser Pike, 2.47 miles N of SR 46 [2200734]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 214,966
	<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 214,966

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

Seymour District Systemic Safety - New or Slotted Left Turn (No ROW) [2200940]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,592,000	\$ 648,000	\$ -	\$ -	\$ 3,240,000
PE	Safety Consulting	\$ 400,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
	<b>Totals</b>	\$ 400,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,592,000	\$ 648,000	\$ -	\$ -	\$ 3,740,000

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

District Wide Pedestrian Crossings [2200995]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 883,125	\$ -	\$ -	\$ -	\$ 883,125
	<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 883,125	\$ -	\$ -	\$ -	\$ 883,125

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

Seymour District ITS & Signal Maintenance Contract - FY 25 [2201139]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Statewide Construction	\$ -	\$ -	\$ 167,200	\$ 41,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,000
	<b>Totals</b>	\$ -	\$ -	\$ 167,200	\$ 41,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,000

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

Traffic Signal Modernizations at various locations in Seymour District [2201149]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ 950,000
	<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ 950,000

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

Various locations in Seymour District raised pavement markings [2201216]														
Project Phase	Funding Source	Fiscal Year										Totals*		
		2024		2025		2026		2027		2028				
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State			
CN	Safety Construction	\$ -	\$ -	\$ 360,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
	<b>Totals</b>	\$ -	\$ -	\$ 360,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000

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

# Appendices





# Appendix A:

## Financial Analysis Assumptions

### Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) project selection and implementation. This appendix 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 and FAST) 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 2028 planning period.

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

- *eSafety 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 Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) governs current federal funding for highway, transit, and railroad facilities. The BIL provides \$550 billion over fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The 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

*Bloomington-Monroe County Metropolitan Planning Organization  
FY 2024-2028 Transportation Improvement Program*

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 BIL 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):** Within the STBG, the HSIP serves as a core federal-aid program 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).
- **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) does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPPO.
- **Metropolitan Planning Program (PL):** Under the FAST 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. The FAST Act continues to require metropolitan transportation plans (MTPs) and TIPs to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

- **National Highway Freight Program (NHFP):** This program provides states with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

## **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. 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 2024 STBG fund allocation for the BMCMPPO as of January 2023 was \$3.12 million. The forecast of STBG funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **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 BMCMPPO will receive an allocation of \$559,000 in FY 2024. The forecast of HSIP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **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 BMCMPPO will receive an allocation of \$389,000 in FY 2024. The forecast

of TA funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Section 164 Penalty Program Funds**

The BMCMPPO will receive a FY 2024 Section 164 program fund allocation of approximately \$133,300 in FY 2024 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Carbon Reduction Program (CRP) Funds**

CRP funds represent a new federal-aid program under the BIL, and may be obligated for projects that support the reduction of transportation emissions. The BMCMPPO will receive a CRP allocation of \$339,600 in FY 2024. The forecast of CRP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

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

PROTECT funds represent another new federal-aid program under the BIL directed at project activities that promote resilience to climate change and natural disasters. The BMCMPPO will receive a PROTECT fund allocation of \$125,700 in FY 2024. The forecast of PROTECT funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **State of Indiana Investments**

With the exception of geometric safety improvements along the SR 45 corridor on Bloomington's east side, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County between FY 2024 and FY 2048 given the recent completion of the I-69 corridor through the MPA.

A majority of INDOT's investment priorities shall focus on safety enhancements and system preservation and maintenance of existing state 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.

- *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.

### **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 BMCMPPO FY 2024-2028 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) year program timeframe. Illustrative projects have been included as additional resources become available. The BMCMPPO 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 financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit remain strong with economic growth and capital investment levels exceeding urban area pre-pandemic levels.

# Appendix B:

## Transportation Planning Requirements

### Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPPO) *2045 Metropolitan Transportation Plan (MTP)* and the Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) were prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPO) are required to have 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 2024-2028 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 2024-2028 TIP based on the BMCMPPO *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 2024-2028 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 2024-2028 TIP address and incorporate 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 non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.**

The FY 2024-2028 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 2024-2028 TIP and the *2045 MTP* fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2024-2028 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 2024-2028 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 2024-2028 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPPO *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 2024-2028 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the *2045 MTP* recommends the adoption of a BMCMPPO-specific “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, non-motorized, 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 BMCMPPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU 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 2024-2028 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 2024-2028 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 2024-2028 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 2024-2028 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 BMCMPPO 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 2024-2028 TIP* focuses on 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 2024-2028 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 2024-2028 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 2024-2028 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 BMCMPPO'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 BMCMPPO 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 *2045 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 2024-2028 TIP reflects this policy approach.

All newly proposed FY 2024-2028 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2024-2028 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 Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following national performance goals meet established in 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 for Federal Highway Administration (FHWA) programs are:

- **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 these 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 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.

Most 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 along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of 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 (BMCMPPO) 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 2022 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for the Year 2023.

The Indiana Statewide Targets that were established are 5 year averages as follows:

- Number of Fatalities = 894.2
- Rate of Fatalities = 1.088
- Number of Suspected Serious Injuries = 3348.1
- Rate of Suspected = 4.068
- Number of Non-Motorized Fatalities and Serious Injuries = 399.6

The BMCMPPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2045 Metropolitan Transportation Plan and the FY 2024-2028 TIP. The BMCMPPO Policy Committee approved this action at a regularly scheduled meeting on February 10, 2023.

### ***Pavement Condition Target Performance Measures***

The BMCMPPO 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. 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 BMCMPPO 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. 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 BMCMPPO will support 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

These targets include:

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

### ***Interstate Freight Reliability Targets***

The BMCMPPO will support 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

## INDOT - BMCMPO Performance Measure Targets

Performance Measure		2023 Target		
<b>Safety</b>	Total Fatalities	894.2		
	VMT/(Hundred Million VMT)	823.07		
	Rate of Fatalities (Per HMVMT)	1.088		
	Number of Serious Injuries	3348.1		
	Rate of Serious Injuries (Per HMVMT)	4.068		
	Number of Non-Motorized Fatalities & Serious Inj.	399.6		
Performance Measure		2024 2-Year Target	2026 4-Year Target	Measured Units
<b>Bridge</b>	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
<b>Pavement</b>	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
	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%	
<b>System Performance/Freight</b>	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	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
	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

Source: INDOT Technical Planning Section and BMCMPO, 03-20-23.



## ***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. The FT initially extended that deadline to January 1, 2018. The 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 adopted BMCMPPO 2045 MTP includes the following FY 2021 targets established by Bloomington Transit (BT) in the following categories:

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Rolling Stock Target = 25%*
  - *FY 2021 Cutaway Bus Target = 0%*
  - *FY 2021 Minivan Target = 0%*
  
- ***Bloomington Transit Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Non-revenue automobiles = 35%*
  - *FY 2021 Trucks = 0%*
  - *FY 2021 Vans = 70%*
  - *FY 2021 Bus Wash = 100%*
  - *FY 2021 Forklift = 100%*
  
- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
  - *FY 2021 Administration/Maintenance facility = 0%*
  - *FY 2021 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 2024 and into future fiscal years. The BMCMPPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPPO 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 environmental justice (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 *2045 Metropolitan Transportation Plan (MTP)* is that minority and low-income residents should:

- 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.

## **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. **Table 1** summarizes the percentage of non-white and below poverty populations per Census Tract for Monroe County given currently available data. Individual Census Tract identifications relied on two 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 are classified as living below poverty level.*

Monroe County census tracts with 50 percent or more of either of the two (2) EJ characteristics identify locations of importance for transportation planning and project development needs.

The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- **Census Tract 1** covering the Bloomington Central Business District and immediate surrounding areas;
- **Census Tract 2.01** covering the northern portion of the Indiana University campus;
- **Census Tract 2.02** covering the southern portion of the Indiana University campus;
- **Census Tract 6.02** covering the northwestern portion of the City of Bloomington; and
- **Census Tract 16** covering the area north of downtown Bloomington and immediately northwest of the Indiana University campus.

**Figure 1** illustrates the Monroe County census tracts with 50 percent or more of the two (2) environmental justice characteristics subject to compliance for current or future transportation system projects. The 2045 MTP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within Monroe County's identified EJ census tracts. The BMCMPPO FY 2024-2028 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within Monroe County's identified EJ census tracts.

The EJ census tracts identified for 2045 MTP and the FY 2024-2028 TIP plan encompass large areas of the Indiana University campus housing and/or illustrate high concentrations of off-campus/adjacent-campus housing desired by the university's student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tracts very likely reflects the large number of undergraduate and graduate students residing within geographically established Indiana University campus boundaries. Tract 2.02, for example, has a high minority proportion reflecting international student residents. By comparison, the Bloomington Housing Authority manages a large low-income housing complex within Tract 6.01 as do several other agencies within this tract. Tract 6.01 is close to meeting the EJ characteristics, but offers some context when comparing it to the balance of EJ census tracts that have high student populations. The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are highly responsive to Transportation Improvement Program (TIP) programming needs in these areas the need to address specific EJ concerns as a projects moves forward with implementation.

Public transit service is an additional EJ consideration. **Figure 1** provides a useful reference for assessing the spatial relationship between Transit services and environmental justice compliance. Bloomington Transit (BT), Indiana University (IU) Campus Bus, and Rural Transit provide expansive transit service coverage within and in close proximity to the Indiana University campus and the Downtown Bloomington area (Tracts 1, 2.01, 2.02, 6.01, 6.02, and 16). Taken together, Bloomington Transit (with regular scheduled service coupled with micro-transit, & paratransit services), IU Campus Bus, and Rural Transit provide a comprehensive range of public transportation services to all Environmental Justice Tracts within Monroe

County. Future transit investments supported by the *2045 MTP* and the BMCMPPO FY 2024-2028 TIP shall continue to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvements contained in the *2045 MTP and the FY 2024-2028 TIP* will benefit areas with a concentration of low-income households through improved mobility and accessibility without having any “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 2024-2028 TIP makes multimodal transportation investments within, and to, low-income areas ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these consideration factors, the *2045 MTP* and the FY 2024-2028 TIP are in compliance with Title VI relative to Environmental Justice.

### **Environmental Justice Area Projects**

The City continuously undertakes projects steps to improve services in traditionally underserved communities. Using 2010 Census data, several BMCMPPO Transportation Improvement Program (TIP) projects targeted underserved communities in Bloomington’s Near West Side neighborhood, due to the percentage of the population that did not have a vehicle and thus 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 200 trip hazards.

The City Bloomington additionally completed the following projects:

- Improved downtown curb ramps;
- Improved pedestrian safety and accessibility at signalized intersections;
- Improved numerous Bloomington Transit and IU Campus Bus passenger stops;
- 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 data approach to directly target areas of sidewalk repair to best service underserved communities.

### **Environmental Justice Conclusions**

**Table 1** and **Figure 1** define current Monroe County EJ census tracts with respective minority populations and low-income thresholds meeting Title VI requirements as they relate to

*Bloomington-Monroe County Metropolitan Planning Organization  
FY 2024-2028 Transportation Improvement Program*

transportation planning. Census tracts 1, 2.01, 2.02, and 16 illustrate a high minority population and lower income level concentrations specifically within and immediately surrounding Indiana University campus student housing. Conversely, environmental justice census tracts 6.01 and 6.02 reflect the City of Bloomington’s lower income levels along the west and northwest corporate boundaries. No other environmental justice areas reside within balance of the metropolitan planning area or more rural areas of Monroe County.

## Environmental Justice – Future Reassessments

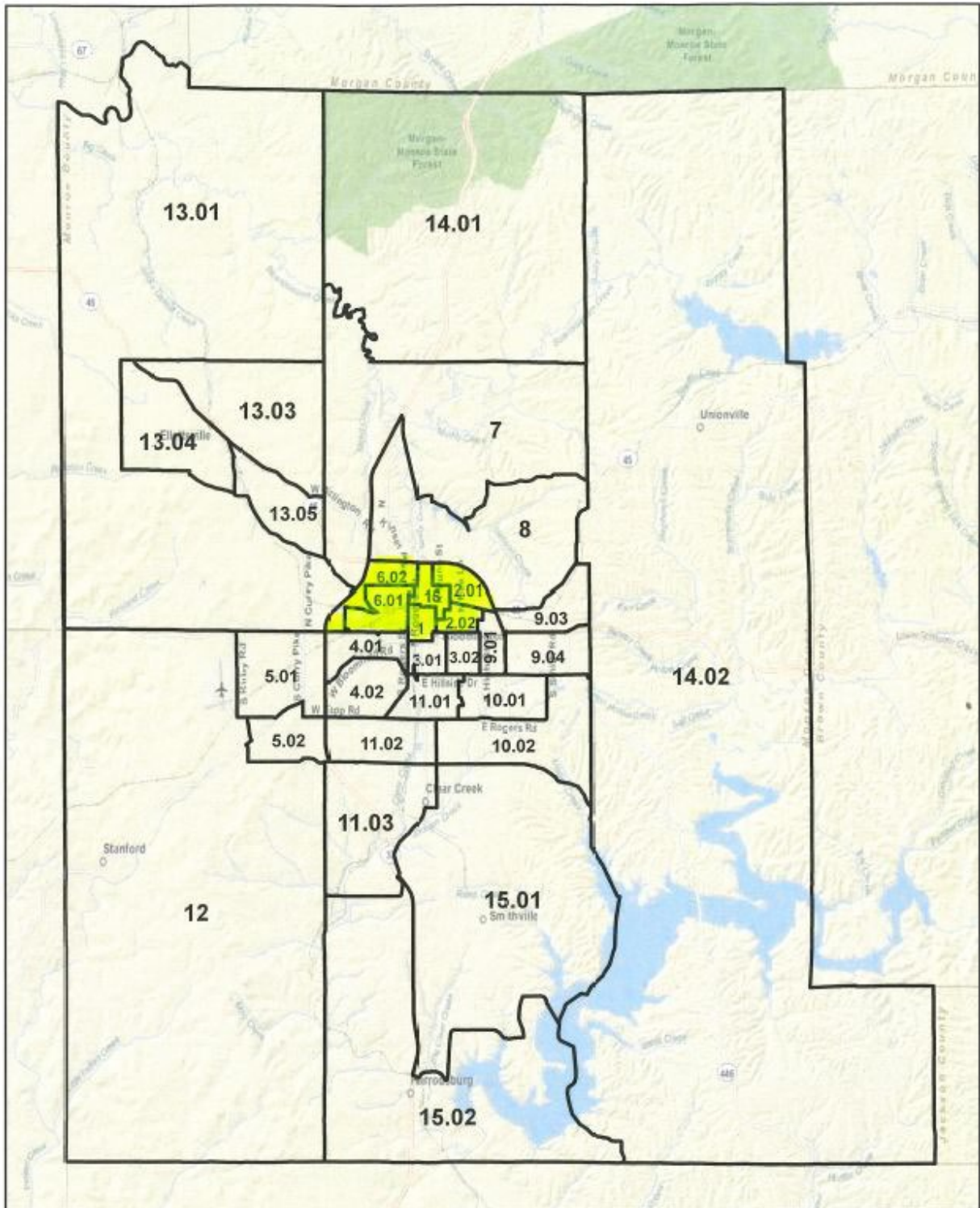
Future reassessments of identifiable Monroe County environmental justice census tracts will coincide with the release of the 2020 Census data in calendar year 2023.

**Table 1 – Monroe County Census Tracts:  
Environmental Justice Population Estimates\***

Census Tract	Population	White	Non-White	% Minority	% Below Poverty
1.00	5286	4656	630	11.9%	72.7
2.01	564	124	440	78.0%	65.6
2.02	60	56	4	6.7%	81.7
6.02	3137	2350	787	25.1%	59.1
16.00	4971	4355	616	12.4%	76.9

Source: U.S. Census Bureau / ACS 2015 5 Year Estimate, December 2019.

Figure 1 - Monroe County, Indiana - Environmental Justice Census Tracts \*



\*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months. Prepared December 2019.

# 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 (BMCMPPO) 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 BMCMPPO 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<sub>2.5</sub>) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for PM<sub>2.5</sub> is 12.0 micrograms per cubic meter (µg/m<sup>3</sup>). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of PM<sub>2.5</sub> concentrations from a single monitor must be less than or equal to 12.0 µg/m<sup>3</sup>. A monitor that measures 12.05 µg/m<sup>3</sup> or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."



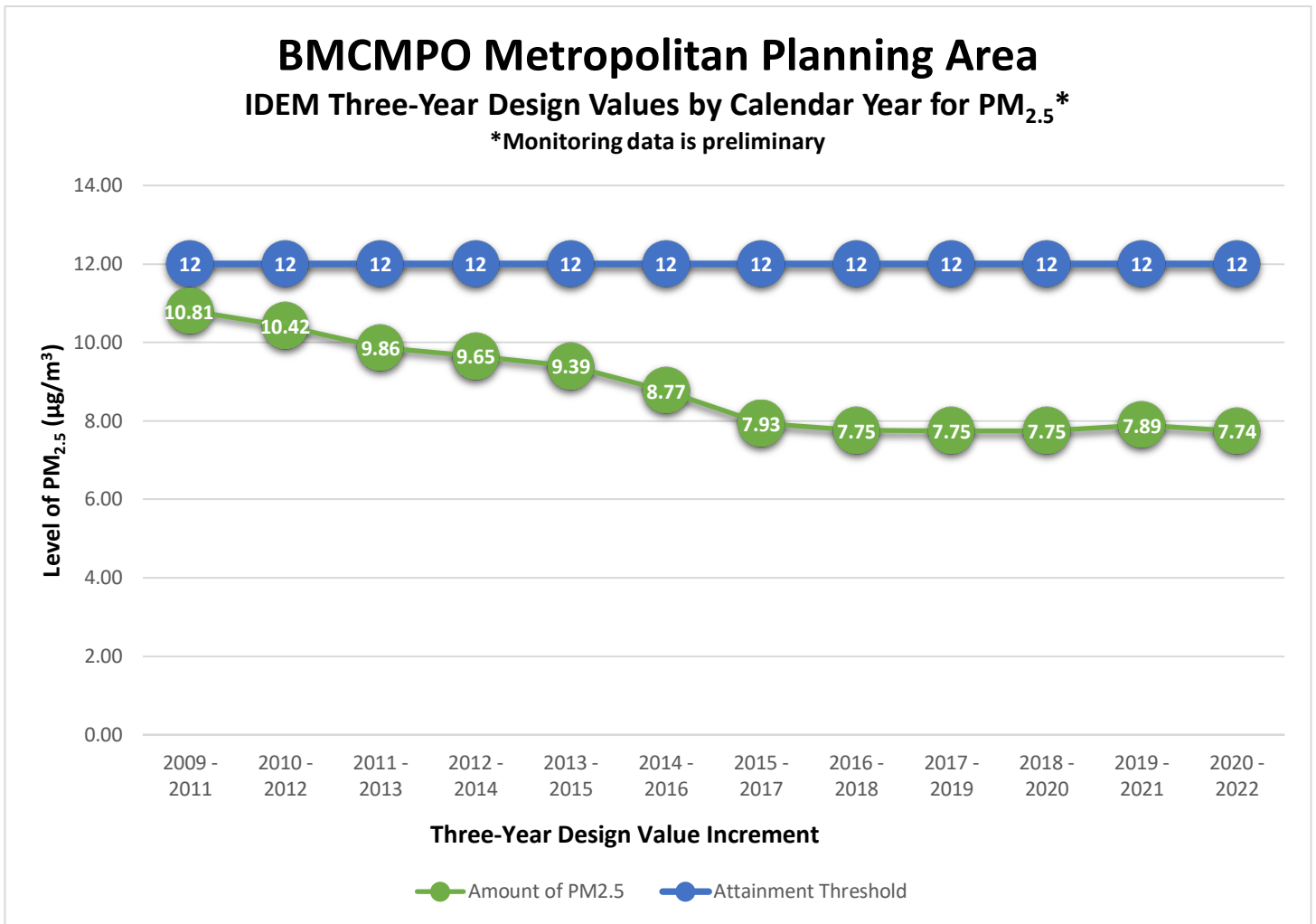
IDEM's PM<sub>2.5</sub> Annual Monitoring Data from April 2009 through December 31, 2022 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM<sub>2.5</sub> decline within the urban area from 10.62 µg/m<sup>3</sup> to 7.1 µg/m<sup>3</sup>. As previously noted, a monitor that measures 12.05 µg/m<sup>3</sup> or higher achieves nonattainment status.

The 2020 - 2022 three-year design value for the Bloomington-Monroe County PM<sub>2.5</sub> monitor is 7.74 µg/m<sup>3</sup>. Reference data are publically available at [https://www.in.gov/idem/airmonitoring/files/monitoring\\_quick\\_view\\_pm25.xlsx](https://www.in.gov/idem/airmonitoring/files/monitoring_quick_view_pm25.xlsx).

### **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.

**Figure E1: Annual Air Quality Monitoring Data within the BMCMPO Metropolitan Planning Area.**



An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the 2045 MTP should therefore result in an improvement to air quality given a system-wide investment focus on multimodal safety, maintenance and preservation, public transit, and bicycle/pedestrian facilities. The travel demand model analysis completed for the 2040 MTP indicates that vehicle miles of travel will increase for the “No-Build, Do-Nothing” (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide roadway network volume-to-capacity ratios;
- Roadway network miles operating below Level-of-Service “C”;
- Vehicle-miles of travel on facilities operating on below Level-of-Service “C”;
- Congested vehicle-hours of travel; and
- Total vehicle-miles of travel.

The BMCMPPO travel demand forecast model suggests that air quality could degrade over the Year 2045 forecast period if agencies within the Bloomington and Monroe County MPA make no further major transportation investments for system preservation. This finding assumes (1) continued growth of vehicles miles of travel, (2) a correlation of congestion and air quality to vehicle speeds, (3) total vehicles, and (4) vehicle miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) could occur under a “no-build” Transportation Plan alternative scenario.

Conversely, the most favorable of the Travel Demand Model scenario alternatives for air quality (e.g., “Peak Oil”, a quantitative decrease of overall urban area vehicle miles traveled or a dedicated policy of a compact urban form, e.g., “Urban Infill”) documented in the *2040 MTP* and the *2045 MTP* focus on (1) public transportation and alternative transportation without adding capacity and (2) emphasizing system-wide capacity preservation and maintenance that could result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratios;
- Congested roadways;
- Vehicle miles of travel on congested roadways;
- Congested vehicle hours of travel; and
- Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as “CAFE”).

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the Bloomington and Monroe County MPA during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 MTP* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multimodal system growth of the public transportation, bicycle, and pedestrian systems.

Updated Corporate Average Fuel Economy (CAFE) standards became effective July 1, 2022 (<https://www.federalregister.gov/documents/2022/05/02/2022-07200/corporate-average-fuel-economy-standards-for-model-years-2024-2026-passenger-cars-and-light-trucks>). This federal rule directs manufacturers to achieve an 8% annual increase in vehicle fuel efficiency in model years 2024 – 2025 as well as a 10% annual increase in vehicle fuel efficiency in model year 2026. The transportation sector of the national economy is the largest source of climate change greenhouse gases in the United States according to USEPA scientifically documented data.

In April 2022, the Council on Environmental Quality (CEQ) published in the [Federal Register](#) a Final Rule to “amend certain provisions of its regulations for implementing the National Environmental Policy Act (NEPA), addressing the purpose and need of a proposed action,

agency NEPA procedures for implementing CEQ's NEPA regulations, and the definition of 'effects.' The amendments generally restore provisions that were in effect for decades before being modified in 2020.”

## **Climate Change Scientific Assessments**

Climate change is a critical concern of the BMCMPPO. 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 *2045 MTP* 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* (<https://docs.lib.purdue.edu/climatetr/2/>) 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.

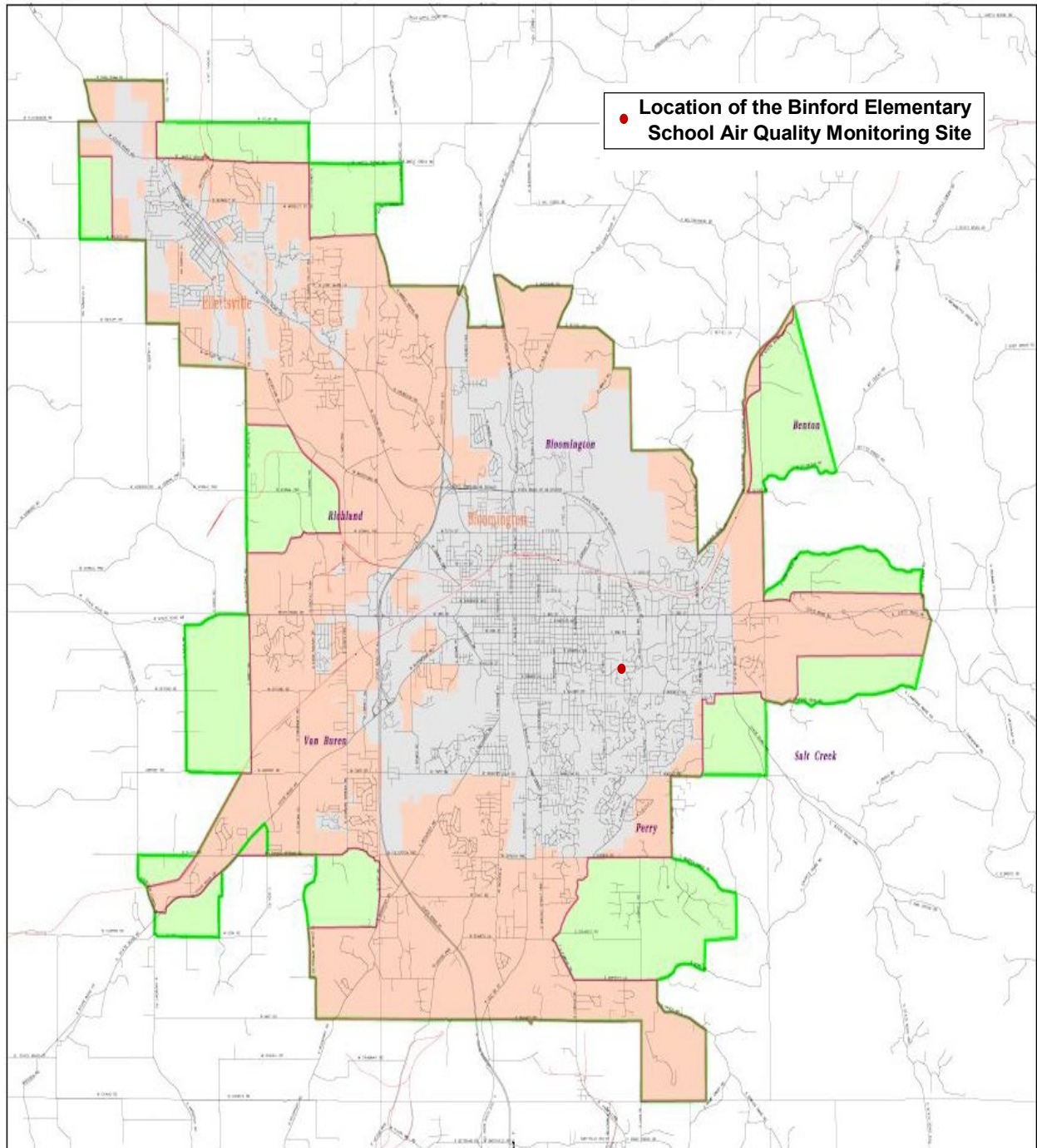
## **Climate Change Scientific Assessment Conclusions**

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

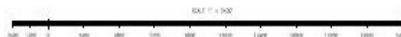
document climate change currently underway within the State of Indiana and the metropolitan planning area.

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



**City of Bloomington, Indiana**  
Planning Department



As part of this map may be updated for use paper without written permission from the City of Bloomington.

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

The list of *FY 2024-2028 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) *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 BMCMPPO’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 BMCMPPO Complete Streets Policy website posting is found at the following link:

<https://bloomington.in.gov/sites/default/files/2019-02/BMCMPPO%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 BMCMPPO 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
<p><b>PLACE</b> 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.</p>		
<b>Quality of bicycling environment</b>	Project	<ul style="list-style-type: none"> <li>• Width of bicycle facilities</li> <li>• Pavement condition of bicycling facility</li> <li>• Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars</li> <li>• Right turn on red restrictions</li> </ul>
<b>Quality of pedestrian environment</b>	Project	<ul style="list-style-type: none"> <li>• Crossing distance and time</li> <li>• Presence of enhanced crosswalks</li> <li>• Wait time at intersection</li> <li>• Width of walking facility</li> <li>• Right turn on red restrictions</li> <li>• Planting of new or maintaining existing trees</li> </ul>
<b>Quality of transit environment</b>	Project	<ul style="list-style-type: none"> <li>• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection</li> <li>• Quality of accommodations for passengers at stops</li> <li>• Presence of wayfinding and system information</li> <li>• Real-time arrival information</li> <li>• Off-board payment option</li> </ul>
<b>Resident participation</b>	Project	<ul style="list-style-type: none"> <li>• Number of responses gathered</li> <li>• Number of people at meetings</li> </ul>
<b>Quality of automobile trips</b>	Project	<ul style="list-style-type: none"> <li>• Travel lane pavement condition</li> </ul>
<p><b>CRASH RISK</b> Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.</p>		
<b>Compliance with posted speed limit</b>	Project	<ul style="list-style-type: none"> <li>• Percentage of drivers exceeding the posted speed limit</li> <li>• Match between target speed, design speed, and 85<sup>th</sup> percentile</li> </ul>
<b>Crashes</b>	Project	<ul style="list-style-type: none"> <li>• Number of crashes by mode on project (before and after)</li> <li>• Crash severity by mode and location</li> </ul>
<b>Crashes</b>	Network	<ul style="list-style-type: none"> <li>• Total Number</li> <li>• Rate and location by mode</li> </ul>
<b>Fatalities</b>	Project	<ul style="list-style-type: none"> <li>• Number of fatalities by mode on project (before and after)</li> </ul>
<b>Fatalities</b>	Network	<ul style="list-style-type: none"> <li>• Number of fatalities suffered by all modes</li> </ul>



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

PLACE MEASURE	APPLICATION SCALE	METRIC
<p><b>EQUITY</b>                      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.</p>		
<b>Auto trips</b>	Project	<ul style="list-style-type: none"> <li>• Driving trips as portion of total trips along project</li> </ul>
<b>Auto trips</b>	Network	<ul style="list-style-type: none"> <li>• Driving trips to primary and secondary schools</li> <li>• Vehicle Miles Traveled (VMT) per capita</li> <li>• Driving commutes to work as portion of total commutes to work</li> </ul>
<b>Bicycle trips</b>	Project	<ul style="list-style-type: none"> <li>• Bicycling trips as portion of total trips along project</li> </ul>
<b>Bicycle trips</b>	Network	<ul style="list-style-type: none"> <li>• Bicycling trips as portion of total trips</li> <li>• Bicycling commutes to work as portion of total commutes to work</li> </ul>
<b>Transit trips</b>	Network	<ul style="list-style-type: none"> <li>• Transit trips as portion of total trips</li> <li>• Transit commutes to work as portion of total commutes to work</li> </ul>
<b>Walk trips</b>	Project	<ul style="list-style-type: none"> <li>• Walk trips as portion of total trips along project</li> </ul>
<b>Walk trips</b>	Network	<ul style="list-style-type: none"> <li>• Walk trips as portion of total trips in community</li> <li>• Walk commutes to work as portion of total commutes to work</li> </ul>

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).

**Table F-2 BMCMPO Transportation Improvement Program – Project Prioritization Criteria**

BMCMPO TIP - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%		
Project addresses a maintenance need (e.g. repaving, bridge repair)			
Project is located within existing right of way			
	Total	0	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations			
<b>Project incorporates strategies that reduce crash risk</b>			
Geometrical improvement for motorized safety			
Geometrical Improvement for non-motorized safety			
Signalization Improvement			
Signage/Wayfinding			
Project improves safe travel to nearby schools (within 1 mile)			
Other improvements with rationale as to how the project reduces crash risk			
	Total	0	
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%		
Project located along existing pedestrian/bicycle facility			
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)			
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)			
Project includes sidewalk improvements			
Project includes bicycle facility improvements			
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)			
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)			
Project makes a connection to an existing active mode facility			
	Total	0	
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%		
Improvements to access management			
Signalization improvement			
Improves parallel facility or contributes to alternative routing			
Provides capacity for non-motorized modes			
Adds transit capacity			
Other strategies			
	Total	0	
<b>Health and Equity</b>			
Project provides increased accessibility for people with a low income & minorities	10%		
Project corrects ADA non-compliance			
Project promotes physical activity			
Project reduces vehicle emissions			
Project will not have a negative impact for a natural resource			
Project will not have a negative impact for a socio-cultural resources			
	Total	0	
<b>Consistency with Adopted Plans</b>			
Project located along planned transit service	10%		
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			
	Total	0	
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%		
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			
<b>Project supports high quality growth and land use principles</b>			
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	0	
<b>Overall Total</b>		<b>0</b>	

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3

**BMCMPPO FY 2024-2028 TIP: New Projects Evaluated for Complete Streets Policy Compliance**

Project	Brief Description	Compliant	Exempt	N/A
<p><b>Crosswalk Safety Improvements – Phase III</b></p>	<p><b>Safety - Safe Streets &amp; Roads for All</b> - 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.</p>	<p>●</p>		
<p><b>Downtown Curb Ramps - Phase V</b></p>	<p><b>Safety - Safe Streets &amp; Roads for All</b> - 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.</p>	<p>●</p>		
<p><b>Covenanter Protected Bike Lanes</b></p>	<p><b>Safety &amp; Mobility - Safe Streets &amp; Roads for All</b> - Project priorities include improving safety and expanding capacity by adding facilities for non-motorized modes that connect to existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City’s ability to transport people while also working toward goals of equity and sustainability. This project is part of the Transportation Plan’s High Priority Bicycle Network which is intended to form a basic east-west and north-south bicycle network to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. This network connects parks, trails, schools, employers, retail, and housing. Within the limits of this project there is a hardware store, a grocery store, restaurants, high-density housing where this census block has the city’s south east side highest population density.</p>	<p>●</p>		
<p><b>North Dunn Street Multiuse Path</b></p>	<p><b>Safety &amp; Mobility - Safe Streets &amp; Roads for All</b> - Project priorities include improving safety by reducing conflicts between modes with the construction of a physically separated facility for people walking and bicycling plus expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections, this project will improve the City’s ability to transport people while also working toward goals of equity and sustainability. This project will improve connectivity between north-side residences and Parks with the rest of Bloomington. The new multiuse path will connect residential neighborhoods to the existing multiuse paths on the Bypass and on Dunn Street south of 17th Street. It will provide those neighborhoods with improved connectivity to IU Campus as well as the rest of Bloomington. It will also build towards a more accessible route for the majority of Bloomington to access the Griffy Lake Nature Preserve. All intersections within the project limits will be evaluated for options to provide improved pedestrian and bicycle access from the multiuse path to adjacent neighborhoods. These access improvements may involve curb bumpouts, flashing beacons, or other features. The project will also include signage and marking updates to improve predictability along the corridor.</p>	<p>●</p>		

<p><b>Old SR 37 at Dillman Rd. Intersection Improvement</b></p>	<p><b>Safety</b> – Intersection improvement with dedicated turn lanes, crosswalks, sidewalks, and multi-use path for a conventional traffic signal or, alternatively, a roundabout construction if topography, roadway grades, as available land will allow for construction to reduce crash frequency and crash severity.</p>	<p>•</p>		
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The BMCMPPO Complete Streets Policy established in 2009 with a subsequent 2018 update and annual reviews in calendar years 2019 through 2022 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 BMCMPPO FY 2024-2028 TIP Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for

- City of Bloomington - Crosswalks Safety Improvements - Phase III
- City of Bloomington - Downtown Curb Ramps - Phase IV project
- City of Bloomington - Covenanter Protected Bike Lanes project
- City of Bloomington - North Dunn Street Multiuse Path project, and
- Monroe County - Old S.R. 37 at Dillman Road Intersection project.

The derivation of all resultant Complete Streets Project Prioritization Scores were achieved after consultations with Local Planning Agencies (LPA) technical staffs in May 2023.

DES#TBD - Crosswalk Safety Improvements Project - Phase III

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
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		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		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		1
<b>Total</b>		
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	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)		0
Project includes sidewalk improvements		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)		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	
<b>Total</b>		<b>1.4</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		1
Other strategies		1
<b>Total</b>		<b>0.7</b>
<b>Health and Equity</b>		
<b>Project provides increased accessibility for people with a low income &amp; minorities</b>		
Project corrects ADA non-compliance	10%	1
Project promotes physical activity		1
Project reduces vehicle emissions		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		1
<b>Total</b>		<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
<b>Project located along planned transit service</b>		
Project located along planned pedestrian/bicycle facility	10%	1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	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		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.75</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

DES#TBD - Downtown Curb Ramps - Phase 4

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon <i>existing</i> infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety		0
Geometrical Improvement for non-motorized safety	1	
Signalization Improvement	0	
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	1	
<b>Total</b>	<b>0.8</b>	
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	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		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	
<b>Total</b>	<b>1.8</b>	
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
<b>Total</b>		<b>0.4</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		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		1
<b>Total</b>	<b>0.6</b>	
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
<b>Total</b>	<b>0.7</b>	
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	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		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	1	
Project location supports infill/redevelopment	1	
Project contributes to transportation network grid development/roadway network connectivity	1	
<b>Total</b>	<b>0.9</b>	
<b>Overall Total</b>		<b>5.65</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

**DES#TBD - Covenanter Protected Bike Lanes & Intersection Improvements**

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		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		1
<b>Total</b>		<b>1</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	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)		0
Project includes sidewalk improvements		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)	20%	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
<b>Total</b>		<b>1.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies	1	
<b>Total</b>		<b>0.6</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		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		1
<b>Total</b>		<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans	1	
Other applicable planning documents	1	
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	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		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

DES#TBD - North Dunn Street Multimodal Path

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
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. repaving, bridge repair)	15%	1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
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		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		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		1
<b>Total</b>		<b>1</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
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)		0
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
<b>Total</b>		<b>1.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
<b>Total</b>		<b>0.6</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		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		1
<b>Total</b>		<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	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		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.



DES#TBD - Old SR 37 & Dillman Rd Intersection

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
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. repaving, bridge repair)	15%	0
Project is located within existing right of way		0
	<b>Total</b>	<b>0.15</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
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		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		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		1
	<b>Total</b>	<b>1.2</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service		0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	20%	1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		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)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		0
Project makes a connection to an existing active mode facility		0
	<b>Total</b>	<b>0.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes		0
Improvements to access management	10%	1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	<b>Total</b>	<b>0.4</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities		0
Project corrects ADA non-compliance	10%	1
Project promotes physical activity		1
Project reduces vehicle emissions		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		1
	<b>Total</b>	<b>0.5</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service		0
Project located along planned pedestrian/bicycle facility		0
Local Master Thoroughfare Plan Priority	10%	1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		0
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	<b>Total</b>	<b>0.4</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
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)	15%	1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development		0
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		0
	<b>Total</b>	<b>0.6</b>
<b>Overall Total</b>		<b>3.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

# Appendix G:

## Plan Development & Public Involvement Methodology

### Introduction

The FY 2024-2028 Transportation Improvement Program (TIP) prepared by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 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 2024-2028 TIP from April 2023 to adoption with guidance from federal, state, and local partners. The BMCMPPO demonstrated explicit consideration and response to public input received during the development of the TIP. The BMCMPPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

The staff focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the BMCMPPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). The recent COVID-19 pandemic necessitated a shift to hybrid platforms for all meetings using Zoom. All meetings of the Policy Committee are routinely recorded for community viewing by the Citizens Access Television System (CATS <https://www.catstv.net/>) and continued uninterrupted throughout FY 2023 as the staff presented selective elements and the Draft FY 2024-2028 TIP. The Draft FY 2024-2028 TIP had additional postings on the BMCMPPO 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 throughout calendar year 2023:

#### **January 6, 2023 – Local Public Agency Distribution Announcement**

- |   |                   |
|---|-------------------|
| • Call for Projects Issued  | January 6, 2023   |
| • Call for Projects (Updated)   | January 26, 2023  |
| • Project Request Application Deadline  | February 10, 2023 |
| • Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Project Requests, Project Reviews and Fiscal Constraint Issues | February 22, 2023 |

- Policy Committee (PC) Project Requests, Project Reviews and Fiscal Constraint Issues March 10, 2023
- TAC and CAC Federal Program Category Allocations, LPA Applications Received, Fiscally Constrained Program April 26, 2023
- PC Federal Program Category Allocations, LPA Applications Received, Fiscally Constrained Program May 12, 2023
- Legal Advertisements May 12 and May 14, 2023
- Thirty (30) Day Public Comment Period Begins May 12, 2023
- Draft FY 2024-2028 TIP Submission to INDOT May 15, 2023
- Draft FY 2024-2028 TIP Public Input Meeting May 22, 2023
- TAC and CAC Final Draft Reviews and Recommendations May 24, 2023
- Receipt of INDOT, FHWA, FTA Review Comments June 2, 2023
- Thirty (30) Day Public comment Period Ends June 10, 2023
- TAC and CAC Recommended Adoption June 28, 2023
- PC Approval of Final FY 2024 - 2028 TIP June 30, 2023
- Adopted Submission to INDOT of FY 2024 - 2028 TIP June 30, 2023
- FHWA/FTA/INDOT FY 2024 - 2028 TIP Approval Letter July 2023

### Public Outreach Process

The public outreach process for the FY 2024-2028 TIP included:

- Posting the Draft FY 2024-2028 TIP for public review and comment on the City of Bloomington website page (<https://bloomington.in.gov/mpo/transportation-improvement-program>)
- Posting of Draft FY 2024-2028 Transportation Improvement Program - Public Comment Form on the City of Bloomington website page under the Draft document link.
- Legal Advertisements in the *Bloomington-Herald Times* on Friday, May 12<sup>th</sup> and Sunday, May 14<sup>th</sup> 2023. Proof of legal advertisement made available upon request from the BMCMPPO staff.
- City of Bloomington Public Meeting Press Release:

### FOR IMMEDIATE RELEASE

May 18, 2023

#### For more information, please contact:

Pat Martin, Senior Transportation Planner, [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) or 812-349-3530; or Rachael Sargent, MPO Transportation Planner, [rachael.sargent@bloomington.in.gov](mailto:rachael.sargent@bloomington.in.gov) or 812-349-3588.

*Bloomington-Monroe County Metropolitan Planning Organization  
FY 2024-2028 Transportation Improvement Program*

## Public Invited to Provide Input about Local Transportation Projects

**Bloomington, Ind.** -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will hold a hybrid Public Information Meeting on **Monday, May 22, from 6:00 to 8:00 p.m.** in the Bloomington City Hall Council Chambers with the goal of gaining public input for development of the **Fiscal Year 2024-2028 [Transportation Improvement Program \(TIP\)](#)**.

Join Zoom Meeting

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

Meeting ID: 865 723 1124

Passcode: BMCMPPO

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: <https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09>

The FY 2024-2028 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 BMCMPPO 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 BMCMPPO staff by email at [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) or [rachael.sargent@bloomington.in.gov](mailto:rachael.sargent@bloomington.in.gov).

A copy of the *Draft FY 2024-2028 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 BMCMPPO will accept written comments during the ongoing public review period until June 10, 2023. Written comments can be submitted to:

*Bloomington-Monroe County Metropolitan Planning Organization  
FY 2024-2028 Transportation Improvement Program*

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

The BMCMPPO 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 June 28<sup>th</sup> to recommend adoption of the Draft TIP, which the Policy Committee will vote to adopt June 30, 2023.

###

- *Hybrid Public Meeting from 6:00 p.m. - 8:00 p.m. on Monday, May 22, 2023.* Presentation materials included an overview of the FY 2024-2028 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 2024 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
PUBLIC INFORMATION MEETING**

May 22, 2023

7:30 - 8:30 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: BMCMPPO

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 BMCMPPO FY 2022- 2026 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 FY2022-2026 Projects
  - (2) Anticipated FY 2022 - 2026 TIP Federal Program Revenue Levels
  - (3) Project Application Requirements
  - (4) Fiscally unconstrained/constrained funding request summary
  - (5) Draft FY 2022-2026 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 2022 - 2026 TIP LPA and INDOT Projects
  - (7) FY 2022 - 2026 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: BMCMPPO Complete Streets Policy
    - (c) Appendix G: Plan Developments & Public Involvement Methodology
    - (d) Appendix H: Glossary

Draft Submission Schedule, Legal Advertisements, Public Comment Period

- FHWA/FTA/INDOT Draft Review and Comments – May/June 2023

Final Draft Review/Approval, and Final Submission Dates

- Technical Advisory Committee - June 28, 2023 at 10:00 a.m. (Hybrid)
- Citizens Advisory Committee - June 28, 2023 at 6:30 p.m. (Hybrid)
- Policy Committee - June 30, 2023 at 1:30 p.m. (Hybrid)

Adjournment

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).*

### **Interagency Consultation/Coordination: Calendar Year 2022 and 2023**

The BMCMPPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2024-2028 TIP development process beginning in December 2021 through June 2023 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 2024-2028 TIP adoption by the BMCMPPO Policy Committee on June 30, 2023.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) received several urban area constituent public comments for the *Draft FY2024-2028 Transportation Improvement*

Program initially posted on the BMCMPPO Transportation Improvement Program website (<https://bloomington.in.gov/mpo/transportation-improvement-program>) on May 12, 2023, in addition to the public information meeting held on May 22, 2023.

The following represents the total extent of comments received for the Draft BMCMPPO FY2024-2028 Transportation Improvement Program from the public, Indiana Department of Transportation (INDOT), Federal Highway Administration FHWA), and the Federal Transit Administration (FTA).

Individual/Organization	Comment	Response
<p>May 18, 2023</p> <p>Brian Jones Program Manager, Indiana Department of Transportation</p>	<p>Page 31 - Purchase of 35-foot Electric Buses, Charging Stations (TBD).</p> <p>The funding source is listed as FTA 5310.</p> <p>INDOT administers 5310 for small urban areas like Bloomington, and only receives about \$2.2 million per year. Nor can 5310 funds be used to purchase large fixed-route buses.</p>	<p>Bloomington Transit corrected the funding source to FTA 5339.</p>
<p>May 22, 2023 (also email received on June 4, 2023)</p> <p>Lisa Thomasson Community Member</p>	<p>*Please note that Ms. Thomasson’s comment is summarized, with primary points captured with several quotes. For full comment, please contact the BMCMPPO.*</p> <p>All comments below regard High Street Intersection Modernizations and Multiuse Path [2200020].</p> <ul style="list-style-type: none"> <li>• “High Street is not an appropriate setting for a multi-use path. High Street is not a destination, and it does not have fast-moving uninterrupted multi-lane traffic.”</li> <li>• High Street is largely residential with numerous driveways – residents need to exit their driveways safely, and with a multiuse path with pedestrians and bicyclists, that will become difficult. A multiuse path will contribute to poor visibility and lack of access to those utilizing driveways.</li> <li>• Scientific research indicates that multiuse paths “aren’t used by</li> </ul>	<p>The BMCMPPO staff passed along the comment to the City of Bloomington’s Engineering Department staff as they begin project concept development.</p>

	<p>bicycles and it shouldn't be presumed that they will be; that bicyclists prefer roadways and bike lanes because they are quicker and more convenient.”</p> <ul style="list-style-type: none"> <li>• The High Street area was originally platted as subdivision so structures were not built with the intention of including a multiuse path.</li> <li>• The High Street project creates redundancy of north-south paths, as the Greenway Project and Covenanter Project allows for north-south transportation.</li> <li>• Many factors define the historical character of the street, such as Ross Lockridge's boyhood home, a cistern, mature trees, and gardens, which the High Street project will affect.</li> <li>• High Street historically suffers from storm water flooding issues, causing frequent potholes and the flooding of basements. Adding impermeable surfaces and removing mature trees will contribute to this issue further.</li> <li>• The Council Member representative indicated that he was not aware of the potential of property condemnation.</li> </ul> <p>In a separate comment, Ms. Thomasson inquired about the classification change of High Street.</p>	
<p>May 22, 2023</p> <p>Greg Alexander Community Member</p>	<p>One of the appendices notates safety metrics. Is there a report to show how we are doing with metric comparisons or indications of pass or fail, or improvement or non-improvement?</p>	<p>The Safety Targets for all Indiana MPOs reflect INDOT macro-level statewide targets. The FHWA determines if INDOT has met annual and/or multi-year targets. The BMCMPPO publishes a 5-year Crash Report for the identification of macro-level local trends.</p>



	The College and Walnut Corridor Study does not show up in the TIP, is this in the pipeline for the coming years?	The proposed City of Bloomington College and Walnut Corridor Study is a 100% locally funded initiative with preliminary planning studies and public engagement meetings currently underway.
May 22, 2023  Pauly Tarricone Community Member	<p>“I just wanted to express my hope that the projects that are prioritized from these federal dollars moving forward are really going to move towards sustainable transportation, not just sustainability in terms of ecological, but also in terms of financial. It’s been frustrating to see how many tens of millions of dollars have been kind of squandered on car-based infrastructure that requires very large amounts of dollars for maintenance over the course of decades, when we should be moving more towards more resilient kinds of infrastructure that prioritizes pedestrians and bicyclists, not just for ecological sustainability but for, again, that financial sustainability.”</p> <p>Mr. Tarricone inquired about the Liberty Drive to Karst Farm Connector project, giving anecdotal experience of cycling along Bloomfield Road. He stated excitement for the potential of the project.</p>	The BMCMPPO staff passed along the comment to the Monroe County Highway Department staff as they begin project concept development.
May 22, 2023  Sarah Ryterband Community Member	<p>“My concern is a nearly \$4 million roundabout at Old State Route 37 and Dillman Road. I grant that Dillman Road offers some rather challenging aspects in terms of visibility and I’m wondering why a simple stoplight can’t address the rapid traffic on Old State Route 37 and make a safer intersection for those on Dillman Road that wish to cross over.”</p> <p>Ms. Ryterband additionally commented on the High Street Intersection Modernizations and Multiuse Path [2200020]. She referenced other multiuse paths within the City of Bloomington as examples that pedestrians and cyclists utilize multiuse paths. She indicated excitement of the</p>	The BMCMPPO staff passed along the comment to the Monroe County Highway Department staff as they begin project concept development.

	north-south connectivity and commended the City for the number of pedestrian- and bicyclist-oriented projects within the TIP.	
May 22, 2023  Geoff McKim Community Member	Mr. McKim stated support for the Karst Farm Connector project and explained the anticipated route.	The BMCMPO staff passed along the comment to the Monroe County Highway Department staff as they begin project concept development.
June 1, 2023  Patrick Carpenter Environmental Protection Specialist, Federal Highway Administration – Indiana Division	<ul style="list-style-type: none"> <li>• We note that FY 2027, along with FY 2028, is listed as illustrative. We are curious why FY 2027 is considered illustrative for this TIP. FHWA and FTA will not approve the illustrative fiscal years, only those shown to be fiscally constrained.</li> <li>• There are different acronyms used for Surface Transportation Block Grants-See STPBG on Table 1 and STBG on page 41 for examples. Suggest making consistent throughout the TIP.</li> <li>• Is there a report in the document outlining major projects that have been implemented or carried over from the previous TIP?</li> <li>• For the Non-INDOT projects-the projects should include more descriptive information such as termini, length, and type of work as appropriate.</li> <li>• Environmental Justice: <ul style="list-style-type: none"> <li>○ EJ Future Reassessments- Indicates that future reassessments will coincide with the release of the 2020 Census data in calendar year 2023-that information has since been released. Suggest addressing this and</li> </ul> </li> </ul>	<p>INDOT directive guidance to the BMCMPO stipulated FY 2027 and FY 2028 as “illustrative” given federal fiscal uncertainties. All BMCMPO Fiscal Year 2024-2028 projects are fiscally constrained.</p> <p>STPBG and STBG acronyms are changed to STBG.</p> <p>The identification major project implementations has been added to the FY 2024-2028 TIP narrative under the heading “Environmental Justice Area Projects”.</p> <p>Project descriptions are included via links to Google Documents.</p> <p>A GIS map is in development indicating environmental justice areas, utilizing the US EPA EJScreen tool, which utilizes the 2020 Census data.</p>

	<p>bringing up to date as necessary.</p> <ul style="list-style-type: none"> <li>○ For consideration for future public involvement -suggest the MPO document how the public outreach/involvement is tailored to reach different EJ and/or underserved communities.</li> </ul> <ul style="list-style-type: none"> <li>● Will the review/disposition of public comments be added prior to the final adoption of the TIP?</li> </ul>	<p>Appendix G documents the public involvement process used for development of the FY 2024-2028 TIP and other BMCMPPO public involvement activities. The adopted policy has an Environmental Justice focus given the City of Bloomington’s resident and international student/faculty/staff populations.</p> <p>Public comments are included in the final adoption of the TIP.</p>
<p>June 6, 2023</p> <p>Roberta Kerler Community Member (Please note that Ms. Kerler’s comment is summarized, with primary points captured with several quotes. For full comment, please contact the BMCMPPO)</p>	<p>The proposed High Street Intersection Modernizations and Multiuse Path [2200020]’s negative impact to the city character, street residents, and street safety warrants that the project to be moved to the lowest priority. Traffic moves slowly, with a few peak usage hours; traffic experiences frequent stops; and many cars enter and exit driveways during commuter times. A multiuse path is a dangerous alternative to the sidewalk. In these ways, “High Street is not an appropriate setting for a multi-use path.”</p>	<p>The BMCMPPO staff passed along the comment to the City of Bloomington’s Engineering Department staff as they begin project concept development.</p>

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

**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 BMCMPPO.

**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 9.4 million documented cases and 655,000 deaths nationwide as of September 1, 2021. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 13,600 confirmed cases of COVID-19 resulting in 187 deaths attributed to the disease as of September 1, 2021. 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 multi-year 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 BMCMPPO shall serve in a supporting role providing assistance as needed.

**Motor Vehicle Highway Account (MVHA)** means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special

taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

**Multi-Use Trail or Pathway** means a hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.

**National Ambient Air Quality Standards (NAAQS)** are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and Sulfur Dioxide (SO<sub>2</sub>).

**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** 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.

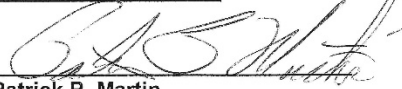
# Appendix I: Self-Certification

## FY 2022 TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

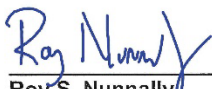
**Bloomington Monroe County Metropolitan  
Planning Organization**

  
Patrick P. Martin

**Senior Transportation Planner**  
Title

8/15/21  
Date

**Indiana Department of Transportation**

  
Roy S. Nunnally

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

8/13/2021  
Date

# **Appendix J:**

## **BMCMPO FY 2024-2028 TIP Adoption Resolution**

To be Issued as a future date.

# Appendix K: Public Participation Legal Notice

## BMCMPO Draft FY2024-2028 Transportation Improvement Program Record Draft Document Comments - May 15, 2023 through June 10, 2023

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) initiated a 30-day public comment period for the *Draft FY2020-2026 Transportation Improvement Program (FY2024-2028 TIP)* with Legal Advertisements on May 12 and May 14, 2023 published in the *Bloomington Herald-Times* (<https://www.heraldtimesonline.com/>).

### Public Participation Notice BMCMPO FY 2024-2028 Transportation Improvement Program

In accordance with its Public Participation Plan, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) shall hold a thirty (30) day public review of the **Draft Fiscal Year 2024-2028 Transportation Improvement Program (TIP)**. Written comments on the Draft Program shall open on **May 12, 2023** and close at 5:00 p.m., on **June 10, 2023**. The BMCMPO Policy Committee shall vote on the FY 2024-2028 TIP at their scheduled meeting held after **June 10, 2023**.

A copy of the *Draft FY 2024-2028 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 public review period. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)  
PO Box 100  
Bloomington, IN 47402

Please contact MPO staff at [rachael.sargent@bloomington.in.gov](mailto:rachael.sargent@bloomington.in.gov) or [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) for further information.

# **Appendix L: FY 2024-2028 TIP Approval Letter**

To be Issued as a future date.

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