TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2024-2028



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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

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Introduction

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

The Fiscal Year (FY) 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-ofway acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multiyear timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or "BIL").
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (<u>https://www.rsmeans.com</u>). 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 *BMCMPO 2045 MTP*, Bloomington Transit's *Transit Development Plan*, and other planning studies developed by the BMCMPO for the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.
- FY 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 <u>https://www.fhwa.dot.gov/majorprojects/cost_estimating/process.cfm</u>.
- 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 BMCMPO 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.

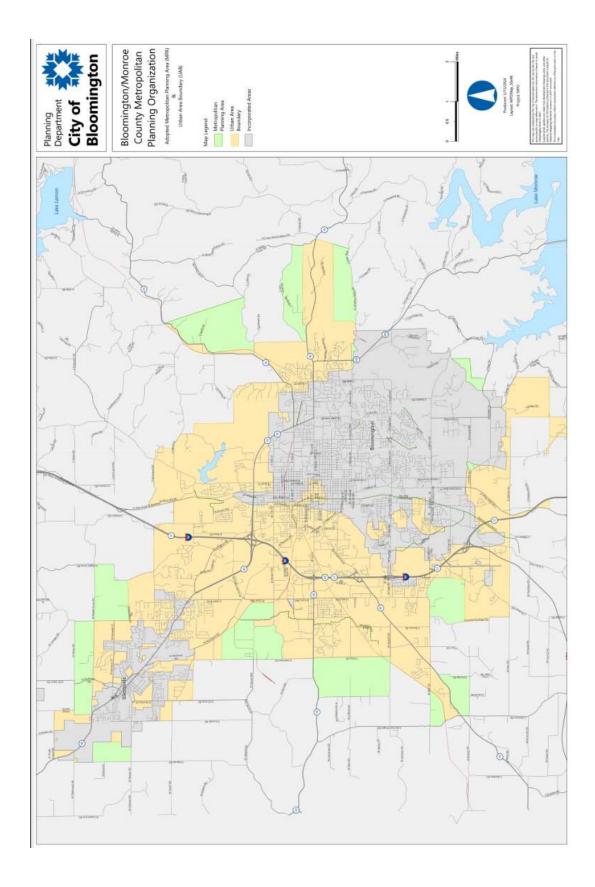
The TIP documents the distribution of all BMCMPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal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

The FY 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 BMCMPO 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 BMCMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanizing area of Monroe County. An online electronic map of the urbanized area illustrated on the following page is available at https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf.



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

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

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

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

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

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

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

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

Amendment Process

TIP amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 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 (BMCMPO) *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 BMCMPO with updated total estimated cost figures for each of its projects. The BMCMPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPO TIP and within INDOT's STIP.

The BMCMPO uses this process for the FY 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 BMCMPO receives Group II STBG fund allocations based on the 2020 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.
- *Highway Safety Improvement Program* (HSIP) funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads.
- National Highway Performance Program (NHPP) funds construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as "measures") established in a state's asset management plan for the National Highway System.
- Section 164 Penalty (164 Penalty) funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.
- *Carbon Reduction Program* (CRP) funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- *PROTECT* (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) formula funds must involve preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.
- Section 130 RR Safety funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
- *Bridge Programs* (BR) funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.

- *Transportation Alternatives Program* (TA) funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- Federal Transit Administration (FTA) funding programs vary according to urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services.
- Indiana Public Mass Transit Fund (PMTF) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- Indiana Trails Program (ITP) funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded "Indiana Recreational Trails Program" in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2024-2028 TIP reflects this administrative program change.

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	ТА	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.								
Federal Transit Administration	FTA	 Section 5307 operating assistance through formula allocations. Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities. Section 5311 funds rural transportation. Section 5339 funds buses and bus facilities. 								
Indiana Public Mass Transit Fund	PMTF	A special fund created by the State of Indiana under state statute (I.C. 8- 23-3-8) to promote and develop transportation within Indiana.								
Carbon Reduction Program	CRP	Projects that support the reduction of transportation emissions.								
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Resiliency to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.								

**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway

Table 1 - Federal Transportation Funding Programs

Bloomington-Monroe County Metropolitan Planning Organization

Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).

FY 2024-2028 Transportation Improvement Program

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels.

All transportation projects have the potential to impact environmental, cultural, or historical resources. Local Public Agencies (LPAs) have a requirement to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

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

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPO FY 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.

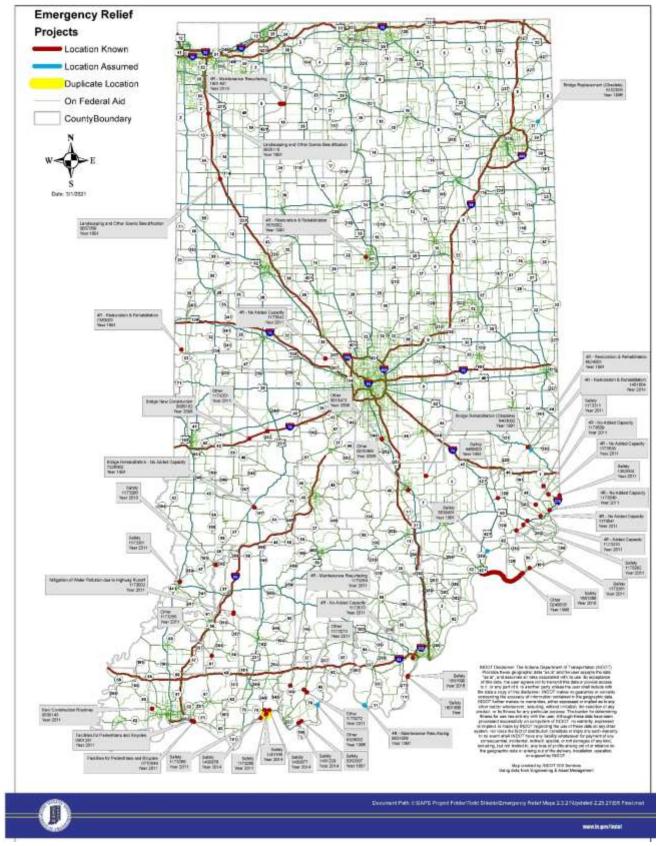
Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency 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 BMCMPO urban area does not currently have any projects programed with federal Emergency Relief funds.



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

Transportation Improvement Program Funding

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of all Bloomington-Monroe Metropolitan Planning Organization (BMCMPO) local public agencies (LPA), stakeholders, and state/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 (<u>https://www.rsmeans.com</u>) 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 BMCMPO urban area. INDOT's programmed projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPO.

Program	FY 2024	FY 2025	FY 2026	FY 2027 (Illustrative)	FY 2028 (Illustrative)								
CRP	\$339,592	\$346,384	\$353,312	\$0	\$353,312								
HSIP	\$596,461	\$571,731	\$584,382	\$0	\$584,382								
PROTECT	\$125,693	\$128,207	\$130,771	\$0	\$130,771								
SEC 164	\$133,293	\$135,958	\$138,678	\$0	\$138,678								
STBG	\$11,835,128	\$3,179,488	\$3,241,261	\$252,000	\$3,241,261								
ТА	\$389,209	\$396,993	\$404,933	\$0	\$404,933								
STBG Group III	\$9,854,000	\$0	\$0	\$0	\$0								
TOTAL	\$ 23,273,376	\$ 4,758,761	\$ 4,853,337	\$ 252,000	\$ 4,853,337								

Bloomington-Monroe Couty Metropolitan Planning Organization (BMCMPO) Anticipated FY 2024-2028 TIP Federal Program Revenue Levels*

*Source: Indiana MPO Council/INDOT-BMCMPO Local Share of Federal Formula Apportionments, 01-26-23. **HSIP applicable projects.

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) LPA Funding Requests & Funding Type by Fiscal Year (Note: FY 2027 – 2028 are Illustrative Fiscal Years)

	BMCMPO CRP Funding													
		Fiscal Year												
LPA		2024		2025		2026		2027		2028		Totals*		
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
City of Bloomington	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$	1,198,045		
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
Total Funding Requested	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$	1,198,045		
Total Available	\$	339,592	\$	346,384	\$	353,312	\$	-	\$	353,312	\$	1,392,600		
Difference	\$	-	\$	166,835	\$	13,860	\$	-	\$	13,860	\$	194,555		

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO HSIP Funding												
					Fis	scal Year					Totals*		
LPA		2024		2025		2026	2027		2028		Totals		
Bloomington Transit										\$	-		
City of Bloomington	\$	419,633	\$	492,625	\$	963,822		\$	571,731	\$	2,447,811		
Monroe County	\$	176,828	\$	36,000	\$	864,000				\$	1,076,828		
Rural Transit										\$	-		
Total Funding Requested	\$	596,461	\$	528,625	\$	1,827,822		\$	571,731	\$	3,524,639		
Special Awards/Grants***					\$	1,279,440				\$	1,279,440		
Total Allocated	\$	596,461	\$	571,731	\$	584,382		\$	584,382	\$	2,336,956		
Funding Available	\$	596,461	\$	571,731	\$	1,863,822		\$	584,382	\$	3,616,396		
Difference	\$	-	\$	43,106	\$	36,000	\$-	\$	12,651	\$	(1,187,683)		

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

**Illustrative fiscal years

***Monroe County was awarded \$418,500 and City of Bloomington was awarded \$860,940 for the HSIP Special Call in December 2024. The money is being applied toward projects in 2025 & 2026.

	BMCMPO PROTECT Funding												
		Fiscal Year											
LPA		2024		2025		2026		2027		2028		Totals*	
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
City of Bloomington	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$	503,894	
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Total Funding Requested	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$	503,894	
Total Available	\$	125,693	\$	128,207	\$	130,771	\$	-	\$	130,771	\$	515,442	
Difference	\$	-	\$	-	\$	5,774	\$	-	\$	5,774	\$	11,548	

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO Section 164 Funding												
		Fiscal Year											
LPA		2024		2025		2026		2027		2028		Totals*	
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
City of Bloomington	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$	543,887	
Monroe County	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Rural Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Total Funding Requested	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$	543,887	
Total Available	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	138,678	\$	546,607	
Difference	\$	-	\$	-	\$	-	\$	-	\$	2,720	\$	2,720	

Note: FY 2027-2028 represent illustrative project years.

	BMCMPO STBG Funding												
					Totals*								
LPA		2024		2025		2026		2027		2028		TOLAIS	
Bloomington Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
City of Bloomington	\$	4,909,753	\$	-	\$	3,095,792	\$	-	\$	849,261	\$	8,854,806	
Monroe County	\$	2,869,217	\$	-	\$	-	\$	252,000	\$	2,392,000	\$	5,513,217	
Rural Transit	\$	7,600	\$	-	\$	-	\$	-	\$	-	\$	7,600	
Total Funding Requested	\$	7,786,570	\$	-	\$	3,095,792	\$	252,000	\$	3,241,261	\$	14,375,623	
Total Available	\$	11,835,128	\$	3,179,488	\$	3,241,261	\$	252,000	\$	3,241,261	\$	21,749,138	
Difference	\$	4,048,558	\$	3,179,488	\$	145,469	\$	-	\$	-	\$	7,373,515	

Note: FY 2027-2028 represent illustrative project years.

		BMCMPO ⁻	TA I	Funding			
			Fis	cal Year			Totals*
LPA	2024	2025		2026	2027	2028	Totals
Bloomington Transit	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -
City of Bloomington	\$ 189,312	\$ 207,681	\$	389,047	\$ -	\$ 389,047	\$ 1,175,087
Monroe County	\$ 389,209	\$ -	\$	-	\$ -	\$ -	\$ 389,209
Rural Transit	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -
Total Funding Requested	\$ 578,521	\$ 207,681	\$	389,047	\$ -	\$ 389,047	\$ 1,564,296
Total Available	\$ 389,209	\$ 396,993	\$	404,933	\$ -	\$ 404,933	\$ 1,596,068
Difference	\$ (189,312)	\$ 189,312	\$	15,886	\$ -	\$ 15,886	\$ 31,772

Note: FY 2027-2028 represent illustrative project years.

The following FY 2024-2028 TIP summary funding tables outline the projected revenues and expenditures for FY 2024-2028 for the BMCMPO urban area. The summary tables for the State of Indiana's programmed funds or projects are subject to statewide financial constraints. 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.

	Мо	nroe	e County FY	′ 2C)24 - 2028 TI	P S	ummary Tal	ble		
				F	iscal Year					Totals*
Funding Source	2024		2025		2026		2027		2028	Totals
HSIP	\$ 176,828	\$	36,000	\$	864,000	\$	-	\$	-	\$ 1,076,828
Local	\$19,993,198	\$	156,775	\$	2,200,368	\$	621,100	\$	628,215	\$ 23,599,656
Local Bridge	\$ 3,477,573	\$	611,099	\$	5,832,090	\$	2,232,398	\$	120,860	\$ 12,274,019
STBG	\$ 2,869,217	\$	-	\$	-	\$	252,000	\$	2,392,000	\$ 5,513,217
STBG III	\$ 9,854,000	\$	-	\$	-	\$	-	\$	-	\$ 9,854,000
ТА	\$ 389,209	\$	-	\$	-	\$	-	\$	-	\$ 389,209
Totals	\$36,760,025	\$	803,874	\$	8,896,457	\$	3,105,498	\$	3,141,075	\$ 52,706,929

For greater detail regarding individual projects, please visit the <u>Project Descriptions folder</u>, on Google Drive, which reflects the most updated descriptions for local projects.

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

Note: FY 2027-2028 represent illustrative project years.

		City of	f Bl	oomington	FY	2024 - 2028	TIP	Summary 1	「ab	le	
					F	iscal Year					Totals*
Funding Source		2024		2025		2026		2027		2028	TOLAIS
CRP	\$	339,592	\$	179,549	\$	339,452	\$	-	\$	339,452	\$ 1,198,045
HSIP	\$	419,633	\$	492,625	\$	963,822	\$	-	\$	571,731	\$ 2,447,811
Local	\$	6,801,004	\$	820,433	\$	8,934,159	\$	4,949,633	\$	2,394,672	\$ 23,899,901
PROTECT	\$	125,693	\$	128,207	\$	124,997	\$	-	\$	124,997	\$ 503,894
Sec 164	\$	133,293	\$	135,958	\$	138,678	\$	-	\$	135,958	\$ 543,887
STBG	\$	4,909,753	\$	-	\$	3,095,792	\$	-	\$	849,261	\$ 8,854,806
ТА	\$	189,312	\$	207,681	\$	389,047	\$	-	\$	389,047	\$ 1,175,087
Totals	\$1	12,918,280	\$	1,964,452	\$	13,985,947	\$	4,949,633	\$	4,805,118	\$ 38,623,430

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

Note: FY 2027-2028 represent illustrative project years.

	Ru	ıral	Transit FY 2	202	4 - 2028 TIP	Sui	mmary Tabl	е		
				F	iscal Year					Totals*
Funding Source	2024		2025		2026		2027		2028	TULAIS
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
Totals	\$ 1,840,086	\$	1,903,538	\$	1,979,962	\$	2,059,160	\$	2,140,527	\$ 9,923,273

Note: FY 2027-2028 represent illustrative project years.

	Bloom	ington Transit	FY 2024 - 2028	TIP Summary T	able	
			Fiscal Year			Totals*
Funding Source	2024	2025	2026	2027	2028	Totals
Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
FTA 5307	\$ 2,457,481	\$47,641,780	\$ 2,634,051	\$ 2,668,923	\$ 2,673,824	\$ 58,076,059
FTA 5310	\$-	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,466	\$ 906,754
FTA 5339	\$ 1,100,000	\$-	\$-	\$ 4,400,000	\$ 4,500,000	\$ 10,000,000
Local	\$ 2,556,591	\$14,720,321	\$ 3,597,975	\$ 3,814,826	\$ 3,994,766	\$ 28,684,479
STBG	\$-	\$-	\$-	\$-	\$-	\$-
PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
Totals	\$10,425,804	\$66,963,950	\$10,925,912	\$15,671,513	\$16,052,110	\$ 120,039,289

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

Note: FY 2027-2028 represent illustrative project years.

							Indian	a Department	of 1	Fransportatio	on FY 2024 - 20	28 TIP Summa	ary Table								
								Fisc	al Ye	ear											
Funding Source		20)24		20	25		2	026		202	27	2	028		Tot	tal Federal*	Total S	State*		Total*
		Federal		State	Federal		State	Federal		State	Federal	State	Federal		State						
Safety											\$ 883,125					\$	883,125	Ś		\$	883,125
Construction											\$ 885,125					Ŷ	005,125	ç		ጉ	003,123
NHPP	\$	1,196,812	\$	194,904	\$ 33,720	\$	8,430	\$ 6,520,710	\$	725,635	\$ 10,575,431	\$ 2,643,858	\$ 1,678,630	\$	419,657	\$	20,005,303	\$ 3,9	92,484	\$	23,997,787
NEVI	\$	800,000	\$	200,000	\$ 7,269,120	\$	1,817,280	\$ 15,958,569	\$	3,989,642	\$ 21,794,319	\$ 5,448,580	\$ 15,190,289	\$	3,797,572	\$	61,012,297	\$ 15,2	53,074	\$	76,265,371
STBG	\$	2,360,000	\$	590,000	\$ 4,532,462	\$	1,133,116	\$ 7,404,921	\$	1,848,732	\$ 2,564,508	\$ 641,127	\$ 1,036,801	\$	259,201	\$	17,898,692	\$ 4,4	72,176	\$	22,370,868
Bridge ROW																\$	-	\$	-	\$	-
Bridge	ć	1,049,676														ć	1,049,676	ć		Ś	1,049,676
Construction	Ļ	1,043,070														Ļ	1,045,070	Ŷ	-	ç	1,043,070
Road	Ś	800,000	Ś	200,000												Ś	800,000	\$ 2	00,000	Ś	1,000,000
Construction	Ŷ	000,000	Ŷ	200,000												Ŷ	000,000	Υ <u></u>	.00,000	Ŷ	1,000,000
Mobility											\$ 5,671,000					Ś	5,671,000	Ś		Ś	5,671,000
Construction											\$ 5,071,000					Ŷ	5,071,000	Ŷ		Ŷ	3,071,000
Statewide	Ś	106,327			\$ 167,200	Ś	41,800									Ś	273,527	¢.	41,800	¢	315,327
Construction	Ŷ	100,527			\$ 107,200	Ŷ										Ŷ	273,327	Ŷ	41,000	Ŷ	515,527
Totals	\$	6,312,815	\$	1,184,904	\$ 12,002,502	\$	3,000,626	\$ 29,884,200	\$	6,564,009	\$ 41,488,383	\$ 8,733,565	\$ 17,905,720	\$	4,476,430	\$	107,593,620	\$ 23,9	59,534	\$:	131,553,154

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

FY 2024-2028 Project List Monroe County

		Vernal	Pik	e Conne	ctor	[1702957	& 19	00406]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
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
Т	otals	\$ 12,212,093	\$	-	\$	-	\$	-	\$ -	\$ 12,212,093

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

Note: FY 2027-2028 represent illustrative project years.

		Fullerto	n Pi	ke - Pha	se III	- Roadwa	ay [18	302977]		
Project	Funding				Fis	cal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
CE	Local	\$ 757,101	\$	-	\$	-	\$	-	\$ -	\$ 757,101
CN	STBG	\$ 2,806,645	\$	-	\$	-	\$	-	\$ -	\$ 2,806,645
CN	Local	\$ 3,250,160	\$	-	\$	-	\$	-	\$ -	\$ 3,250,160
T	otals	\$ 6,813,906	\$	-	\$	-	\$	-	\$ -	\$ 6,813,906

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

Note: FY 2027-2028 represent illustrative project years.

		Liberty D	rive	Connect	tion	to Karst T	rail [1900405]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
RW	Local	\$ 295,000	\$	-	\$	-	\$	-	\$ -	\$ 295,000
CE	Local	\$ 247,000	\$	-	\$	-	\$	-	\$ -	\$ 247,000
CN	ТА	\$ 389,209	\$	-	\$	-	\$	-	\$ -	\$ 389,209
CN	Local	\$ 1,966,950	\$	-	\$	-	\$	-	\$ -	\$ 1,966,950
T	otals	\$ 2,898,159	\$	-	\$	-	\$	-	\$ -	\$ 2,898,159

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

Note: FY 2027-2028 represent illustrative project years.

		Pedestria	n Tra	il Crossi	ng li	mproveme	ents	[1900493]		
Project	Funding				Fis	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	TOLAIS
CE	HSIP	\$ 22,500	\$	-	\$	-	\$	-	\$ -	\$ 22,500
CE	Local	\$ 2,500	\$	-	\$	-	\$	-	\$ -	\$ 2,500
CN	STBG	\$ 62,572	\$	-	\$	-	\$	-	\$ -	\$ 62,572
CN	HSIP	\$ 154,328	\$	-	\$	-	\$	-	\$ -	\$ 154,328
CN	Local	\$ 27,947	\$	-	\$	-	\$	-	\$ -	\$ 27,947
T	otals	\$ 269,847	\$	-	\$	-	\$	-	\$ -	\$ 269,847

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

Note: FY 2027-2028 represent illustrative project years.

This project	will begin near			letti	ng date: F	eb d a)26		ar the i	ntersectio	n of	S Rockport	
Project	Funding					F	iscal Year						Totals*	
Phase														
PE	Local Bridge	\$	256,500									\$	256,500	
PE	Local	\$	64,140									\$	64,140	
RW	Local Bridge			\$	33,680	\$	34,320					\$	68,000	
RW	Local			\$	8,420	\$	8,580					\$	17,000	
CE	Local Bridge					\$	248,080					\$	248,080	
CE	Local					\$	62,020					\$	62,020	
CN	Local Bridge					\$	1,324,800					\$	1,324,800	
CN	Local					\$	331,200					\$	331,200	
Тс	otals	\$	320,640	\$	42,100	\$	2,009,000	\$	-	\$	-	\$	2,371,740	

Note: FY 2027-2028 represent illustrative project years.

Note: An administrative modification was made by BMCMPO staff in May 2025 to modify the letting date, and update RW local bridge funding to \$68,000 split between FY2025 and FY2026. Total project cost decreased by 26%. This modification is pending state/federal review.

		Fullert	on l	Pike - Ph	ase	III - Bridge	[20	01721]		
Project	Funding				Fi	scal Year				Totals*
Phase	Source	2024		2025		2026		2027	2028	Totals
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
T	otals	\$ 12,593,039	\$	-	\$	-	\$	-	\$ -	\$ 12,593,039

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

Note: FY 2027-2028 represent illustrative project years.

	2022-2026 Bridge Safety Inspection & Inventory [2100084]													
Project	Project Funding Fiscal Year													
Phase	Source		2024 2025 2026 2027 2028										Totals*	
PE	Local Bridge	\$	109,873	\$	35,259	\$	-	\$	-	\$	-	\$	145,132	
PE	Local	\$	27,468	\$	8,815	\$	-	\$	-	\$	-	\$	36,283	
То	otals	\$	137,341	\$	44,074	\$	-	\$	-	\$	-	\$	181,415	

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

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to increase PE funding for FY2025.

Dillman Road, Bridge #83 Replacement [2101712]													
Project	Funding				Fi	iscal Year					Totals*		
Phase	Source		2024	2025		2026		2027	2028		Totals		
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		
Т	otals	\$	529,000	\$-	\$	160,000	\$	2,773,000	\$ -	\$	3,462,000		

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to year of funding was approved by the Policy Committee on September 13, 2024.

		Eagleso	n Avenue Br	idg	e over IN R	R [22001	46]		
Project	Funding			Fi	iscal Year				Totals*
		2024	2025		2026		2027	2028	
PE	Local Bridge	\$ 986,000							\$ 986,000
PE	Local								\$ -
RW	Local Bridge		\$ 455,840						\$ 455,840
RW	Local		\$ 113,960						\$ 113,960
RR	Local Bridge			\$	110,807				\$ 110,807
RR	Local			\$	25,297				\$ 25,297
CE	Local Bridge			\$	336,000				\$ 336,000
CE	Local			\$	84,000				\$ 84,000
Utilities	Local Bridge			\$	80,000				\$ 80,000
Utilities	Local			\$	20,000				\$ 20,000
CN	Local Bridge			\$	3,387,400				\$ 3,387,400
CN	Local			\$	844,600				\$ 844,600
Totals		\$ 986,000	\$ 569,800	\$	4,888,104	\$	-	\$-	\$ 6,443,904

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on August 9, 2024.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on September 13, 2024.

	2024-2028 Bridge Safety Inspection & Inventory [2300141]													
Project	Project Funding Fiscal Year													
Phase	Source		2024	2028		Totals*								
PE	Local Bridge	-		-		\$	129,083	\$	13,998	\$	120,860	\$	263,941	
PE	Local	-		-		\$	32,271	\$	3,500	\$	30,215	\$	65,985	
Т	Totals \$ - \$ - \$ 161,							\$	17,498	\$	151,075	\$	329,926	

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

Note: FY 2027-2028 represent illustrative project years.

	Old SR 37 South and Dillman Road Intersection Improvement [2500061]													
	anticipated letting date: 10/14/2027													
Project	Funding					Fis	scal Year						Totals*	
Phase	Source		2024		2025		2026		2027		2028		Totals	
PE	HSIP	\$	-	\$	-	\$	481,500	\$	-	\$	-	\$	481,500	
PE	Local	\$	-	\$	-	\$	53,500	\$	-	\$	-	\$	53,500	
RW	STBG	\$	-	\$	-	\$	-	\$	39,326	\$	-	\$	39,326	
RW	Local	\$	-	\$	-	\$	-	\$	155,674	\$	-	\$	155,674	
UT	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
UT	Local	\$	-	\$	-	\$	-	\$	120,000			\$	120,000	
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	
Тс	otals	\$	-	\$	-	\$	535,000	\$	315,000	\$	2,990,000	\$	3,840,000	

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 adjusting RW and UT funding levels for 2027. **PENDING FEDERAL APPROVAL

High Frict	ligh Friction Surface Treatment on Fairfax Road [DES #2401515]													
Project	Funding			Fiscal Year			Totols*							
Phase	Source	2024	2025	2026	2027	2028	Totals*							
PE	HSIP		\$ 36,000				\$36,000							
PE	Local		\$ 4,000				\$4,000							
CN	HSIP			\$ 382,500			\$382,500							
CN	Local			\$ 42,500			\$42,500							
То	tals	\$0.00	\$ 40,000	\$ 425,000	\$-	\$-	\$465,000							

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by Policy Committee on February 14, 2025 to add this as a new project to the FY2024-2028 TIP. This project was added as a result of HSIP special call funding awarded to Monroe County in December 2024. Federal approval for this change was received on April 24, 2025.

FY 2024-2028 Project List City of Bloomington

	B-Line Trail Connection [1700735]													
Project	Funding Source			Fiscal Yea	ar			Totals*						
Phase	Funding Source	2024	202	5 20	026	2027	2028	Totals						
CE	Local	\$ 257,410	\$-	\$-	\$	-	\$-	\$ 257,410						
CN	Local	\$ 1,702,605	\$-	\$-	\$	-	\$-	\$ 1,702,605						
CN	STBG	\$ 242,110	\$-	\$-	\$	-	\$-	\$ 242,110						
CN	CRP	\$ 339,592	\$-	\$-	\$	-	\$-	\$ 339,592						
CN	PROTECT	\$ 125,693	\$-	\$-	\$	-	\$-	\$ 125,693						
	Totals	\$ 2,667,410	\$-	\$-	\$	-	\$-	\$ 2,667,410						

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

Note: FY 2027-2028 represent illustrative project years.

	Covenanter Protected Bike Lanes and Intersection Improvements													
Project	Funding Source			Fiscal Year			Totals*							
Phase	Funding Source	2024	2025	2026	2027	2028	TOTAIS							
PE	Local						\$-							
RW	Local						\$-							
CE	Local						\$-							
CN	Local						\$-							
	Totals	\$-	\$-	\$-	\$-	\$-	\$-							

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

Note: FY 2027-2028 represent illustrative project years.

Note: Project will not proceed; funding was moved to 1st Reconstruction (1900399)

		1st	Stree	et Recons	truct	ion [1900]	399]						
Project	Project Funding Source Fiscal Year												
Phase	Funding Source	2024		2025		2026		2027		2028	Totals*		
CN	Local	\$ 1,598,663	\$	-	\$	-	\$	-	\$	-	\$ 1,598,663		
CN	STBG	\$ 4,601,337	\$	-	\$	-	\$	-	\$	-	\$ 4,601,337		
	Totals	\$ 6,200,000	\$	-	\$	-	\$	-	\$	-	\$ 6,200,000		

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

Note: FY 2027-2028 represent illustrative project years.

	Signal Timing Project [1900400]													
Project	Project Funding Source Fiscal Year													
Phase	Funding Source	2024		2025		2026			2027		2028		Fotals*	
PE	HSIP	\$	382,050	\$	-	\$	-	\$	-	\$	-	\$	382,050	
PE	Local	\$	42,450	\$	-	\$	-	\$	-	\$	-	\$	42,450	
	Totals	\$	424,500	\$	-	\$	-	\$	-	\$	-	\$	424,500	

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

Note: FY 2027-2028 represent illustrative project years.

	Crosswalk Safety Improvements Project - Phase 2 [2200014]													
Project	Funding Source						scal Year					-	Totals*	
Phase			2024		2025		2026		2027		2028			
PE	Local	\$	99,511	\$	-	\$	-	\$	-	\$	-	\$	99,511	
PE	HSIP	\$	37,583	\$	-	\$	-	\$	-	\$	-	\$	37,583	
PE	STBG	\$	66,306	\$	-	\$	-	\$	-	\$	-	\$	66,306	
CE	Local	\$	-	\$	6,480	\$	-	\$	-	\$	-	\$	6,480	
CE	HSIP	\$	-	\$	58,320	\$	-	\$	-	\$	-	\$	58,320	
CN	Local	\$	-	\$	21,232	\$	-	\$	-	\$	-	\$	21,232	
CN	HSIP	\$	-	\$	183,557	\$	-	\$	-	\$	-	\$	183,557	
CN	Sec 164	\$	-	\$	135,958	\$	-	\$	-	\$	-	\$	135,958	
	Totals	\$	203,400	\$	405,547	\$	-	\$	-	\$	-	\$	608,947	

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to decrease 2025 CE and CN funding by \$188,917.65 (and reallocate some of the money to 2400041).

Crosswalk Safety Improvements Project - Phase 3 [2400041]												
Project	Funding Source				Fiscal Year					-	Fotals*	
Phase		2024		2025	2026		2027		2028			
PE	Local		\$	27,861						\$	27,861	
PE	HSIP		\$	250,747						\$	250,747	
RW	Local					\$	50,000					
CE	Local							\$	112,500	\$	112,500	
CN	Local							\$	127,311	\$	127,311	
CN	HSIP							\$	571,731	\$	571,731	
CN	Sec 164							\$	135,958	\$	135,958	
	Totals	\$-	\$	278,608	\$-	\$	50,000	\$	947,500	\$:	1,226,108	

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

Note: FY 2027-2028 represent illustrative project years.

Note: A change was approved in March 2025 to increase 2025 HSIP PE funding by \$109,811.20 (money moving from 2200014).

	[]	DES		owntown Curk or PE funding,		•	e 4 for CN fundin	g]						
Project	Funding Source				Fi	scal Year				Totals*				
Phase	Phase 2024 2025 2026 2027 2028													
PE	Sec 164	\$	133,293						\$	133,293				
PE	Local	\$	1,965						\$	1,965				
CE	HSIP				\$	103,500			\$	103,500				
CE	Local				\$	11,500			\$	11,500				
CN	HSIP				\$	757,440			\$	757,440				
CN	Local				\$	84,160			\$	84,160				
	Totals	\$	135,258	\$-	\$	956,600	\$-	\$-	\$	1,091,858				

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by Policy Committee on February 14, 2025 to increase funding for this project in the FY2024-2028 TIP. This funding increase was made possible by HSIP special call funding awarded to the City of Bloomington in December 2024. Federal approval for this change was received on April 24, 2025.

			Dowr	ntov	vn Curb Ra	mp	s - Phase 5	[TBI	D]				
Project	Funding Source					Fi	scal Year					-	Totals*
Phase	Funding Source	2024 2025 2026 2027 2028											Iotais
PE	HSIP	\$	-	\$	-	\$	102,882	\$	-	\$	-	\$	102,882
PE	Sec 164	\$	-	\$	-	\$	138,678	\$	-	\$	-	\$	138,678
PE	Local	\$	-	\$	-	\$	11,440	\$	-	\$	-	\$	11,440
	Totals	\$	-	\$	-	\$	253,000	\$	-	\$	-	\$	253,000

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

Note: FY 2027-2028 represent illustrative project years.

	High S	treet Intersec	tion Moderniz	ations and Mu	ltiuse Path [22	200020]	
		antici	pated letting o	date: October 8	8, 2025		
Project	Funding Source			Fiscal Year			Totals*
Phase	Funding Source	2024	2025	2026	2027	2028	Totals
PE	Local		\$ 47,328				\$ 47,328
PE	ТА		\$ 189,312				\$ 189,312
RW	Local		\$ 1,100,000				\$ 1,100,000
CE	Local			\$ 500,000			\$ 500,000
CN	Local			\$ 2,994,208			\$ 2,994,208
CN	STBG			\$ 1,005,792			\$ 1,005,792
CN	ТА			\$-			\$-
CN	CRP			\$-			\$-
CN	PROTECT			\$-			\$-
	Totals	\$-	\$ 1,336,640	\$ 4,500,000	\$-	\$ -	\$ 5,600,000

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in in February 2025 to add money to existing purchase order for PE (\$189,312 TA/\$47,328 local match for 2024); reduce 2026 CE local funding; and, to reduce federal and local CN funds by \$1,000,000 (money is being shifted to 2200012 - 2nd Street project).

Note: An administrative modification was made in April 2025 to increase 2026 CN local funding, decrease 2026 CN STBG funding, and remove 2026 CN TA, CRP, and PROTECT funding. The \$1,943,496 in federal funding being removed from this project, as part of this modification, is being transferred to 2026 W 2nd Street project phases.

Go Blo	oomington, Trans	port	ation Dem	and	l Managen	nent	t (TDM) Pro	ogra	m for Bloc	min	gton and l	Jrbanized		
Monroe County [2400124]														
Project														
Phase			2024 2025 2026 2027 2028											
PE	Local	\$	400,000	\$	416,000	\$	432,640	\$	449,633	\$	467,618	\$ 2,165,89	1	
PE	CRP			\$	-	\$	-			\$	-	\$-		
	Totals	\$	400,000	\$	416,000	\$	432,640	\$	449,633	\$	467,618	\$ 2,165,89	1	

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

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 to increase local PE funding for 2025, 2026, and 2028; and, to remove federal PE funding for 2025, 2026, 2028 because project was not considered eligible for funding by Federal Highway. **PENDING FEDERAL REVIEW

		North I	Dun	n Street M	ulti	use Path [2	400042]			
		anti	cipat	ted letting d	ate: (October 14, I	2027			
Project	Funding Source				Fi	scal Year			-	Fotals*
Phase	Funding Source	2024		2025		2026	2027	2028		lotais
PE	Local		\$	128,860					\$	128,860
PE	ТА		\$	207,681					\$	207,681
PE	CRP		\$	179,549					\$	179,549
PE	PROTECT		\$	128,207					\$	128,207
RW	Local				\$	100,000			\$	100,000
CE	Local							\$ 300,000	\$	300,000
CN	Local							\$ 792,712	\$	792,712
CN	STBG							\$ 553,792	\$	553,792
CN	ТА							\$ 389,047	\$	389,047
CN	CRP							\$ 339,452	\$	339,452
CN	PROTECT							\$ 124,997	\$	124,997
	Totals	\$-	\$	644,297	\$	100,000	\$-	\$ 2,500,000	\$ 3	3,244,297

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025 to move local PE 2024 funding to 2025, to add \$515,437 federal (TA, CRP, RPOTECT) PE 2025 funding, to increase local RW 2026 funding, to decrease CN local and TA 2028 funding, and to increase CN CRP and PROTECT 2028 funding. Note: An administrative modification was made by MPO staff in April 2025 to decrease FY2028 local and federal funding by \$150,000. In April 2025, a trade agreement was made between the BMCMPO and CAMPO - in exchange for FY2026 CAMPO funds, which will be put towards the City of Bloomington's W 2nd Street project (2200012), the BMCMPO has agreed to give CAMPO \$1,179,000 (\$150,000 in FY28 and \$1,029,000 in FY30). To compensate for the W 2nd Street project benefiting from this trade, this modification decreases the City of Bloomington's FY28 federal funding allocations for Dunn St (240042) by \$150,000. **PENDING STATE/FEDERAL REVIEW

	West	2nd	Street Mo	oder	nization a	nd Safety Impi	rovements [22	00012]							
			anticipat	ed l	etting dat	e: September	10th 2025								
Project	Funding Source					Fiscal Year	-		Totals*						
Phase			2024 2025 2026 2027 2028												
PE	Local	\$	739,787						\$ 739,787						
RW	Local	\$	111,285	\$	130,000				\$ 241,285						
CE	Local					\$ 743,707			\$ 743,707						
CN	Local					\$ 2,877,504			\$ 2,877,504						
CN	STBG					\$ 3,269,000			\$ 3,269,000						
CN	ТАР					\$ 389,047			\$ 389,047						
CN	CRP					\$ 339,452			\$ 339,452						
CN	PROTECT					\$ 124,997			\$ 124,997						
	Totals	\$	851,072	\$	130,000	\$ 7,743,707	\$-	\$-	\$ 8,724,779						

Note: FY 2027-2028 represent illustrative project years.

Note: A modification to funding amounts and project phases was processed by staff in November 2024

Note: A modification was processed by staff in February 2025 to remove all federal and local 2025 CN and CE funding, add local CE funding to 2026; and, add federal and local CN funding to 2026, (transferring from the 2200020 (High Street) project).

Note: An administrative modification was made by MPO staff in April 2025 to change the letting date, decrease FY2026 CN local funding, increase 2026 CN STBG funding, and add 2026 CN TAP, CRP and PROTECT funding. Total project cost did not change. This modification increases federal funding by \$3,122,496. \$1,943,496 of this federal funding was moved to this project from the High Street project (2200020) and \$1,179,000 of this federal funding comes from a trade agreement made in April 2025 between BMCMPO and CAMPO (wherein \$150,000 FY2028 BMCMPO funds and \$1,029,000 FY2030 BMCMPO funds were traded for \$1,179,000 FY2026 CAMPO funds). Due to this trade with CAMPO benefiting the W 2nd Street project, the City of Bloomington also requested to decrease their FY30 federal funding allocations for College & Walnut Phase 2 (2500062) by \$1,029,000 and decreased their FY28 federal funding allocations for Dunn St (240042) by \$150,000. **PENDING STATE/FEDERAL REVIEW

FY 2024-2028 Project List Rural Transit

			[BLO-24				perations 0, BLO-26-0		BD]						
Project	Project Funding Totals*														
Phase															
PE															
PE	PMTF	\$	309,812	\$	322,204	\$	335,093	\$3	48,496	\$	361,436	\$1,677,041			
	Fares &														
PE	In-Kind	\$	629,133	\$	654,298	\$	680,470	\$7	07,689	\$	735,997	\$3,407,587			
Tot	tals	\$	1,830,586	\$1	,903,538	\$	1,979,962	\$2,0	59,160	\$2	,140,527	\$9,913,773			

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

Note: FY 2027-2028 represent illustrative project years.

			Four Ca	mera v	v/DVR S	Systems for	10	RT [TBD]							
Project															
Phase	Source		2024		2025	202	6	2027		2028		otals*			
CN	STBG	\$	7,600								\$	7,600			
CN	Local	\$	1,900								\$ 1,90				
To	tals	\$	9,500	\$	-	\$-		\$-	\$	-	\$	9,500			

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

Note: FY 2027-2028 represent illustrative project years.

FY 2024-2028 Project List Bloomington Transit

	Federal,	Stat			istance for S 001, BLO-25-			•		ht S	ervice				
	Funding Fiscal Year Totals*														
Project Phase	Source		2024		2025		2026		2027		2028		TOLDIS		
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	erations Fares \$ 1,611,732 \$ 1,627,849 \$ 1,660,406 \$ 1,693,614 \$ 1,727,487 \$												8,321,088		
Tot	als	\$	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))

Note: FY 2027-2028 represent illustrative project years.

	Pur	chase o	of 40-foot	t Batte	ry Electric	: Buse	es & Chargi	ing E	Equipment [TBD]	
	Funding					Fis	cal Year					Totals*
Project Phase Source			2024		2025		2026		2027		2028	TOLdis
Capital FTA 5339		\$	-	\$	-	\$	-	\$	4,400,000	\$	4,500,000	\$ 8,900,000
Capital Local		\$	-	\$	-	\$	-	\$	1,100,000	\$	1,125,000	\$ 2,225,000
Tot	Totals			\$	-	\$	-	\$	5,500,000	\$	5,625,000	\$ 11,125,000

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

Note: FY 2027-2028 represent illustrative project years.

	Purchas	e of Bus	ses & Cha	argi	ng Equipme	nt [I	BLO-22-005/	BLO-	23-004/BLC)-26-0	04]						
Funding Fiscal Year Totals*																	
Project Phase	Source		2024		2025		2026		2027		2028	128 Totals*					
Capital					4,217,244	\$	4,161,600	\$	-	\$	-	\$	8,378,844				
Capital	Local	\$	-	\$	1,054,311	\$	1,040,400	\$	-	\$	-	\$	2,094,711				
Tot	als	\$	-	\$	5,271,555	\$	5,202,000	\$	-	\$	-	\$	10,473,555				

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by the Policy Committee on November 8, 2024.

	Purcha	ase Bloo	omington	Tran	sit Access	Vehi	cles [BLO-2	5-00	3, BLO-26-0	03, T	BD]	
	Funding					Fi	scal Year					Totals*
Project Phase	Source		2024		2025		2026		2027		2028	TULAIS
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
Tot	Totals \$					\$	280,500	\$	286,110	\$	291,832	\$ 1,133,442

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

Note: FY 2027-2028 represent illustrative project years.

	Land Acquisition for Service & Fleet Expansion [TBD]													
	Funding		Fiscal Year											
Project Phase	Source		2024	2025	2026	2027	2028	Totals*						
Capital	FTA 5307	\$	-	\$ 10,000,000	\$-	\$-	\$-	\$ 10,000,000						
Capital	Local	\$	-	\$ 2,500,000	\$-	\$-	\$-	\$ 2,500,000						
Totals		\$	-	\$ 12,500,000	\$-	\$-	\$-	\$ 12,500,000						

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment was approved by the Policy Committee on November 8, 2024.

	Capitalize t	he Pi	urchase of I	Ingi	ine/Transmis	ssio	n Rebuilds, I	Hybr	id Energy U	nits	, & Tires				
	[BLO-24-002, BLO-25-002, BLO-26-002, TBD]														
	Funding			Totals*											
Project Phase	Source		2024		2025		2026		2027		2028		TULAIS		
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		
Tot	\$	196,851	\$	204,725	\$	212,914	\$	221,431	\$	230,288	\$	1,066,209			

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

Note: FY 2027-2028 represent illustrative project years.

	Purchase of Support & Maintenance Vehicles [TBD]														
	Funding		Fiscal Year												
Project Phase	Source		2024		2025		2026		2027		2028	Totals*			
Capital	FTA 5307	\$	-	\$	132,000	\$	70,800	\$	51,000	\$	-	\$	253,800		
Capital	Local	\$	-	\$	33,000	\$	17,700	\$	12,750	\$	-	\$	63,450		
Totals		\$	-	\$	165,000	\$	88,500	\$	63,750	\$	-	\$	317,250		

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

Note: FY 2027-2028 represent illustrative project years.

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on November 8, 2024.

	Design and Construction of Grimes Lane Facility Expansion [TBD]													
	Funding		Fiscal Year											
Project Phase	Source		2024	2025	2026	2027	2028	Totals*						
Capital	FTA 5307	\$	-	\$ 35,000,000	\$-	\$-	\$-	\$ 35,000,000						
Capital	Local	\$	-	\$ 8,750,000	\$-	\$-	\$-	\$ 8,750,000						
Totals		\$	-	\$ 43,750,000	\$-	\$-	\$-	\$ 43,750,000						

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

Note: FY 2027-2028 represent illustrative project years.

Note: A modification was processed by staff in February 2025, changing the federal funding source of this project from FTA 5339 to FTA 5307 **PENDING FEDERAL APPROVAL

	Six (6) Paratransit/Microtransit Vehicles [TBD]														
	Funding					Totals*									
Project Phase	Source		2024		2025		2026		2027		2028		TOLDIS		
Capital	FTA 5339	\$	500,000	-		\$	-	\$	-	\$	-	\$	500,000		
Capital	Local	\$	125,000	-		\$	-	\$	-	\$	-	\$	125,000		
Totals		\$	625,000	\$	-	\$	-	\$	-	\$	-	\$	625,000		

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

Note: FY 2027-2028 represent illustrative project years.

	Replacement of CAD/AVL hardware, equipment, and associated systems [TBD]														
	Funding					Tatala*									
Project Phase	Source		2024		2025		2026		2027		2028	Totals*			
Capital	FTA 5339	\$	600,000	-		\$	-	\$	-	\$	-	\$	600,000		
Capital	Local	\$	150,000	-		\$	-	\$	-	\$	-	\$	150,000		
Totals		\$	750,000	\$	-	\$	-	\$	-	\$	-	\$	750,000		

Note: FY 2027-2028 represent illustrative project years.

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) will achieve final federal approvals in July-August, 2023.

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

					SR 45/46 From	n .2	mi E of I-69 (Arli	ington) to 0.9	ßm	ni E of I-69 (Ki	inse	er) [1700198]						
Project									Fiscal	Ye	ar								Totals*
Phase	Funding Source	20	24		20	25			20	26			20	027		20	28		Totals
Filase		Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	NHS	\$ 9,031,706	\$	2,257,926	\$ -	\$		\$		\$		\$	-	\$	-	\$ 	\$	-	\$ 11,289,632
RW	NHS	\$ 659,187	\$	164,797	\$ -	\$		\$		\$		\$	-	\$	-	\$ 	\$	-	\$ 823,984
PE	NHS	\$ 300,400	\$		\$ -	\$		\$		\$		\$	-	\$	-	\$ 	\$	-	\$ 300,400
	Totals	\$ 12,414,016	\$	2,422,723	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 12,414,016

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

				S	R 45 Added 1	Frave	l Lane on SR	t 45 f	from the Blo	omi	ngton Bypass	s to	the Intersect	tio	n on Pete Ellis	Dri	ve [1800086]					
Project											Fiscal	l Ye	ar									
Phase	Funding Source		2	024			20	25			20	26			20	27			2	028		Totals*
Filase		Fe	deral		State		Federal		State		Federal		State		Federal		State	F	ederal		State	
CN	NHS	\$	-	\$		\$	225,000	\$	25,000	\$	1,278,110	\$	319,528	\$	-	\$	-	\$	-	\$	-	\$ 1,847,638
	Totals	\$	-	\$	-	\$	225,000	\$	25,000	\$	1,278,110	\$	319,528	\$	-	\$	-	\$	-	\$	-	\$ 1,847,638
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																				

								SR	45 At the inte	erse	ection of Pete	Ell	is Dr [180019	9]								
Project											Fiscal	Ye	ar									Totals*
Phase	Funding Source			20	24		20	25			20	26			20	27			20)28		Totals
Flidse			Federa	al		State	Federal		State		Federal		State		Federal		State	F	ederal		State	
CN	HSIP	\$		-	\$	-	\$ 135,000	\$	15,000	\$	4,622,860	\$	513,651	\$	-	\$	-	\$	-	\$	-	\$ 5,286,511
	Totals	\$		-	\$	-	\$ 135,000	\$	15,000	\$	4,622,860	\$	513,651	\$	-	\$	-	\$	-	\$	-	\$ 5,286,511
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

						S	R 37	7 at Intersect	ion	n with Dillman	Ro	ad [1800371]									
Project										Fiscal	Ye	ar									
-	Funding Source		20	24		20	25			20	26		20	27			2	028		1	Fotals*
Phase		F	ederal		State	Federal		State		Federal		State	Federal		State	I	ederal		State		
CN	HSIP	\$	18,000	\$	2,000	\$ 2,207,390	\$	245,266	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	2,472,656
	Totals	\$	18,000	\$	2,000	\$ 2,207,390	\$	245,266	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	2,472,656

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

Note: An amendment to FY 2025 funding amounts was approved by the Policy Committee pre-June 2024.

					S	R 37	7 - 3.65 Miles	Sou	uth of SR 45 or	ver	Abandoned F	Railr	oad Northbo	ound	Lane [1801]	L71]						
Project											Fiscal	Yea	ar									
Phase	Funding Source		20	24			20	25			20	26			20)27			20	28		Totals*
Filase		I	Federal		State		Federal		State		Federal		State		Federal		State	1	Federal		State	
CN	NHPP	\$	329,854	\$	82,464	\$		\$		\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$ 412,318
	Totals	\$	329,854	\$	82,464	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$ 412,318
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																				

					SR 37	03.6	5 miles S of	SR	45 over Aban	don	ed RR SBL [1	8011	172]								
Project	Funding Source								Fiscal	Ye	ar										Totals*
Phase	Fulluling Source	20	124		20	25			20	26			20	27			20	28			Totals
Phase		Federal		State	Federal		State		Federal		State		Federal		State	F	Federal		State	1	
CN	Bridge Construction	\$ 206,159	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	206,159
	Totals	\$ 206,159	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	206,159

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

						Seymour	Dis	trict ITS & Sig	gnal	Maintenanco	e Co	ntract - FY 2	4 [18	301358]							
Project	Funding Source									Fiscal	Yea	r									Totals*
Phase	Funding Source		20	24		20	25			20	26			20	27			20	28		Totals
Phase			Federal		State	Federal		State		Federal		State		Federal		State	F	ederal		State	
CN	Statewide Construction	\$	106,327	\$	-	\$ -	\$		\$	-	\$		\$		\$	-	\$	-	\$	-	\$ 106,327
	Totals	\$	106,327	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 106,327
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																			

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

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				CCTV/	DMS	from 3.0 mi	les	N of SR 68 to	Lib	erty Church F	₹d, 2	.5 miles of SI	R 39	9 (Sect. 1-5) [1	802	086]					
Project										Fisca	l Yea	ır									
Phase	Funding Source	20	24			20	25			20	026			20	27		20)28]	Totals*
Flidse		Federal		State	-	Federal		State		Federal		State		Federal		State	Federal		State		
PE	NHPP	\$ 562,500	\$	62,500	\$		\$		\$		\$		\$	-	\$		\$ -	\$		\$	625,000
CE	NHPP	\$ -	\$	-	\$		\$		\$	180,000	\$	20,000	\$	-	\$		\$ -	\$		\$	200,000
CN	NHPP	\$ -	\$	-	\$		\$		\$	6,332,710	\$	703,635	\$	-	\$		\$ -	\$		\$	7,036,345
	Totals	\$ 562,500	\$	62,500	\$	-	\$		\$	6,512,710	\$	723,635	\$		\$	-	\$ -	\$	-	\$	7,861,345

			SF	X 46 E	Bridge Sup	erstru	cture Rep	lac	ement at 6	.04 N	1iles W of S	R 3	37 at Jacks D	efea	t Creek (W	BL) [:	1900098]					
Project											Fiscal	Ye	ar									
-	Funding Source		20	24			202	25			202	26			202	27			20	28		Totals*
Phase		F	ederal		State	Fe	deral		State	I	Federal		State		Federal		State	Fe	ederal	9,	State	
PE	NHPP	\$	60,000	\$	15,000																	\$ 75,000
CN	STBG					\$ 1,	,424,642	\$	356,161													\$ 1,780,803
	Totals	\$	60,000	\$	15,000	\$ 1	,424,642	\$	356,161	\$	-	\$	5 -	\$	-	\$	-	\$	-	\$	-	\$ 1,855,803

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: A modification was approved in March 2025 to decrease FY2025 CN funding

						V	A VARI Vario	us	locations on U	JS	31 and US 421	in tl	he Seymour [Dist	trict [1901701]						
Proiect	Funding Source										Fisca	Ye	ar								Totals*
Phase	Funding Source		20	24			20	25			20	26			20	27		20	28		Totals
Flidse			Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	859,622	\$	95,513	\$	-	\$	-	\$	÷ -	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 955,135
	Totals	\$	859,622	\$	95,513	\$		\$	-	\$	÷ -	\$		\$	-	\$	-	\$ -	\$	-	\$ 955,135
*Estimated To	tal Project Cost (23 CER 45 326)	a)(2))																			

d Total Project Cost (23 CFR 45.326(g)(2))

					VA VARI	Se	ymour Distric	t P	Placeholder for	RP	Ms in FY 2024	4 [:	[1901791]						
Project	Funding Source								Fiscal	Ye	ar								Totals*
Phase	Funding Source	20	24		20	25			20	26			202	27		20	28		Totals
Phase		Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$ 644,891	\$	71,655	\$ -	\$	-	\$	s -	\$	-	\$	\$-	\$	-	\$ -	\$	-	\$ 716,546
	Totals	\$ 644,891	\$	71,655	\$ -	\$	-	\$	s -	\$	-	\$	\$-	\$	-	\$ -	\$	-	\$ 716,546
	Totals	\$ 644,891	\$	71,655	\$ -	\$	-	\$	s -	\$	-	\$	\$-	\$	-	\$ -	\$		\$ 716

ted Total Project Cost (23 CFR 45.326(g)(2))

			SR		••	I Russell Rd [COI rovements with c		-	31]			
Ducient	Funding Course					Fiscal	Year					Totals*
Project	Funding Source	20	24	202	25	202	26	20	27	20	28	Totals.
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
PE	NHS					\$ 888,200	\$ 222,050					\$ 1,110,250
RW	NHS							\$ 360,000	\$ 40,000			\$ 400,000
	Totals	\$-	\$ -	\$ -	\$ -	\$ 888,200	\$ 222,050	\$ 360,000	\$ 40,000	\$ -	\$ -	\$ 1,510,250

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: An amendment was approved by the Policy Committee on May 9 2025 to increase PE funds and move PE funds from FY25 to FY26. ***CURRENTLY PENDING STATE/FEDERAL REVIEW

			SR 46 Bridge	Sup	erstructure	Rep	lacement	at 4.83 Miles W	of	SR 37 at Jack	s D	efeat Creek [2000	311]					
Project								Fiscal	Ye	ear									
Phase	Funding Source	202	24		202	25		202	26			202	.7			20	28		Totals*
Phase		Federal	State		Federal		State	Federal		State		Federal		State	F	Federal	•,	State	
CN	STBG			\$	842,460	\$	210,615												\$ 1,053,075
PE	STBG			\$	5,360	\$	1,340		Γ										\$ 6,700
	Totals	\$-	\$-	\$	847,820	\$	211,955	\$-	4	\$-	\$	-	\$	-	\$	-	\$	-	\$ 1,059,775

Estimated Total Project Cost (23 CFR 45.326(g)(2)) Note: A change was approved in March 2025 to move previously approved CN and PE funding from FY 2024 to FY 2025, increasing FY2025 CN funding to \$1,053,075 and decreasing FY2025 PE funding to \$6,700.

						SR 48	Brid	ge Over Rich	nland	Creek, 01.1	L5 mi	le E SR 43 [2	0003	59]							
Project	Funding Source									Fisca	l Yea	r									Totals*
Phase	Fullung Source			20	25			20	026			20)27			20	028		Totals		
Flidse		State	-	Federal		State	F	ederal		State	F	Federal		State	F	ederal		State			
CN	Bridge Construction	\$ 823,517	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 823,517
PE	Bridge Construction	\$ 20,000	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 20,000
	Totals	\$ 843,517	\$	-	\$		\$		\$		\$	-	\$		\$	-	\$	-	\$		\$ 843,517

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

						SR 45 E	Brid	dge over BR In	dia	an Creek, 3.62	mile	S of SR 37 [2	2000	0365]							
Project										Fiscal	Yea	r									
Project	Funding Source		20	24		20	25			20	26			20	27			20	28		Totals*
Phase			Federal		State	Federal		State		Federal		State		Federal		State	I	Federal		State	
CN	STBG	\$	1,160,000	\$	290,000	\$ -	\$	-	\$	-	\$		\$	-	\$		\$		\$		\$ 1,450,000
	Totals	\$	1,160,000	\$	290,000	\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	-	\$ 1,450,000
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

SR 46 05.65 mi E of SR 446 [2001983] Fiscal Year Project Phase Totals* Funding Source 2024 2025 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State CN STBG 375,692 93,924 469.616 375,692 93,924 Totals 469,61

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

					SF	R 46 B	ridge This D)eck	Overlay Ove	er BR	N Fork Salt C	Cree	k, 4.86 Miles	s E of	of SR 46 [20020	034]							
Project											Fiscal	Yea	r										
Project	Funding Source		20)24			20	25			20	26			202	27			20	028		1	Totals*
Phase		Fe	deral		State	-	Federal		State		Federal		State		Federal		State	F	ederal		State		
CN	STBG	\$	-	\$	-	\$		\$		\$	220,422	\$	55,106	\$	-	\$		\$	-	\$	-	\$	275,528
	Totals	\$	-	\$	-	\$	-	\$		\$	220,422	\$	55,106	\$	-	\$		\$	-	\$	-	\$	275,528

					v	A VA	RI Seymou	Di	strict Placeho	lde	r for Traffic Si	igna	Modernizat	ions	s 2026 [21001	57]						
Project	Funding Source										Fiscal	l Yea	ır									Totals*
Phase	Fulluling Source		20	24			20	25			20	26			20	27		20	28			Totals
Phase	2024 2025 2026 2027 2028																					
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$	1,242,000	\$	138,000	\$		\$	-	\$ -	\$	-	\$	1,380,000
	Totals	\$	-	\$		\$	-	\$	-	\$	1,242,000	\$	138,000	\$	-	\$	-	\$ -	\$	-	\$	1,380,000

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

						VAV	ARI Seymo	our D	District Place	hold	er for RPM F	Refu	rbishments f	or 20	26 [2100189]					
Project	Funding Source										Fiscal	l Yea	ır								Totals*
Phase	Funding Source		20)24			20)25			20)26			20	27		20	28		Totals
Flidse		Fe		State	F	ederal		State		Federal		State	_	Federal		State	Federal		State		
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ -	\$	-	\$ 750,000
	Totals	\$	-	\$	-	\$	-	\$		\$	675,000	\$	75,000	\$		\$	-	\$	\$	-	\$ 750,000
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																			

					VA	VAF	RI Seymour Di	istr	rict Placeholde	er f	or 2026 Traffic	Oth	ner Type Syst	tem	nic Safety [210	01	95]				
Project	Funding Source										Fisca	Yea	ar								Totals*
Phase	Funding Source		20	024			20	25			20	26			20	27		20	28		Totals
Phase			State		Federal		State		Federal		State		Federal		State	Federal		State			
CN	HSIP	\$	-	\$	-	\$	-	\$	-	\$	1,800,000	\$	200,000	\$	-	\$	-	\$ -	\$	-	\$ 2,000,000
	Totals	\$	-	\$	-	\$	-	\$	-	\$	1,800,000	\$	200,000	\$	-	\$	-	\$ -	\$	-	\$ 2,000,000

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

							I	-69 N	IBL over UN	T Cle	ar Creek, 2.1	12 S	SR 37 [21005	90]							
Project	Funding Source										Fiscal	Yea	ar								Totals*
Phase	Funding Source		20)24			20	25			20	26			20	27		20	128		Totals
Filase		Fe	2024 2025 2026 2027 2028 ederal State Federal State Federal State															State			
CN	STPG	\$	-	\$		\$	-	\$		\$	243,668	\$	60,917	\$	-	\$	-	\$ -	\$	-	\$ 304,585
	Totals	\$	-	\$	-	\$	-	\$	-	\$	243,668	\$	60,917	\$	-	\$	-	\$ -	\$	-	\$ 304,585

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

							1	-69 5	SBL over UN	r Cle	ar Creek, 2.1	L2 S :	SR 37 [210059	91]							
Project	Funding Source										Fiscal	Yea	ar								Totals*
Phase	Fulluing Source		20	024			20	25			20	26			20	27			202	В	Totals
Filase	ise Z024 Federal Sta					F	ederal		State		Federal		State		Federal		State	Federal		State	
CN	STPG	\$	-	\$	-	\$	-	\$	-	\$	243,668	\$	60,917	\$		\$	-	\$ -	•••	\$ -	\$ 304,585
	Totals	\$	-	\$	-	\$	-	\$	-	\$	243,668	\$	60,917	\$	-	\$	-	\$ -	••	\$ -	\$ 304,585
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

							1	-69	NBL over UN	T Cle	ar Creek, 1.2	20 S	SR 37 [21005	92]							
Project	Funding Source										Fiscal	Yea	ar								Totals*
Phase	Fulluing Source		20)24			20	25			20	26			20	27		20	028		Totals
Flidse	2024 2025 2026 2027 2028 Federal State Federal State Federal State																				
CN	STBG	\$	-	\$	-	\$	-	\$		\$	252,845	\$	63,211	\$		\$	-	\$ -	\$		\$ 316,056
	Totals	\$	-	\$	-	\$	-	\$	-	\$	252,845	\$	63,211	\$	-	\$	-	\$ -	\$	-	\$ 316,056

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

						1	I-69	SBL over UN	T Cl	ear Creek, 1.2	20 S	SR 37 [21005	93]								
Project	Funding Source									Fisca	l Yea	ar									Totals*
Project	Funding Source		20)24		20	25			20	026			20	27			20	128		Totals.
Phase		I	Federal		State	Federal		State		Federal		State		Federal		State	-	Federal		State	
CN	STBG	\$	-	\$		\$ -	\$	-	\$	252,845	\$	63,211	\$	-	\$		\$		\$		\$ 316,056
	Totals	\$	-	\$		\$ -	\$	-	\$	252,845	\$	63,211	\$	-	\$	-	\$	-	\$	-	\$ 316,056

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

							16	9 NBL over Inc	dian	Creek, 1.70 M	N SF	R 445 [2100594	1]							
Project	Funding Source									Fiscal	Ye	ar								Totals*
Project	Funding Source		20)24		20	25			20	26			20	27		2	028		Totals.
Phase		Fe	ederal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ -	\$	-	\$ 328,710
	Totals	\$	-	\$	-	\$ -	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ 	\$	-	\$ 328,710
*Estimated Te	otal Project Cost (23 CFR 45.326	g)(2))																		

		I 69 SBL over Indian Creek, 1.70 N
Ducient	Funding Course	Fiscal

							16	9 SBL over Inc	dian	Creek, 1.70 M	N SR	R 445 [210059	5]							
Project	Funding Source									Fiscal	Ye	ar								Totals*
Phase	Fulluling Source			2024		20	25			20	26			20	27		20)28		Totals
Phase		F	ederal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ -	\$	-	\$ 328,710
	Totals	\$	-	\$	-	\$ -	\$	-	\$	262,968	\$	65,742	\$	-	\$	-	\$ -	\$	-	\$ 328,710
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																		

							16	9 NBL over Inc	diar	n Creek, 2.68 I	N SP	R 445 [210059	6]							
Project	Funding Source									Fiscal	l Ye	ar								Totals*
Phase	Funding Source		20)24		20	25			20	26			20	27		20	28		Totals
Phase		1	Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$		\$ -	\$	-	\$	272,728	\$	68,182	\$	-	\$	-	\$ -	\$	-	\$ 340,910
	Totals	\$	-	\$	-	\$ -	\$	-	\$	272,728	\$	68,182	\$	-	\$	-	\$ -	\$	-	\$ 340,910

								1 69	9 SBL over Inc	dian	Creek, 2.68 N	N SR	445 [2100597	7]								
Project	Funding Source										Fiscal	Yea	ar									Totals*
Phase	Funding Source		20)24			20	25			20	26			20	27			20	028		Totals
FildSe		Fe	deral		State	F	Federal		State		Federal		State	I	Federal		State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$		\$	272,728	\$	68,182	\$	-	\$	-	\$	-	\$	-	\$ 340,910
	Totals	\$	-	\$	-	\$	-	\$	-	\$	272,728	\$	68,182	\$	-	\$	-	\$	-	\$	-	\$ 340,910

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

								169	9 NBL over Bre	ede	en Rd, 02.79 I	N SF	445 [210059	8]								
Project	Funding Source										Fiscal	l Yea	ar									Totals*
Phase	Fulluling Source		20	024			20)25			20	26			20	27				2028		Totals
Phase		Fee	deral		State	Fe	ederal		State		Federal		State		Federal		State	1	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$	-	\$	-	\$ 280,184
	Totals	\$	-	\$	-	\$	-	\$		\$	224,147	\$	56,037	\$		\$	-	\$	-	\$		\$ 280,184
*Estimated To	otal Project Cost (23 CFR 45.326	g)(2))																				

							1 69	SBL over Bre	ede	n Rd, 02.79 N	I SR	445 [2100599	9]							
Project	Funding Source									Fiscal	Yea	r								Totals*
Phase	Funding Source		2	024		20	25			20	26			20	27			2028		Totals.
Phase		Fe	deral		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$ -	\$		\$ 280,184
	Totals	\$	-	\$	-	\$ -	\$	-	\$	224,147	\$	56,037	\$	-	\$	-	\$ -	\$	-	\$ 280,184
*Estimated To	otal Project Cost (23 CFR 45.326	(g)(2))																		

						SR	37 NB ramp	o to I	I-69 SB bridge	e ove	er I-69 NB/SE	B, 2.	91 miles S of	SR-4	5 [2100600]								
Proiect	Funding Source										Fiscal	Ye	ar										
Project	Funding Source		20)24			20	25			20	26			20	27			20)28			Tota
Phase		F	ederal		State		Federal		State		Federal		State	I	Federal		State	I	Federal		State		
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	186,095	\$	46,524	\$	-	\$	-	\$	-	\$	-	\$	
	Totals	Ś	-	Ś	-	Ś	-	Ś	-	Ś	186,095	Ś	46.524	Ś	-	Ś		Ś	-	Ś	-	Ś	

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

								-1-1	69 NBL over l	Bolir	n Lane, 00.59	SR	37 [2100628]							
Project	Funding Source										Fiscal	Yea	ır							
Phase	Funding Source		2	024			20	25			20	26		20	27		2	028		Totals*
Phase		Fee	deral		State		Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$ 198,014
	Totals	\$	-	\$	-	\$	-	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$	-	\$ 198,014
*Estimated To	tal Project Cost (23 CFR 45.326(g)(2))																		

							1	-69 SBL over I	Bolir	n Lane, 00.59	SR	37 [2100629]								
Project	Funding Source									Fiscal	l Yea	ar								
Project	Funding Source		20	24		20	25			20)26		20	27		20	28		1	Totals*
Phase		F	ederal		State	Federal		State		Federal		State	Federal		State	Federal		State		
CN	STBG	\$	-	\$	-	\$	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$	198,014
	Totals	\$	-	\$	-	\$	\$	-	\$	158,411	\$	39,603	\$ -	\$	-	\$ -	\$		\$	198,014

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

							ŀ	-69 SB ramp t	o S	R 37 SB Bridge	e ov	er I-69 NB/SB	i, 3.	.00 miles S of	SR-	-45 [2100658]						
Project	Funding Source											Fiscal	Ye	ar								
Phase	Funding Source			202	24			20	25			20	26			202	27		20	28		Totals*
Flidse		I	Federal			State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-		\$	-	\$	-	\$	-	\$	198,901	\$	47,225	\$	-	\$	-	\$	\$	-	\$ 246,126
	Totals	\$	-		\$	-	\$		\$	-	\$	198,901	\$	47,225	\$	-	\$	-	\$	\$	-	\$ 246,126
*Estimated To	tal Droject Cost (33 CEP 45 336)	a)(2))																				

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

								ł	-69 SBL over S	Lod	lge Rd, 3.03 S	S SR	37 [2100659]							
Project	Funding Source										Fiscal	Ye	ar							
Phase	Funding Source		20	24			20	25			20	26		20	27		20	28		Totals*
Filase		Fe	deral		State	_	Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$ -	\$	-	\$ -	\$	-	\$ 186,887
	Totals	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$ -	\$	-	\$ -	\$		\$ 186,887
*Estimated To	otal Project Cost (23 CFR 45.326(;)(2))																		

							1	I-69	NBL over W	Tran	1way Rd, 01.7	79 S :	GR 37 [210066	50]									
Project	Funding Source										Fiscal	Yea	r										
Phase	Funding Source		20)24			20)25			20	26			20	27			20	028			Totals*
Phase		Fe	deral		State	F	ederal		State		Federal		State	F	ederal		State	Fee	deral		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$	-	\$	-	\$	195,715
	Totals	\$	-	\$	-	\$	-	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$	-	\$	-	\$	195,715

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

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

232,619

232,619

							-69	SBL over W	ram	nway Rd, 01.7	9 S :	SR 37 [210066	51]								
Project	Funding Source									Fiscal	l Yea	ar									
Project	Funding Source		20	24		20	25			20	26			202	27		20	28		1	Totals*
Phase		Fe	deral		State	Federal		State		Federal		State		Federal		State	Federal		State		
CN	STBG	\$		\$	-	\$ -	\$	-	\$	156,572	\$	39,143	\$	-	\$		\$	\$	-	\$	195,715
	Totals	\$		\$	-	\$ -	\$	-	\$	156,572	\$	39,143	\$	-	\$	-	\$	\$	-	\$	195,715

								16	59 NBL over S	i Lod	lge Rd, 3.03 S	SR	37 [2100662]										
Project	Funding Source										Fiscal	Yea	r										Totals*
Project	Funding Source		20)24			20	25			20	26			20	27			20	028		1	Totals.
Phase		Fe	deral		State	Fe	ederal		State		Federal		State	F	Federal		State	Fe	deral	1	State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	149,510	\$	37,377	\$		\$	-	\$	-	\$	-	\$	186,887
	Totals	\$	-	\$	-	\$	-	\$		\$	149,510	\$	37,377	\$		\$	-	\$	-	\$	-	\$	186,887

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

								I 69	NBL over S Re	ockp	ort Rd, 5.21	N SI	R 445 [210066	3]								
Project	Funding Source										Fiscal	l Yea	ar									Totals*
Phase	Fulluling Source		20	024			20)25			20)26			20	27			203	8		Totals
Phase		Fee	deral		State	Fe	ederal		State		Federal		State		Federal		State	Federal		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$	-	\$-	\$	208,651
	Totals	\$	-	\$	-	\$	-	\$		\$	166,921	\$	41,730	\$	-	\$		\$		\$-	\$	208,651
*Estimated To	otal Project Cost (23 CFR 45.326	g)(2))																				

							16	9 SBL over S R	ock	port Rd, 5.21	N SF	445 [210066	4]								
Project	Funding Source									Fisca	l Yea	ar									Totals*
Phase	Funding Source		20	024		20	25			20	26			20	27		20	28			Totals
Phase		F	ederal		State	Federal		State		Federal		State		Federal		State	Federal		State	1	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$ -	\$	-	\$	208,651
	Totals	\$	-	\$	-	\$ -	\$	-	\$	166,921	\$	41,730	\$	-	\$	-	\$ -	\$	-	\$	208,651
		\$		\$	-	\$ -	\$	-	\$		\$,		-	\$	-	\$ -	\$	-	\$	

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

							I-69 W \	Vern	al Pike Bridg	ge ov	er I-69, 0.59	mil	s S of SR 46	[210	0682]							
Project	Funding Source										Fiscal	Yea	r									
Phase	Fullung Source		20)24			20	25			20	26			20	27			20	28		Totals*
Filase		F	ederal		State	Fe	deral		State	_	Federal		State	I	Federal		State	F	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	262,466	\$	65,617	\$		\$	-	\$	-	\$	-	\$ 328,083
	Totals	\$	-	\$	-	\$	-	\$	-	\$	262,466	\$	65,617	\$	-	\$	-	\$	-	\$	-	\$ 328,083

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

						I 69 S Bur	ch I	Rd bridge ove	er I-6	59 NB/SB, 7.0	2 m	iles N of SR 5	4 [2	2100684]							
Project	Funding Source									Fiscal	Ye	ar									Totals*
Project	Funding Source			2024		20	25			20	26			202	27			2	028		Totals.
Flidse		F	ederal		State	Federal		State		Federal		State		Federal		State	F	ederal		State	
CN	STBG	\$	-	\$		\$ -	\$	-	\$	189,036	\$	47,259	\$	-	\$		\$	-	\$		\$ 236,295
	Totals	\$	-	\$	-	\$ -	\$	-	\$	189,036	\$	47,259	\$	-	\$	-	\$	-	\$	-	\$ 236,295
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																			

					SF	46 B	ridge Deck	Ove	rlay on SR 46	ove	r Stephens C	reel	, 3.00 Miles	E of S	SR 446 [2100	688]						
Project											Fiscal	Yea	r										
Project	Funding Source		20	124			20	25			20	26			20	27			20	028		1	Totals*
Phase		F	ederal		State		Federal		State		Federal		State	F	Federal		State	-	Federal		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$		\$	700,455	\$	175,114	\$		\$		\$	-	\$	-	\$	875,569
	Totals	\$	-	\$	-	\$	-	\$	-	\$	700,455	\$	175,114	\$		\$	-	\$	-	\$	-	\$	875,569

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

							I 69 S Harm	on	y Rd Bridge ov	/er	I-69 NB/SB, 8	.95	miles N of SR	1 54	4 [2100726]						
Project	Funding Source										Fiscal	Ye	ar								Totals*
Project	Funding Source			202	24		20	25			20	26			202	27		20	28		Totals.
Phase		F	Federal			State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$	-		\$	-	\$ -	\$	-	\$	343,574	\$	85,894	\$		\$	-	\$	\$		\$ 429,468
	Totals	\$	-		\$		\$ -	\$	-	\$	343,574	\$	85,894	\$	-	\$	-	\$	\$		\$ 429,468
		14-11										_									

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

				9	SR 46	6 Bridge Dec	kΟ\	verlay on SR 4	46 ;	at N. Hartstrai	it Re	d over branch	Jac	cks Defeat Cre	ek	, 0.02 miles S o	of	SR 46 [210075	2]				
Project												Fiscal	Ye	ar									
Phase	Funding Source			202	24			20	25			20	26			202	27			20	28		Totals*
Phase		1	Federal			State		Federal		State		Federal		State		Federal		State		Federal		State	
CN	STBG	\$		-	\$		\$		\$	-	\$	862,400	\$	215,600	\$	-	\$	-	\$	-	\$	-	\$ 1,078,000
	Totals	\$		-	\$		\$		\$	-	\$	862,400	\$	215,600	\$	-	\$	-	\$	-	\$	-	\$ 1,078,000
*Ectimated To	tal Drojost Cost (33 CEB 4E 336)	-1(2))																					

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

					SR 37	7 Sma	II Structure	Pip	e Lining on S	R 37	over UNT Cl	ear	Creek, 1.45 N	/ile	s S of I-69 [21	.007	'66]					
Project											Fiscal	l Ye	ar									
Phase	Funding Source		2	024			20	25			20	26			20	27			20	28		Totals*
Flidse		F	ederal		State	F	ederal		State		Federal		State		Federal		State	I	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	509,442	\$	127,361	\$	-	\$	-	\$	-	\$	-	\$ 636,803
	Totals	\$	-	\$	-	\$	-	\$	-	\$	509,442	\$	127,361	\$	-	\$		\$		\$	-	\$ 636,803
*Estimated To	tal Project Cost (23 CFR 45.326(g)(2))																				

					SR 48	Smal	I Structure	Rep	placement or	n ST (over Unnam	ed D	itch, 2.34 Mi	les E	of SR 43 [21	00808	3]						
Ducient											Fiscal	Yea	r										
Project	Funding Source		20	024			20	25			20	26			20	27			20	028			Totals*
Phase		Fe	deral	Ι	State	F	ederal		State		Federal		State	F	Federal		State	Fee	deral		State	1	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	256,234	\$	64,058	\$	-	\$	-	\$	-	\$	-	\$	320,292
	Totals	\$	-	\$	-	\$	-	\$	-	\$	256,234	\$	64,058	\$	-	\$	-	\$	-	\$	-	\$	320,292

				VA VA	RI R	epair or repla	ce li	ighting with	LED) at various lo	cati	ons in the Se	ymo	our District [2	2101	785]				
Project										Fiscal	Yea	ar								
Phase	Funding Source	20	124			20	25			20	26			20)27		20	28		Totals*
Phase		Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	STBG	\$ -	\$	-	\$	2,080,000	\$	520,000	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 2,600,000
	Totals	\$ -	\$		\$	2,080,000	\$	520,000	\$		\$	-	\$	-	\$	-	\$ -	\$	-	\$ 2,600,000

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

							Var	rious location	ıs in	the Seymou	r Di:	strict [220000	5]								
Project	Funding Source									Fisca	Ye	ar									
Phase	Fulluling Source		20	124		20	25			20	26			20	27		20	28			Totals*
Phase		F	Federal		State	Federal		State		Federal		State		Federal		State	Federal		State	1	
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
	Totals	\$	-	\$		\$	\$	-	\$	-	\$		\$	5,671,000	\$		\$ -	\$	-	\$	5,671,000

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

						IDIQ, V	ario	ous locations t	thro	oughout the S	ieyn	our District	[2200)476]							
Proiect	Funding Source									Fiscal	Yea	r									
	2024					20	25			20	26			20)27				202	3	Totals*
Phase	hase Federal State					Federal		State		Federal		State	F	Federal		State		Federal		State	
CN	Road Construction	\$	800,000	\$	200,000	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-		\$-		\$ -	\$ 1,000,000
	Totals	\$	800,000	\$	200,000	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	Τ	\$-	1	ŝ -	\$ 1,000,000
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

						SR 4	46 (Over Unname	ed Di	itch, 5.1 mile	es N	of SR 58 [220	0572	2]							
Project	Eunding Course									Fiscal	Yea	r									
Project Funding Source 2024 Phase)24		20	25			20	26			20	27			20	28		Totals*
Phase		F	ederal		State	Federal		State		Federal		State		Federal		State	F	Federal		State	
CN	STBG	\$		\$	-	\$ -	\$	-	\$		\$	-	\$	453,785	\$	113,446	\$		\$	-	\$ 567,231
	Totals	\$	-	\$	-	\$ -	\$	-	\$		\$	-	\$	453,785	\$	113,446	\$		\$	-	\$ 567,231
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																			

						I-6	i9 W	est Arlingto	n Ro	oad, 0.07 mile	No	f SR 46 [2200	619]							
Desident	Funding Course									Fiscal	Yea	r								
Project Phase	Funding Source		20	24		20	25			20	26			20	27		20	28		Totals*
Phase		F	ederal		State	Federal		State		Federal		State	1	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	728,319	\$	182,080	\$ -	\$	-	\$ 910,399
	Totals	\$		\$	-	\$ 	\$	-	\$		\$	-	\$	728,319	\$	182,080	\$ 	\$	-	\$ 910,399

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

							I-6) NBL	over Griffy	Creek,	2.97 mile	s N of	f SR 46 [220	0632]]					
Project											Fisca	l Year	•							
Phase	Funding Source		20	24			20	25			20	026			20	27	20	028		Totals*
Phase		Fe	deral		State	Fe	deral		State	Fe	deral		State	F	Federal	State	Federal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	279,397	\$ 69,849	\$ -	\$	-	\$ 349,246
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	279,397	\$ 69,849	\$ -	\$	-	\$ 349,246

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

								I-69) SE	BL over Griffy	Cr	reek, 2.97 mile	s N	of SR 46 [220	0633	3]							
Desident	roject Sundian Course											Fiscal	Ye	ar									
Phase	Funding Source			202	24			20	25			20	26			20	27			20	28		Totals*
Phase			Federal			State	I	ederal		State		Federal		State		Federal		State	1	Federal		State	
CN	STBG	\$	-		\$		\$	-	\$	-	\$	÷ -	\$		\$	279,397	\$	69,849	\$		\$	-	\$ 349,246
	Totals	\$	-		\$		\$	-	\$	-	\$	÷ -	\$		\$	279,397	\$	69,849	\$		\$	-	\$ 349,246
*Estimated T	atal Project Cost (23 CER 45 326	(a)(2))																					

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

						I-6	59 Walnut	Stre	eet SB Ramp o	over I-	69 NB/SB,	2.92	miles N of S	R 46	[2200634]						
Project											Fisca	l Yea	r								
Phase	Funding Source		20	024			20)25			20)26			20)27		20	28		Totals*
Phase		Fe	deral		State	Fe	ederal		State	Fe	deral		State		Federal		State	ederal		State	
CN	STBG	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	165,892	\$	41,473	\$ -	\$	-	\$ 207,365
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	165,892	\$	41,473	\$ -	\$	-	\$ 207,365
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																			

						I-69 Ov	er E	Bean Blossom	0	verflow, 3.28 ı	nile	s N of SR 46	[220	0635]					
Ducient										Fiscal	Yea	ar							
Project	Funding Source		2	024		20	25			20	26			20	27	20	28		Totals*
Phase			Federal		State	Federal		State		Federal		State		Federal	State	Federal		State	
CN	STBG	\$		\$	-	\$	\$	-	\$	-	\$	-	\$	261,934	\$ 65,484	\$ - 3	\$	-	\$ 327,418
	Totals	\$		\$	-	\$ 	\$	-	\$	-	\$	-	\$	261,934	\$ 65,484	\$ - 3	\$	-	\$ 327,418
*Estimated To	tal Project Cost (23 CFR 45.326	(g)(2))																	

						ŀ	-69 Kinser Pik	e, 2	2.47 miles N o	f SR	46 [2200734]							
Project									Fiscal	Ye	ar							
Phase	Funding Source	20	024		20	25			20	26		20	27		20	28		Totals*
Phase		Federal		State	Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 165,892	\$	41,473	\$ -	\$	-	\$ 207,365
	Totals	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 165,892	\$	41,473	\$ -	\$	-	\$ 207,365
										-								

								1 69	Sample Roa	ad, 6.30	miles N c	of SR	46 [2200744]							
Project	Funding Source										Fiscal	l Yea	r								Totals*
Phase	Funding Source		20	024			20	25			20	26			20	27			202	3	Totals
Filase		Fee	deral		State	Fe	deral		State	Fe	deral		State		Federal	State		Federal		State	
CN	STBG	\$	-	\$		\$	-	\$	-	\$		\$	-	\$	165,892	\$ 41,4	73	\$ -		÷ -	\$ 207,365
	Totals	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	165,892	\$ 41,4	73	\$ -		s -	\$ 207,365

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

						VA VA	ARI Seym	our D	District Place	holde	r for RPM F	Refu	bishments f	or 20	27 [2200935	5]						
Project	Funding Source										Fiscal	Yea	r									Totals*
-							2	025			20	26			20	27			20	028		Totals
Flidse	Phase Federal State					Fe	deral		State	F	ederal		State	F	Federal		State	Fe	ederal		State	
CN	N HSIP \$			\$	-	\$	-	\$	-	\$		\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ 750,000
	Totals	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	675,000	\$	75,000	\$	-	\$	-	\$ 750,000
*Estimated To																						

					VA	VA	RI Seymour D	Dist	rict Placehold	er f	for Traffic Sigr	nal I	Modernizatio	onst	for 2027 [220	0937	1				
Project	Funding Source							Fiscal	Yea	ar								Totals*			
Phase	Funding Source		20)24			20	25			20	26			20	27		20	28		Totals
Filase		F	Federal		State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	2,300,895	\$	255,655	\$	\$		\$ 2,556,550
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,300,895	\$	255,655	\$ -	\$	-	\$ 2,556,550
*Estimated To	tal Broject Cost /33 CEB 45 336/	a)(2))																			

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

						Se	eymour Distri	ct S	ystemic Safe	ty - I	New or Slott	ed L	eft Turn (No	RC	W) [2200940]							
Project											Fiscal	Yea	r									
-	Funding Source		20	24			20	25			20	26			20	27		20	28		1	Totals*
Phase	Federal						Federal		State		Federal		State		Federal		State	Federal		State	1	
CN	HSIP	Federal \$		\$		\$		\$	-	\$		\$		\$	2,916,000	\$	324,000	\$ -	\$	-	\$	3,240,000
PE	HSIP	\$	450,000	\$	50,000	\$		\$	-	\$		\$		\$	-	\$	-	\$ -	\$	-	\$	500,000
	Totals	\$	450,000	\$	50,000	\$		\$		\$		\$		\$	2,916,000	\$	324,000	\$ -	\$	-	\$	3,740,000

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

								1	District Wide	Pe	destrian Cros	sin	gs [2200995]									
Project											Fiscal	Ye	ar									
Phase	Funding Source		20)24			20	25			20	26			20	27			20	028		Totals*
Phase		Federal	State		Federal		State		Federal		State		Federal		State		Federal		State			
CN	Safety Construction	\$	-	\$		\$	-	\$	-	\$	-	\$		\$	883,125	\$	-	\$	-	\$	-	\$ 883,125
	Totals	\$		\$		\$	-	\$	-	\$	-	\$		\$	883,125	\$	-	\$	-	\$		\$ 883,125
						<u> </u>								· ·	,			· ·		<u> </u>		 ,

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

						Seymour	Dist	rict ITS & Sig	nal N	Aaintenance	e Co	ntract - FY 2	5 [2	201139]							
Project										Fiscal	Yea	r									
-	Funding Source		20)24		20	25			202	26			20	27			20)28		Totals*
Phase	Phase Federal				State	Federal		State	F	ederal		State		Federal		State	F	ederal		State	
CN	Statewide Construction	\$		\$	-	\$ 167,200	\$	41,800	\$	-	\$		\$	-	\$		\$	-	\$	-	\$ 209,000
	Totals	\$	-	\$	-	\$ 167,200	\$	41,800	\$	-	\$		\$	-	\$		\$	-	\$	-	\$ 209,000
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																			

Traffic Signal Modernizations at various locations in Seymour District [2201149] Fiscal Year																									
										Fiscal	Yea	ar													
Funding Source		20	24			20	25			20	26			20	27			20)28			Totals*			
	Fe		State		Federal		State		Federal		State	I	Federal		State	Fe	deral		State						
ISIP	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	855,000	\$	95,000	\$	-	\$	-	\$	950,000			
Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	855,000	\$	95,000	\$	-	\$	-	\$	950,000			
1	SIP	Fe SIP \$	Federal SIP \$ -	Federal SIP \$ - \$	Federal State SIP \$ - \$ -	Funding Source 2024 Federal State SIP \$ - \$ - \$	Funding Source 2024 2020 Federal State Federal SIP \$ - \$ - \$ -	Funding Source 2024 2025 Federal State Federal State SIP \$ - \$ - \$ - \$ \$	Funding Source 2024 2025 Federal State Federal State SIP \$ - \$ - \$ - \$ -	Funding Source 2024 2025 Federal State Federal State SIP \$ - \$ - \$ - \$ - \$ 5	Funding Source Fiscal Funding Source 2024 2025 20 Federal State Federal State Federal SIP \$ - \$ - \$ - \$ - \$ - \$ -	Fiscal Ye: Funding Source Z024 Z025 Z026 Federal State Federal State Federal SIP \$	Fiscal Year Fiscal Year Fiscal Year Federal State Federal State Federal State Federal State SIP \$ - \$	Fiscal Year Fiscal Year Funding Source Z024 Z025 Z026 Federal State Federal State Federal State Federal State Fiscal Year SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Fiscal Year Fiscal Year	Fiscal Year 7 Fiscal Year 2027 2026 2027 Federal State S <th< td=""><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2024 2027 Federal State Federal State SIP \$ - \$ - \$ - \$ - \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ \$ 95,000 \$ 95,000 \$ \$ 95,000 \$ <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal State State State State Federal State <</td><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2027 2027 2027 2027 2027 2027 202 Federal State State State <th colspa="</td"><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2027 2028 Federal State Federal Colspan="2">2027 2028 Fiscal Year 2027 2028 Federal State S <th <="" colspan="2" td=""><td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td></th></td></th></td></td<></td></th<>	Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2024 2027 Federal State Federal State SIP \$ - \$ - \$ - \$ - \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ 95,000 \$ \$ 95,000 \$ 95,000 \$ \$ 95,000 \$ <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal State State State State Federal State <</td><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2027 2027 2027 2027 2027 2027 202 Federal State State State <th colspa="</td"><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2027 2028 Federal State Federal Colspan="2">2027 2028 Fiscal Year 2027 2028 Federal State S <th <="" colspan="2" td=""><td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td></th></td></th></td></td<>	Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal State State State State Federal State <	Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2027 2027 2027 2027 2027 2027 202 Federal State State State <th colspa="</td"><td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2027 2028 Federal State Federal Colspan="2">2027 2028 Fiscal Year 2027 2028 Federal State S <th <="" colspan="2" td=""><td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td></th></td></th>	<td>Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2027 2028 Federal State Federal Colspan="2">2027 2028 Fiscal Year 2027 2028 Federal State S <th <="" colspan="2" td=""><td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td></th></td>	Fiscal Year Fiscal Year Fiscal Year Fiscal Year Fiscal Year 2027 2028 Federal State Federal Colspan="2">2027 2028 Fiscal Year 2027 2028 Federal State S <th <="" colspan="2" td=""><td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td></th>	<td>Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<></td>		Fiscal Year Fiscal Year Fiscal Year State 2026 2027 2028 Federal State Federal State Federal State Federal State Federal State Federal State SIP \$ - <td< td=""><td>Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <</td></td<>	Fiscal Year Fiscal Year Fiscal Year State Federal 2027 2028 Federal State SIP \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ - \$ - \$ \$ 5 - \$ 5 - \$ 5 - \$ \$ 5 - \$ \$ 5 - \$ \$ <

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

						V	ΑV	ARI Various lo	ocati	ions in Seym	our	Distrct [2201	216	6]						
Project										Fiscal	Ye	ar								
-	Funding Source		2	024		20	25			20	26			20)27		20	028		Totals*
Phase	Phase		ederal		State	Federal		State		Federal		State		Federal		State	Federal		State	
CN	HSIP	\$	-	\$	-	\$ 405,000	\$	45,000	\$	-	\$		\$		\$	-	\$ -	\$	-	\$ 450,000
	Totals	\$	-	\$	-	\$ 405,000	\$	45,000	\$	-	\$	-	\$		\$	-	\$ -	\$	-	\$ 450,000
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																		

							va vari idi	Q, 1	various locatio	ons th	roughout t	the S	Seymour Dist	trict	[2300013]							
Project	Funding Source										Fisca	l Yea	ar									Totals*
-	Funding Source		20	24			20	25			20	026			20	27			2	028		Totals
Phase	Federal					l	Federal		State	F	ederal		State		Federal		State	-	Federal		State	
CN	STBG	\$	800,000	\$	200,000	\$		\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$ 1,000,000
	Totals	\$	800,000	\$	200,000	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 1,000,000
*Estimated To	otal Project Cost (23 CFR 45.326(g)(2))																				

Estimated fotal Project Cost (25 CPR 45.520(g)(2))

					Electric	veł	nicle chargin	gint	frastructure	at v	arious locatio	ns a	long Indiana	Int	erstates [230	0274	l]				
Project											Fiscal	Yea	ır								
Phase	Funding Source)24			20	25			20	26			20)27		20	28		Totals*		
Plidse		F	ederal		State		Federal		State		Federal		State		Federal		State	Federal		State	
CN	NEVI									\$	15,958,569	\$	3,989,642	\$	21,794,319	\$	5,448,580	\$ 15, 190, 289	\$	3,797,572	\$ 66,178,971
PE	NEVI	\$	800,000	\$	200,000	\$	6,669,120	\$	1,667,280												\$ 9,336,400
	Totals	\$	800,000	\$	200,000	\$	6,669,120	\$	1,667,280	\$	15,958,569	\$	3,989,642	\$	21,794,319	\$	5,448,580	\$ 15, 190, 289	\$	3,797,572	\$ 75,515,371

Note: An amendment to funding amounts and project phases was approved by the Policy Committee on September 13, 2024.

						Pro	tect Program	n De	evelopment	or In	rastructure	e Inv	estment & J	obs	Act [2300671	l]						
Project											Fisca	l Yea	ır									
Project	Funding Source		20	24			20	25			20)26			20	27			20	28		Totals*
Phase		F	ederal		State		Federal		State	F	ederal		State		Federal		State	F	ederal		State	
PE	STBG \$ 400,000 \$							\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000
	Totals	\$	400,000	\$	100,000	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000
*Estimated To	otal Project Cost (23 CFR 45.326)	g)(2))																				

CONTRA	CT: 45246										
DES #2300	919 - Rockport Rd I	N Bridge over	I-69 NB/SB B	ridge Thin De	ck Overlay						
Project						Fiscal	Year				
Phase	Funding Source	202	24	20	25	202	26	2027	20	28	Totals*
Flidse		Federal	State	Federal	State	Federal	State	Federal State	Federal	State	
CN	STBG							\$ 187,426 \$ 46,	56		\$ 234,282
	Totals	\$-	\$-	\$-	\$-	\$-	\$-	\$ 187,426 \$ 46,	56\$-	\$-	\$ 234,282
DES #2300	920 - Tapp Road br	idge over I-69	NB/SB Bridg	e Thin Deck O	verlay						
Project						Fiscal	Year				
-	Funding Source	202	24	20	25	202	26	2027	20	28	Totals*
Phase		Federal	State	Federal	State	Federal	State	Federal State	Federal	State	
CN	STBG							\$ 196,350 \$ 49,	88		\$ 245,438
	Totals	\$ -	\$ -	\$-	\$ -	\$ -	\$ -	\$ 196,350 \$ 49,	88\$-	\$ -	\$ 245,438

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

Note: An amendment was approved by the BMCMPO Policy Committee on April 11, 2025 to move the existing DES#2300919 and #2300920 funding from FV2028 to FV2027. ***CURRENTLY PENDING STATE/FEDERAL REVIEW

								I-69 Cl	har	mbers Pike [23	3009	21]							
Project	Funding Source									Fisca	l Yea	ar							Totals*
Phase	Fulluing Source		20	124		20	25			20	26		20	27		20	28		Totals
Filase		Fe	deral		State	Federal		State		Federal		State	Federal		State	Federal		State	
CN	STBG	\$	-	\$	-	\$	\$	-	\$	-	\$		\$	\$	-	\$ 205,275	\$	51,319	\$ 256,594
	Totals	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 	\$	-	\$ 205,275	\$	51,319	\$ 256,594

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

							S	R 45 Small St	ruc	ture Replacer	nen	t [2300998]							
Project	Funding Source									Fiscal	Yea	ar							Totals*
Phase	Fulluling Source		20	24		20	25			20	26		20	27		20	28		Totals
Flidse		F	Federal		State	Federal		State		Federal		State	Federal		State	Federal		State	
PE	STBG	\$	-	\$	-	\$ 180,000	\$	45,000	\$	-	\$	-	\$ -	\$	-	\$ -	\$	-	\$ 225,000
RW	STBG	\$		\$	-	\$ -	\$		\$	12,000	\$	3,000	\$ -	\$		\$	\$		\$ 15,000
CN	STBG	\$		\$	-	\$ -	\$		\$	-	\$	-	\$ 64,000	\$	16,000	\$ 447,750	\$	111,938	\$ 639,688
	Totals	\$		\$	-	\$ 180,000	\$	45,000	\$	12,000	\$	3,000	\$ 64,000	\$	16,000	\$ 447,750	\$	111,938	\$ 879,688

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

						S	R 44	6 S of SR 4	16 [2	301124] - con	ntra	ct #45232										
Funding Source										Fiscal	Yea	ar										Totals*
		20	24			202	25			202	26			202	27			20	28			
	Fed	eral		State		Federal		State		Federal		State	F	ederal		State		Federal		State		
NHPP	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
NHPP	\$		\$	-	\$	-	\$	-	\$		\$		\$	8,000	\$	2,000	\$	1,678,630	\$	419,657	\$	2,108,287
Totals	\$		\$	-	\$	-	\$	-	\$	-	\$		\$	8,000	\$	2,000	\$	1,678,630	\$	419,657	\$	2,108,287
	NHPP NHPP	Fed NHPP \$ NHPP \$	20 Federal NHPP \$ - NHPP \$ -	2024 Federal S NHPP \$ - \$ NHPP \$ - \$	ZO24 Federal State NHPP \$ - \$ - NHPP \$ - \$ -	2024 Federal State NHPP \$ - \$ \$ - \$ - \$ NHPP \$ - \$ - \$	Funding Source 2024 202 Federal State Federal NHPP \$ - \$ - \$ - NHPP \$ - \$ >	Funding Source 2024 2025 Federal State Federal NHPP \$\$<-\$\$\$<-\$\$\$<-\$\$\$	Funding Source 2024 2025 Federal State Federal State NHPP \$ - \$ \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Funding Source 2024 2025 Federal State Federal State NHPP \$ - \$ - \$	Funding Source Fiscal Federal State S S S S S S S S S S S S S S S	Funding Source Fiscal Yes Fiscal Yes 2024 2025 2026 Federal State Federal State Federal S NHPP \$ - \$ - \$ - \$ NHPP \$ - \$ - \$ - \$ <t< td=""><td>2024 2025 2026 Federal State Federal State NHPP \$ - \$</td><td>Funding Source Fiscal Year Fiscal Year 2024 2025 Z026 Image Product State Federal State Federal State Federal State Federal State Fiscal Year NHPP S - S <</td><td>Funding Source Fiscal Year Fiscal Year 2024 2025 2026 200 Federal State S S S S S S S S S S S S S S S S S <th 2"="" colspa="</td><td>Funding Source Fiscal Year Fiscal Year 2024 2025 2026 2027 Federal State Federal State Federal State Federal NHPP \$ \$ \$ \$ \$ \$ \$ Colspan=">Colspan="2"Colspan="2</th></td><td>Fiscal Year Fiscal Year Fiscal Year CO24 2025 2026 2027 Federal State Federal State Federal State Federal State Federal State State Federal State NHPP \$ - \$</td><td>Funding Source Fiscal Year Fiscal Year Colspan="2">Colspan="2">State Federal State State PPP S <ths< td=""><td>Funding Source Fiscal Year Fiscal Year 2026 2027 2027 2027 2027 2027 2027 2027 2027 2027 202 NHPP S -</td><td>Funding Source Fiscal Year Fiscal Year 2026 2027 2028 Federal State Federal 2026 2027 2028 NHPP S S S S S S Federal State Federal State Federal State Federal NHP S</td></ths<></td></t<> <td>Funding Source Fiscal Year Fiscal Year CO26 2027 2028 Federal State Federal State Federal State NHPP \$ - \$ <th< td=""><td>Funding Source Fiscal Year Fiscal Year Fiscal Year Prederal State Colspan="5">Colspan="5">Colspan=5 Fiscal Year Federal State Federal State Federal State Federal State Federal State NHPP \$ - \$ <</td></th<></td>	2024 2025 2026 Federal State Federal State NHPP \$ - \$	Funding Source Fiscal Year Fiscal Year 2024 2025 Z026 Image Product State Federal State Federal State Federal State Federal State Fiscal Year NHPP S - S <	Funding Source Fiscal Year Fiscal Year 2024 2025 2026 200 Federal State S S S S S S S S S S S S S S S S S <th 2"="" colspa="</td><td>Funding Source Fiscal Year Fiscal Year 2024 2025 2026 2027 Federal State Federal State Federal State Federal NHPP \$ \$ \$ \$ \$ \$ \$ Colspan=">Colspan="2"Colspan="2</th>	Colspan="2">Colspan="2"Colspan="2	Fiscal Year Fiscal Year Fiscal Year CO24 2025 2026 2027 Federal State Federal State Federal State Federal State Federal State State Federal State NHPP \$ - \$	Funding Source Fiscal Year Fiscal Year Colspan="2">Colspan="2">State Federal State State PPP S <ths< td=""><td>Funding Source Fiscal Year Fiscal Year 2026 2027 2027 2027 2027 2027 2027 2027 2027 2027 202 NHPP S -</td><td>Funding Source Fiscal Year Fiscal Year 2026 2027 2028 Federal State Federal 2026 2027 2028 NHPP S S S S S S Federal State Federal State Federal State Federal NHP S</td></ths<>	Funding Source Fiscal Year Fiscal Year 2026 2027 2027 2027 2027 2027 2027 2027 2027 2027 202 NHPP S -	Funding Source Fiscal Year Fiscal Year 2026 2027 2028 Federal State Federal 2026 2027 2028 NHPP S S S S S S Federal State Federal State Federal State Federal NHP S	Funding Source Fiscal Year Fiscal Year CO26 2027 2028 Federal State Federal State Federal State NHPP \$ - \$ <th< td=""><td>Funding Source Fiscal Year Fiscal Year Fiscal Year Prederal State Colspan="5">Colspan="5">Colspan=5 Fiscal Year Federal State Federal State Federal State Federal State Federal State NHPP \$ - \$ <</td></th<>	Funding Source Fiscal Year Fiscal Year Fiscal Year Prederal State Colspan="5">Colspan="5">Colspan=5 Fiscal Year Federal State Federal State Federal State Federal State Federal State NHPP \$ - \$ <

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

Note: A change was approved in March 2025 to remove FY2025 PE funding (funding being given to 2301227)

			SR 446 to	Moore	es Pike si	dewa	alk replac	eme	ent and const	ructio	n [23012	227] -	 contract # 	4523	2				
Project	Funding Source								Fiscal \	/ear									Totals*
Phase					202	25			202	6			202	27		202	28		
	Federal State			Fee	deral		State		Federal	St	ate	F	ederal		State	Federal		State	
PE	HSIP			\$	694,458	\$	77,162	\$	-										\$ 771,620
RW	HSIP							\$	31,500	\$	3,500								\$ 35,000
CN	HSIP							\$	-			\$	18,000	\$	2,000	\$ 1,606,500	\$	178,500	\$ 1,805,000
	Totals	\$-	\$-	\$	694,458	\$	77,162	\$	31,500	\$	3,500	\$	18,000	\$	2,000	\$ 1,606,500	\$	178,500	\$ 2,611,620

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

Note: A change was approved in March 2025 to increase federal and state PE funds for FY 2025

			I-69 W	ron	g Way Signag	ge wi	th LED Light	s at	the Intersect	tions	s of I-69 & Fu	ller	ton Pike and	I-69	& SR 45/W I	Bloo	mfield Rd [2	4000)27]				
Project											Fiscal	Yea	r										
Phase	Funding Source		20	24			20	25			20	26			20	27			20	28		I	Totals*
Phase		1	Federal		State	F	ederal		State		Federal		State	F	Federal		State	I	Federal		State	1	
CN	NHPP	\$	188,458	\$	20,940	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	209,398
	Totals	\$	188,458	\$	20,940	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	209,398

								SR 45 a	ıt Li	berty Drive [2	400	106]							
Project	Funding Source									Fisca	Yea	ar							Totals*
Phase	Funding Source		20	24		20	25			20	26		20	27		20)28		Totals
FildSe		F	ederal		State	Federal		State		Federal		State	Federal		State	Federal		State	
RW	HSIP	\$		\$	-	\$ -	\$	-	\$	9,000	\$	1,000	\$ -	\$	-	\$ -	\$	-	\$ 10,000
CN	HSIP	\$		\$	-	\$ -	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 722,700	\$	80,300	\$ 803,000
	Totals	\$		\$	-	\$ -	\$	-	\$	9,000	\$	1,000	\$ -	\$	-	\$ 722,700	\$	80,300	\$ 813,000
*Estimated Tota	al Project Cost (23 CFR 45.326(g)	(2))																	

					1-0	69 S	lide Correctio	n fro	om SR 37 to 3	3.9	6 miles S of SR	252	(Indian Cree	ek B	Bridge) [23011	45]					
Project	Funding Source										Fiscal	Yea	ar								Totals*
Phase	Fullung Source		20	024			20	25			20	26			20	27		20	28		Totals
Pridse		F	ederal		State		Federal		State		Federal		State		Federal		State	Federal		State	
PE	NHS	\$	-	\$	-	\$	576,000	\$	64,000	\$	-	\$	-	\$	-	\$	-	\$ -	\$		\$ 640,000
RW	NHS	\$	-	\$	-	\$	-	\$	-	\$	90,000	\$	10,000	\$	-	\$	-	\$ -	\$		\$ 100,000
CN	NHS	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,000	\$	1,000	\$ 5,594,468	\$	621,608	\$ 6,226,076
	Totals	\$	-	\$	-	\$	576,000	\$	64,000	\$	90,000	\$	10,000	\$	9,000	\$	1,000	\$ 5,594,468	\$	621,608	\$ 6,966,076
*Estimated Tot	al Project Cost (23 CFR 45.326(g)	(2))																			

*New project approved by the Policy Committee on September 13, 2024. First appeared in FY2024-2028 TIP on November 14, 2024.

			Electric v	ehicle charging	infrastructure	e at 370 N Jacob D	r, Bloomingto	n, IN 47404 [240	00606]			
Proj	ect Funding Source					Fiscal	Year					Totals*
-	•	20	24	20	25	202	26	20	27	20	28	Totals.
Pha	se	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NEVI			\$ 600,000	\$ 150,000							\$ 750,000
	Totals	\$-	\$ -	\$ 600,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000

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

Note: The addition of this new project was approved by the Policy Committee in September 2024. The update of the STIP was finalized in November 2024

							Soil re	pair on	n MSE fai	ilure	s – South Dis	tric	ts [DES #24	0059	91]							
Project	Funding Source										Fiscal	/ea	r									Totals*
-	Funding Source		20	24			20	25			202	6			202	27			20	28		TOLAIS
Phase		Fe	deral	S	tate	Fe	deral	S	tate		Federal		State	I	Federal		State	Fe	deral	St	tate	
CN	STP									\$	1,600,000	\$	400,000									\$ 2,000,000
	Totals	\$	-	\$	-	\$	-	\$	-	\$	1,600,000	\$	400,000	\$	-	\$	-	\$	-	\$	-	\$ 2,000,000
*Estimated Tota	al Project Cost (23 CFR 45.3	26(g)(2))																				

Note: An amendment was approved by Policy Committee on February 14, 2025 to add this as a new project to the FY2024-2028 TIP. Federal approval for this change was received on April 24, 2025.

				See	ction 130 Railro	oad Safety Proje	ct [DES #20008	04]				
Project	Funding Source					Fiscal	Year					Totals*
	Funding Source	202	24	202	25	202	26	20	27	20	28	Totals.
Phase		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	HSIP			\$ 2,030,632								\$ 2,030,632
	Totals	\$ -	\$ -	\$ 2,030,632	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,030,632

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

Note: This project includes work at the following railroad crossings: 292192Y, 292180E, 292178D, 292172M, 2923975, 292313U, 292187C. Only locations 292180E, 292178D, 292172M locations are within the BMCMPO's planning area - those three projects alone total \$830,754.

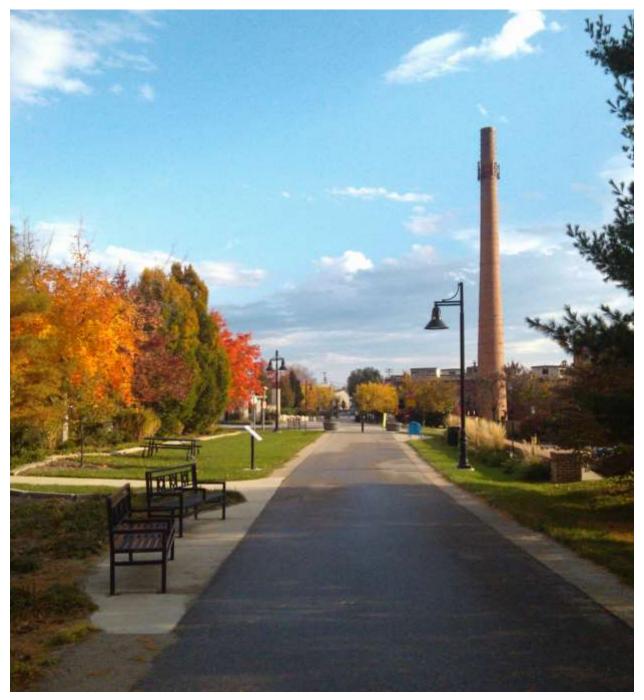
Note: An amendment was approved by Policy Committee on February 14, 2025 to add this as a new project to the FY2024-2028 TIP. Federal approval for this change was received on April 24, 2025.

1.5″ pre	eventative maintenan	ce	HMA overlay	res						bl	es from SR isters/left turr structures.						rail e	end section	s, da	maged ar	eas i	and small
CONTRACT:																						
DES # 19003	31																				-	
Project	Funding Source		202	24			202	25			Fiscal 202		r	20	27			20	28			Totals*
Phase			Federal		State		Federal		State		Federal		State	Federal		State		Federal		State		
RW	NHPP	\$	56,000	\$	14,000	\$	33,720	\$	8,430												\$	112,150
UT	NHPP									\$	8,000	\$	2,000								\$	10,000
CN	NHPP													\$ 9,669,991	\$	2,417,498					\$	12,087,489
	Totals	\$	56,000	\$	14,000	\$	33,720	\$	8,430	\$	8,000	\$	2,000	\$ 9,669,991	\$	2,417,498	\$	-	\$	-	\$	12,209,639
DES # 25000	88																					
Project											Fiscal '	/ea	r									
Project	Funding Source		202	24			202	25			202	6		20	27			20	28			Totals*
Phase			Federal		State	I	Federal		State		Federal		State	Federal		State	_	Federal		State		
CN	NHPP													\$ 897,440	\$	224,360					\$	1,121,800
	Totals	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 897,440	\$	224,360	\$	-	\$	-	\$	1,121,800
															13,331,439							

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

Note: An amendment was approved by the Policy Committee on May 9 2025 to add 2025 RW funding, add a UT phase with 2026 funding, move CN funds for DES# 1900331 to 2027, change funding sources of both CN phases, and add a new DES# 2500088 for one of the CN fund line items. *CURRENTLY PENDING FEDERAL REVIEW

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 BMCMPO.
- **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 highwayfocused 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals.

The 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 (BMCMPO) 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 (MPOs) 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 BMCMPO *2045 MTP* supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The *2045 MTP* and the FY 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 nonmotorized 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 BMCMPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2024-2028 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPOspecific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

• Increase the security of the transportation system for motorized, nonmotorized, and transit users.

The 2045 MTP enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, 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 BMCMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

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

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

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

• Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the 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 21st 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 (BMCMPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in 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 BMCMPO 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 BMCMPO Policy Committee approved this action at a regularly scheduled meeting on February 10, 2023.

Pavement Condition Target Performance Measures

The BMCMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on 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 BMCMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on 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 BMCMPO 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 BMCMPO 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 BMCMPO 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 BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

Perform	ance Measure	2023 Target		
	Total Fatalities	894.2		
	VMT/(Hundred Million VMT)	823.07		
ety	Rate of Fatalities (Per HMVMT)	1.088		
Safety	Number of Serious Injuries	3348.1		
	Rate of Serious Injuries (Per HMVMT)	4.068		
	Number of Non-Motorized Fatalities & Serious Inj.	399.6		
Perform	ance Measure	2024 2- Year Target	2026 4- Year Target	Measured Units
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
Bric	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
Pavement	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
Pave	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
reight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System nance/F	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
System Performance/Freight	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

INDOT - BMCMPO Performance Measure Targets

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 BMCMPO *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 BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.

Appendix D: Environmental Justice

Introduction

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

Federal Statutes

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

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

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

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

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

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

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

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

Methodology & Results

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

The BMCMPO FY 2024 - 2028 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key environmental justice characteristics:

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

Bloomington-Monroe County urban area 2020 Census Tracts with 50 percent or more of either of the two (2) EJ characteristics identify locations of importance for BMCMPO transportation planning and project development needs. The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

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

Figure 1 illustrates FY 2024 2028 TIP projects with current urbanized area census tracts that have 50 percent or more of the two (2) environmental justice characteristics subject to compliance for current or future transportation system projects.

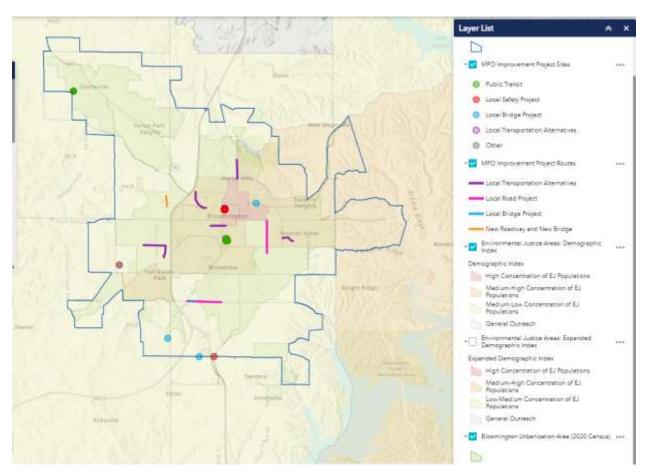


Figure 1 – BMCMPO Environmental Justice GIS Map

The adopted BMCMPO 2045 MTP did not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified EJ census tracts. Similarly, the BMCMPO FY 2024-

2028 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified Environmental Justice (EJ) census tracts.

The EJ census tracts identified for the BMCMPO 2045 MTP using 2010 Census data and the BMCMPO FY 2024-2028 TIP (using 2020 Census data) encompass large areas of the Indiana University campus housing and/or illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tracts very likely reflects the large number of undergraduate and graduate students residing within geographically established Indiana University campus boundaries.

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

Taken together, Bloomington Transit (with high-level regular scheduled service coupled with micro-transit, paratransit services, and supplemental contractual support partnerships with Uber and Lyft), IU Campus Bus, and Rural Transit provide a very comprehensive range of public transportation services to all Environmental Justice census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the *2045 MTP* and the BMCMPO FY 2024-2028 TIP shall continue maintain and to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvement projects programmed within the BMCMPO 2045 *MTP* and the BMCMPO FY 2024-2028 TIP will benefit areas with a concentration of low-income households through improved mobility and accessibility without "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2045 *MTP* and the FY 2024-2028 TIP will program multimodal transportation investment commitments within the identified Environmental Justice areas thereby ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these multiple consideration factors, the 2045 *MTP* and the FY 2024-2028 TIP are in compliance with Title VI relative to EJ.

The BMCMPO developed a geographic information systems (GIS) map for the FY 2024 – 2028 TIP that displays a collection of current and future transportation projects in relation to the USEPA's Environmental Justice demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data. The USEPA Environmental Justice website (https://www.epa.gov/ejscreen) provides additional data information. The FY 2024 - 2028 TIP Environmental Justice GIS map displays local MPO improvement project sites (e.g., public transit, local safety projects, local bridge projects, local transportation alternative projects, and more) and local MPO improvement project routes (e.g. local transportation alternatives, local road projects, local bridge projects, new roadways, and new bridge structure projects) in comparison to demographic indexes (including people of color and low-income demographics). The demographic indexes break into four categories: high concentration of EJ populations, shown in red; medium-high concentration of EJ populations, shown in orange; medium-low concentration of EJ populations, shown in yellow; and general outreach, shown in grey.

The Demographic Index represents the average of low-income and people of color percentages for each Census tract. Executive Order 12898 for Environmental Justice explicitly names these two demographic factors. The GIS map for the BMCMPO FY 2024 - 2028 TIP has the following City of Bloomington GIS data portal:

https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe 152092f3024. As previously noted in F**igure 1**, the GIS map highlights all FY 2024-2028 local public agency (LPA) projects in relation to identified Environmental Justice tracts from the 2020 Census.

Environmental Justice Area Projects

The BMCMPO continuously undertakes projects steps to improve services within Environmental Justice census tracts. Using 2010 Census data, previous BMCMPO Transportation Improvement Program (TIP) projects targeted a Bloomington neighborhood west of the downtown area given a population that did not have a vehicle and therefore used sidewalks for transportation. The City installed or improved ADA ramps and several thousand linear feet of new sidewalks in this neighborhood, eliminating more than two hundred (200) trip hazards.

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

- Improved and/or replaced downtown curb ramps;
- Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;
- Improved numerous Bloomington Transit and IU Campus Bus passenger stops, including the replacement and/or installation of passenger shelters;
- Ensured that all new sidewalks and curb ramps comply with current ADA standards;
- Improved public transit by maintaining, improving and expanding an accessible, safe and efficient public transportation system;
- Designed, maintained and constructed pedestrian facilities in compliance with the Public Rights of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA);

- Installed pedestrian push buttons at City maintained traffic signals and pedestrian hybrid beacons (15 intersections), and;
- Used a comprehensive data-driven asset management approach to directly target areas of sidewalk repair for Environmental Justice census tracts.

The BMCMPO shall continue to pursue projects where the local planning agencies identify need. The BMCMPO shall continuously update the FY 2024 - 2028 TIP Environmental Justice GIS map as local planning agencies pursue projects.

Environmental Justice – Future Reassessments

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

Appendix E: Air Quality and Climate Change Assessments

Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPO) Transportation Improvement Program (TIP) and air quality compliance.

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

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009 (<u>https://www.in.gov/idem/airmonitoring/air-quality-data/</u>), continuously samples fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for $PM_{2.5}$ is 12.0 micrograms per cubic meter (μ g/m³). 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 $PM_{2.5}$ concentrations from a single monitor must be less than or equal to 12.0 μ g/m³. A monitor that measures 12.05 μ g/m³ 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_{2.5} Annual Monitoring Data from April 2009 through December 31, 2022 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM_{2.5} decline within the urban area from 10.62 μ g/m³ to 7.1 μ g/m³. As previously noted, a monitor that measures 12.05 μ g/m³ or higher achieves nonattainment status.

The 2020 - 2022 three-year design value for the Bloomington-Monroe County PM_{2.5} monitor is 7.74 μg/m³. Reference data are publically available at <u>https://www.in.gov/idem/airmonitoring/files/monitoring_quick_view_pm25.xlsx</u>.

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.

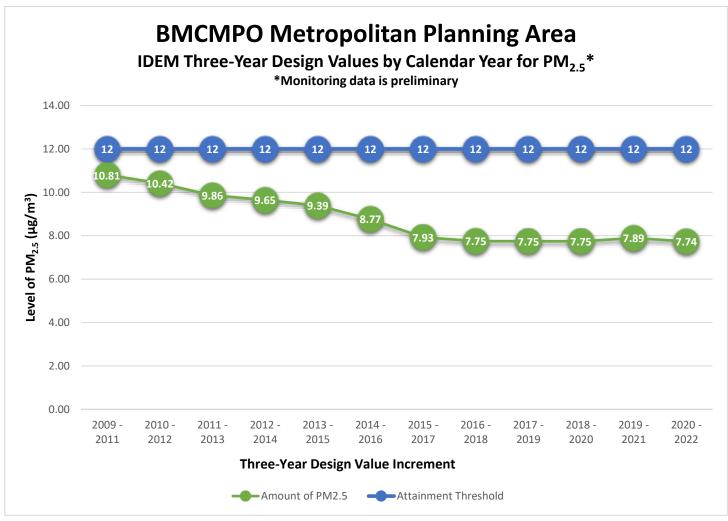


Figure E1: Annual Air Quality Monitoring Data within the BMCMPO Metropolitan Panning Area.

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 BMCMPO 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 (<u>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</u>). 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 <u>Federal Register</u> 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 BMCMPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the *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 (<u>https://docs.lib.purdue.edu/climatetr/2/</u>) 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 (<u>https://hri.eri.iu.edu/index.html</u> and (<u>https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead</u>) 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 (<u>https://www.epa.gov/arc-x/planning-climate-change-adaptation</u>).

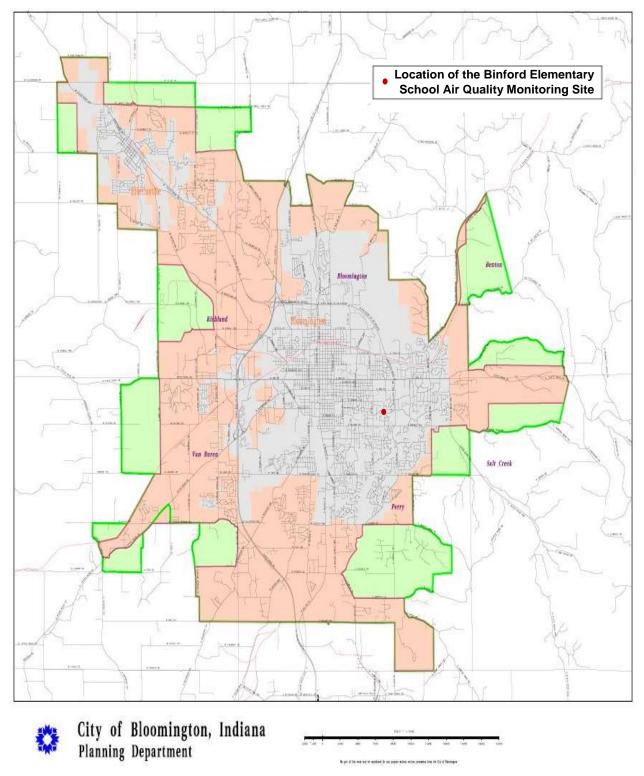


Figure E2: Location of the Binford Elementary School Air Quality Monitoring Site

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

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 (BMCMPO) *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

The BMCMPO's adopted Complete Streets Policy initially established in 2009 mirroring criteria from Smart Growth America (<u>https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/</u>), creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted BMCMPO Complete Streets Policy website posting is found at the following link: https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf.

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

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

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

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

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

Source: BMCMPO, Complete Streets Policy, November 2019.

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

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

	Weighting	Yes = 1, No = 0
System Preservation and Maintenance	1 0 0	
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)		
Project addresses a maintenance need (e.g. repaving, bridge repair)	15%	
Project is located within existing right of way]	
	Total	0
Safety		
Project addresses a known high crash risk location	-	
Project location is identified in the most recent MPO Crash Report's top 25 or crash locations	-	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations	-	
Project incorporates strategies that reduce crash risk	-	
Geometrical improvement for motorized safety Geometrical Improvement for non-motorized safety	20%	
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
Multi-Modal Options		-
Project incorporates Multi-Modal solutions		
Project located along existing transit service		
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)	20%	
Project includes sidewalk improvements	20/0	
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		
Consultant Management	Total	0
Congestion Management Project incorrection programment trategies		
Project incorporates congestion management strategies Grade separation or dedicated travel space for individual modes	-	-
Improvements to access management	-	
Signalization improvement	-	
Improves parallel facility or contributes to alternative routing	10%	-
Provides capacity for non-motorized modes	-	
Adds transit capacity	-	
Other strategies	-	
	Total	0
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	_	
Project corrects ADA non-compliance	_	
Project promotes physical activity	10%	
Project reduces vehicle emissions	_	
Project will not have a negative impact for a natural resource	-	
Project will not have a negative impact for a socio-cultural resources	Talat	
Consider now with Adapted Direct	Total	0
Consistency with Adopted Plans Project located along planned transit service	T	
Project located along planned realistiser rice	-	
Local Master Thoroughfare Plan Priority	-	
Transit Plan Priority	-	-
Bicycle/Pedestrian Plan Priority	10%	
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
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	4	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)	4	
Project is seen as adding lasting value to the community		
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment	-	
Project contributes to transportation network grid development/roadway network connectivity	Telal	
	Total	0
	rall Total	0

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3

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

Project	Brief Description	Compliant	Exempt	N/A
Crosswalk Safety Improvements – Phase III	Safetycrosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout themprovements -City of Bloomington prioritized focused on areas of low accessibility compliance			
Downtown Curb Ramps - Phase V	Safety - Safe Streets & Roads for All - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas of high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	•		
Covenanter Protected Bike Lanes	ected Bike Lanes 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. Safety & Mobility - Safe Streets & Roads for All - 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. 		•		

Old SR 37 at Dillman Rd. Intersection	Safety – 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	•		
Improvement	allow for construction to reduce crash frequency and crash severity.	1		

The BMCMPO 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 BMCMPO 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 (BM Transportation Improvement Program (TIP) - Project Prioritization Cri		
transponation improvement Program (TP) + Project Phonization Ch	Weighling Y	es = 1, No
System Preservation and Maintenance		
Project improves upon existing intrashucture or serves to rehold missing intrashucture (e.g. filling in sidewalk gaps)	1002300	1
Project addresses a maintenance need (e.g. repaying, bridge repair)	15%	1
Project is located within existing right of way		1
afety	lotof	0.45
nnery Yoject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Reports top 50 crash locations	1 1	0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pedestrian crash locations	1 1-	0
Project incorporates shategies that reduce crash risk	1 1	
Geometrical Improvement for motorized sofety	1 F	0
Geometrical Improvement for non-motorized safety	20%	1
Signalization Improvement	1 1	1
Signage/Waylinding	1 [1
Project improves safe travel to nearby schools (within 1 mile)	1 [1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	- 1
Multi-Modal Options		
hoject in corporates Multi-Modol solutions		1000
Project located along exiting transit service	1 5	1
Project located along existing pedeshiar/bicycle facility	1 1	1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes framit accommodations (e.g. pullouts, shelten, dedicated lanes, signal priority)		0
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle intrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	1 1	0
Project contains right comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge (sland, crosswalk)	4 8-	<u>v</u>
index contract register and the provide and the second second second second register and the second		1
Project makes a connection to an existing active mode facility	1 1	- í
	Total	1.4
Congestion Management	1	
Project incorporates congestion management strategies		
Grade separation or dedicated havel space for individual modes	1 1	1
Improvements to access management	1 1	1
Signalization improvement	10%	1
Improves parallel facility or contributes to alternative routing	I Man	1
Provides capacity for non-matorized modes	1 1	1
Adds transit capacity	1 1	1
Otherstrategies		1
	Total	0.7
ie alth and Equity		
Project provides increased accessibility for people with a low income & minorities		1
Project corrects ADA non-compliance		1
Project promotes physical activity	10%	1
Project reduces vehicle emissions	1122219	
Project will not have a negative impact for a natural resource	4 SH	1
Project will not have a negative impact for a socio-cultural resources	Total	0.6
Tomolelan new will be Andreada and Bloome	Idia	0.0
Consistency with Adopted Plans Project located along planned harvi's service		1
Project located along planned pedestrian/bicycle facility	1 1-	1
Local Master Thoroughtare Plan Priority	1 1	1
Tranel Plan Priority	1	0
Sicycle/Padeshian Flan Priority	10%	1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans	1 1	1
Other applicable planning documents	1	1
and Mark Mark Control Mark Control of C	Total	0.7
ontext Sensitivity and Land Use	-	
roject contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition. limited change in traffic circulation)		- 1
Project is seen as adding latting value to the community	1	1
roject supports high quality growth and land use principles	15%	
Project improves accessibility and/or connectivity to existing land use development		1
		- 1
Project location supports infil/redevelopment	1 SL	
Project location supports infil/redevelopment Project contributes to transportation network grid development/risadway network connectivity		1
	Total	0.7

Source: BMCMPO Complete Streets Policy, November 2018.

DES#TBD - Downtown Curb Ramps - Phase 4

	CMPO)	
Transportation Improvement Program (TIP) - Project Prioritization Cri	teria	
	Weighting Y	e:=1, No
ystem Preservation and Maintenance Project improves upon existing instalatucture or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repairing, bridge repair)	15%	1
Project is located within existing right of way		- 1
	Total	0.45
alety		
toject addresses a known high crash risk location Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Reports for 15 bicycle and pedestrian crash locations	1 1	0
troject incorporates strategies that reduce crash risk	1 1	
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety] *** [1
Signalization Improvement		0
Sgnage/WayAnding		1
Project improves sale travel to nearby schools (within 1 mile) Other improvements with rationale as to how the project reduces crash risk	1 1	1
	Total	0.8
Aulti-Modal Options		
roject incorporates Multi-Modal solutions		2.2
Project located along existing transit service	1 [1
Project located along entiting pedertrian/bicycle facility Project reduces modal carificit (e.g. traffic signals, grade separation, dedicated (anes)		1
Project reduces modal camical (e.g. varial signals, grade separation, dedicated lanes) Project includes transit accommadations (e.g. pullouti, shelters, dedicated lanes, signal priority)	1 1	1
Preject includes sidewalk improvements		Ť
Project includes bicycle facility improvements	20%	1
	1 1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bice lane, multi-use path)	4 1	1
Project contains high comfort pedeutrian intrachucture appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility	+ F	1
n ngapin makasi arabi makasi na amasan ng kasi ya nakasi nakasi nakasi nakasi nakasi nakasi nakasi nakasi nakas	Total	1.8
Congestion Management	01 01	
troject incorporates congestion management shalegies		
Orade separation or dedicated travel space for individual modes		ņ
Improvements to access management		1
Signalization improvement	10%	0
Improves parallel facility or contributes to attemptive routing Provides capacity for non-motorized modes		1
Addi tranif capacity	1 1	0
Otherstrategies	1 1	1
	Total	0,4
fealth and Equity		34.5
		1
Project provides increased accessibility for people with a law income & minarities		1
Freject corrects ADA non-compliance		
Project connects ADA non-compliance Project promotes physical activity	10%	
Project carrects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions	10%	i
Project corrects ADA non-compliance Project promotes physical activity	10%	1
Project connects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions Project will not have a negative impact for a natural resource	10%	1
Project corrects ADA non-compliance Project aromates physical activity Project reduces vehicle emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans		1 1 0.6
Project corrects ADA non-compliance Project promotes physical activity Project not not so that activity Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned frantitiervice		1 1 0.6
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 Sonsistency with Adopted Plans Project located along planned hanul service Project located along planned pedestrian/bicycle facility		1 1 0.6 1 1
Project corrects ADA non-compliance Project arronates physical activity Project activity Project activity Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned thanit service Project located along planned pedestrian/bicycle facility Local Mailer Theoryphare Ran Priority	Total	1 1 0.6 1 1
Project corrects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned hamili service Project located plang pl		1 1 0.6 1 1
Project corrects ADA non-compliance Project corrects ADA non-compliance Project advantation Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned pedestrian/bicycle facility Local Monter Denoughdare Ran Priority	Total	1 1 0.6 1 1 1 0
Project connects ADA non-compliance Project aromates physical activity Project aromates physical activity Project will not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned hanility service Project located along planned pedestrian/bicycle facility Local Marter Theorophare Ran Priority Torans Plan Phiority Bicycle/Pedestion Plan Plinity	Total	1 1 0.6 1 1 1 0 1
Project corrects ADA non-compliance Project corrects ADA non-compliance Project advector 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 Sonsistency with Adopted Plans Project located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Plans Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Local Matter Theroughdare Run Plantly Project Located along planned pedention/bicycle facility Located along planned pedention/bicycle facility Located Along Plantly Project Located along planted pedention/bicycle facility Located Along Planter Plantly Project Located Along Planter Pla	Total	1 1 0.6 1 1 1 0 1
Project corrects ADA non-compliance Project baromates physical activity Project baromates physical activity Project for a solution insource Project will not have a negative impact for a solution resources Project will not have a negative impact for a solution resources Sonsistency with Adopted Plans Project located along planned homit revice Project for adopted along planned pedention/bicycle facility Local Marter Thoroughfaire fram Priority Project Solution Priority Project solution Plant Planty Project solution Planty Project solution plant Planty Project solution Planty Project solution plant Planty Project solution Planty Project solution plant process Other applicable planning decuments	Total	1 1 0.6 1 1 1 0 1 1
Project corrects ADA non-compliance Project aromates physical activity Project activates which emissions Project will not have a negative impact for a natural resources Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned pedention/bicycle tacility Local Matter Theoryphane Plan Planty Transit Plan Planty Transit Plan Planty Transit Plan Planty Project Located sind principles of MPD Metropation Transportation Plan Project supports pools and principles of NPD Metropation Transportation Plan Project supports goals and principles of NPD Metropation Transportation Plan Project supports goals and principles of local lond use plans Other applicable planning documents Context Sensitivity and Lond See	10%	1 1 0.6 1 1 1 1 1 1 1 1
Project corrects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions Project Net not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned hamili service Project located along blanned hamili service Project located along Planne Project located along planned hamili service Project located planned hamili service Plannet	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 0,7
Project corrects ADA non-compliance Project aromates physical activity Project activates which ceremissions Project incomes which ceremissions Project will not have a negative impact for a social-cultural resources Project will not have a negative impact for a social-cultural resources Sonistency with Adopted Plans Project located along planned pedention/bicycle facility Local Master Thorough fare Run Priority Project for an Planty Project active provide along planned pedention/bicycle facility Local Master Thorough fare Run Priority Project for an priority Project active provide along planning documents Other applicable planning documents Context Sensitivity and Lond Use Project Contextes the sense of place and matches the surrounding land use Project for the need to move people with other definite outcornes	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 0 7 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project corrects ADA non-compliance Project promotes physical activity Project reduces vehicle emissions Project Net not have a negative impact for a natural resource Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned hamili service Project located along blanned hamili service Project located along Planne Project located along planned hamili service Project located along planned hamili service Project located along planned hamili service Project located blanne Project located planned hamili service Project located blanne Project located	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 0,7
Project corrects ADA non-compliance Project corrects ADA non-compliance Project promotes physical activity Project factores vehicle emissions Project factores vehicle emissions Project located vehicle emissions Project located along planned hamilitienvice Project located bland Project located along planned hamilitienvice Project located bland Project located bland Project located along planned hamilitienvice Project located bland Project located Project loc	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 0 7 1 1 1 1 1 1 1 1 1
Project corrects ADA non-compliance Project corrects ADA non-compliance Project account of the emissions Project will not have a negative impact for a natural resources Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned pedetrion/bic/cle facility Local Mailer Thankup Ran Priority Project Jonather Thankup Ran Priority Project Jonather Plans Project Jonat	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project control to ADA non-compliance Project control to physical activity Project activity Project factor as which emissions Project will not have a negative impact for a socio-cultural resources Project will not have a negative impact for a socio-cultural resources Consistency with Adopted Plans Project located along planned hanult service Project location the project along blanned hanult service Project located along planned hanult service Project location along principies of MPO Metropositan transportation from Project antibulty and Lond Use Project locate the need to move people with other device but corres Project balances the need to move people with other device but corres Project balances the need to move people with other device but corres Project balances the need to move people with other devices Project location is position and data se principles Project balances the need to move people with other devices but adapted acquisiten, limited change in traffic circulation) Project balances the need to move people with other devices but adapted acquisiten, limited change in traffic circulation) Project balances the need to move people with other devices but adapted acquisiten, limited change in traffic circulat	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project contexts ADA non-compliance Project contexts ADA non-compliance Project accounts physical activity Project located which emissions Project will not have a negative impact for a socio-cultural resources Project will not have a negative impact for a socio-cultural resources Project located along planned pedestrian/biocle toolity Local Matter Theory Plans Project located along planned pedestrian/biocle toolity Local Matter Theory Plans Project located along planned pedestrian/biocle toolity Local Matter Theory Plans Project upp aff poal and principles of MPD Metropolitan Transportation Plan Project upp aff poal and principles of NPD Metropolitan Transportation Plan Project upp aff poal and principles of local land use plans Other applicable planning documents Project contributes to the sense of place and matters the surrounding land use Project involves minimal discuption to the community (e.g. limited kand acquisition, limited change in tablic circulation) Project supports high quality growth and land use principles Project high quality	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Project corrects ADA non-compliance Project corrects ADA non-compliance Project account of physical activity Project activity	10%	1 1 0.6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

FY 2024-2028 Transportation Improvement Program

Bloomington-Monroe County Metropolitan Planning Organization (BM	CMPO)	
Transportation Improvement Program (TIP) - Project Prioritization Cri	teria	
		Yes = 1, No =
ystem Preservation and Maintenance		
Project improves upon existing intrastructure or serves to retrotit missing infrastructure (e.g. filling in sidewalk gaps) Project addresses a maintenance need (e.g. repaying, bridge repair)	155	1
Project is located within existing right of way	1.0.0	1
	Total	0.45
iciteity ::		
roject addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Reports top 50 crash locations	3 3	0
Project location is identified in the most recent MPC Crash-Reports top 15 bicycle and pedestrian crash locations		0
roject incorporates strategies that reduce crash risk		
Geometrical improvement for materized safety	20%	0
Geometrical improvement for non-motorized safety Signalization Improvement	1000	
Signage/WayInding	1 1	1
Project improves safe travel to nearby schools (within 1 mile)	1 1	1
Other improvements with rationale as to how the project reduces crash risk	1	1
	Total	1
Ault-Modal Options		
roject incorporates Multi-Modal solutions		
Project located along existing transit service	- 1	
Project located drong existing pedestriar/bioycle facility	- 1	1
Project reduces modal conflict je.g. halfic signals, grade separation, deckcated ianes; Project includes transit accommodations je.g. pullauts, shelten, dedicated lanes, signal priority;		0
Project includes sidewalk improvements	141228	1
Project includes bicycle facility improvements	- 20%	1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian intrastructure appropriate to facility function (e.g. cub extension, refuge island, crosswalk,	1 1	1 1.28
enhancement)	4 4	1
Project makes a connection to an weisting active made facility	Total	1.6
Congestion Management	Tonga	1.0
roject incorporates congetton management drategies		
Grade separation or dedicated travel space for individual modes	1 1	1
Improvements to access management	1 3	1
Signatization improvement	10%	1
Improves parallel facility or contributes to alternative routing	1004	1
Provides apacity for non-motorized modes		t
Adda transit capacity	4 3	0
Other stidlagies	Table	1
leath and Equity	Total	0.6
Project provides increased accessibility for people with a low income & minorities	1 1	1
Project carriects ADA non-compliance	1 1	1
Project promotes physical activity	1	1
Project reduces vehicle emissions	10%	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
	Tolai	0.6
Consistency with Adopted Plans	6	
	-	
Project located along planned hand service	- 1	
Project located along planned travit service Project located along planned pedestian/bicycle facility		0
Project located along planned transit service Project located along planned pedestian/bicycle facility Local Master Thoroughtas: Plan PEarlty	- 13431 - S	1
Project located along planned travit service Project located along planned pedestian/bicycle facility	10%	
Project located along planned transit service Project located along planned transit service Local Moster Thomaphtase Plan Plantly Transit Plan Plantly	10%	1
Project located along planned transit service Project located along planned pedestion/bicycle facility Locat Master Thoroughtas Plan Planty Transit Plan Nixoty Bicycle/Pedestrian Plan Priority	10%	1
Project located along planned hanvit service Project located along planned hanvit service Local Master Thoroughtae Ran Pfailty Transit Plan Priority Bicycle/Pedestrian Plan Priority Project supports gods and principles of MPO Methapolitan Trampartation Plan		1
Project located along planned hawit rervice Project located along planned hawit rervice Local Master Thomaphlae Plan Planty Transit Plan Niority Bicycle/Pedestrian Plan Proity Project supports goals and principles of MPO Metrapolitan Transportation Plan Project supports goals and principles of MPO Metrapolitan Transportation Plan Project supports goals and principles of MPO Metrapolitan Transportation Plan Other applicable planning documents	10%	
Project located along planned travel service Project located along planned travel service Local Moster Thoroughtes Plan Planty Travel Plan Planty Bicycle/Pedestion Plan Planty Project supports goots and principles of MPO Methapolitan transportation Plan Project supports goots and principles of local land use plans Other applicable planning documents Context Sensitivity and Land Use		1
Project located along planned transit service Project located along planned transit service Project located along planned transit service Local Mester Thomsphrae Plan Planty Transit Plan Planty Transit Plan Planty Project Podestion Plan Planty Project service and anincipies of MPO Methapolitan Transportation Plan Project upperis goods and anincipies of local land use plans Other applicable planning documents Context Sensitivity and Land Use Project contributes to the sense of place and matches the surrounding land use		1 1 0.7
Project located along planned framitienvice Isocial Master Thorsuptitien Plan Planty Transit Plan Planty Bicycle/Pedestrian Plan Planty Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of MPO Metropolitan Transportation Plan Project bedrate the sense of place and matches the sumounding land use Project badrates the need to move people with other desirable outcomes		1 0.7 1
Project located along planned transit service Project located along planned transit service Project located along planned transit service Incod Master ThorsupHise Plan Planty Transit Plan Planty Bicycle/Pedestion Plan Planty Bicycle/Pedestion Plan Planty Bicycle/Pedestion Plan Planty Dispet plants and principles of MPO Methapolitan transportation Plan Project supports goals and principles of MPO Methapolitan transportation Plan Project supports goals and principles of MPO Methapolitan transportation Plan Project supports goals and principles of MPO Methapolitan transportation Plan Project supports goals and principles of local land use plans Other applicable planning documents Context Sensitivity and Land Use Project contributes in the sense of place and matches the sumbunding land use Project balances the need to move people with other desirable outcomes Project involves mitmid disruption to the community (e.g. Imited and acquiding, Imited change in traffic circulation]	Total	1 1 0.7
Project located dring planned transit service Project located dring planned transit service Project located dring planned transit service Local Master Thorsuphras Plan Planty Transit Plan Planty Transit Plan Planty Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of MPO Metropolitan Transportation Plan Other applicable planning documents Context Sensitivity and Lond Use Project balances the need to move people with other desirable outcomes Project balances minimal distustion to the community (e.g., Finited lond acoustifian, limited change in traffic circulation) Project is seen at adding faulty out to the community		1 0.7 1
Project located along planned transit service Project located along planned transit service Project located along planned transit service Local Mester Thomsphare Plan Planty Transit Plan Priority Transit Plan Priority Project supports goods and principles of MPO Methapolitan Transportation Plan Project supports goods and principles of MPO Methapolitan Transportation Plan Project supports goods and principles of MPO Methapolitan Transportation Plan Project supports goods and principles of MPO Methapolitan Transportation Plan Project supports goods and principles of local land use plans Other applicable planning documents Context Sensitivity and Lond Use Project balances the need to move people with other desirable outcomes Project balances minimal disuption to the community (e.g. Imited land acquisition, Imited change in traffic circulation) Project seen an adding tailing value to the community	Total	1 1 0.7
Project located dring planned transit service Project located dring planned transit service Project located dring planned transit service Incost Mester ThorsuphTae Plan Planty Transit Plan Planty Project Production Plan Planty Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Other applicable planning documents Context Sessitivity and Land Use Project balances the need to move people with other desiliable outcomes Project is seen as adding lasting value to the community Project is seen as adding lasting value to the community Project supports tigh quality growth and land use principles Project improves accessibility and land use principles Project improves accessibility and/or connectivity to existing land use development Project context supports infilt/indevelopment Project Incomes in principles Project incomes accessibility and/or connectivity to existing land use development Project incomes inclusions infilt/indevelopment Project Incomes in principles Project incomes accessibility and/or connectivity to existing land use development Project Incomes infilt/indevelopment Project Incomes in principles Project incomes infiltence Project incomes in the Planty in the planty of the context of the context of the accessibility and/or connectivity to existing land use development Project Incomes infiltence Project incomes Project incomes Project incomes Project incomes Project incomes Project	Total	1 1 0.7
Project located dring planned transit service Project located dring planned transit service Project located dring planned transit service Incod Master ThorsupHise Plan Planty Transit Plan Planty Broycle/Pedestrian Plan Planty Project supports goods and principles of MPO Methapolitan transportation Plan Project supports goods and principles of MPO Methapolitan transportation Plan Project supports goods and principles of MPO Methapolitan transportation Plan Project supports goods and principles of MPO Methapolitan transportation Plan Project supports goods and principles of MPO Methapolitan transportation Plan Project supports goods and principles of MPO Methapolitan transportation Plan Project contributes to the sense of place and matches the sumbuncting land use Project contributes to the sense of place and matches the sumbuncting land use Project involves mitmind disruption to the community (e.g. Imited and acquisition, Imited change in traffic circulation] Project supports high quality growth and land we principles Project supports high quality growth and land we principles Project supports high quality growth and land we principles Project supports high quality growth and land we principles Project supports high quality and/or connectivity to existing land use development	Total	1 1 0.7
Project located dring planned transit service Project located dring planned transit service Project located dring planned transit service Incost Mester ThorsuphTae Plan Planty Transit Plan Planty Project Production Plan Planty Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Project supports goods and principles of MPO Metropolitan Transportation Plan Other applicable planning documents Context Sessitivity and Land Use Project balances the need to move people with other desiliable outcomes Project is seen as adding lasting value to the community Project is seen as adding lasting value to the community Project supports tigh quality growth and land use principles Project improves accessibility and land use principles Project improves accessibility and/or connectivity to existing land use development Project context supports infilt/indevelopment Project Incomes in principles Project incomes accessibility and/or connectivity to existing land use development Project incomes inclusions infilt/indevelopment Project Incomes in principles Project incomes accessibility and/or connectivity to existing land use development Project Incomes infilt/indevelopment Project Incomes in principles Project incomes infiltence Project incomes in the Planty in the planty of the context of the context of the accessibility and/or connectivity to existing land use development Project Incomes infiltence Project incomes Project incomes Project incomes Project incomes Project incomes Project	Total	1 1 0.7 1 1 1 1

FY 2024-2028 Transportation Improvement Program

DES#TBD - North Dunn Street Multimodal Path

Bloomington-Monroe County Metropolitan Planning Organization (BM Transportation Improvement Program (TIP) - Project Prioritization Cri		
	Weighting Y	es = 1, No
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to refrast missing infrastructure (e.g. filling in sidewalk gaps)	1975	1
Project addresses a maintenance need (e.g. repaying, bridge repay) Project is located within existing right of way	1078	+
- refer a second which wear graph of the second	Total	0.45
Safety	and the second second	
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crain Reports top 50 crain locations	1 [Û
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations	1 [0
Project incorporates shalegies that reduce crash risk		
Geometrical improvement for motorized safety	20%	0
Geometrical improvement for non-motorized safety	1 L	1
Signalization Improvement	4 4	1
Signage/Wayfinding	4 4	1
Project improves safe travel to nearby schools (within 1 mile)	4 1	1
Other improvements with rationale as to haw the project reduces crash risk	Total	
Wulii-Madal Options	10101	
Project Incorporates Multi-Model solutions	F F	
Project located plang existing transit service	1 F	1
Project located along existing redestrian/bicycle facility	1 1	1
Freject reduces model conflict (e.g. fraffic signals, grade separation, dedicated lanes)	1 1	i
Project includes framil accommodations (e.g. sullouts, shelten, dedicated lanes, signal priority)	1 1	0
Project includes sidewidk improvements	1	1
Project includes bicycle facility improvements	20%	1
	1 F	
Project contains high comfort bicycle inhastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedentian inhostructure appropriate to facility function (e.g. curb extension, refuge island, creaswalk	1 Г	
enbacement)	L L	- 1
Project makes a connection to an existing active mode facility		1
	Total	1.6
Congestion Management		
Project incorporates congestion management strategies	4 F	
Grade separation or dedicated travel space for individual modes	-10 H	1
Improvements to access management Sandiaption Improvement	4 H	1
Improves parallel facility or contributes to attendive routing	10%	1
Provides capacity for non-motorized modes	4 1	
Addi tanif capacity	- H	0
Other stockages	- H	1
	Total	0.6
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	1 1	1
Project conects ADA non-compliance	1 1	1
Freject promotes physical activity	1	1
Project teduces vehicle emissions	10%	1
Project will not have a negative impact for a natural resource	1 [1
Project will not have a negative impact for a socia-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned harsit service	1 1	1
Project located along planned pedestrian/bicycle locility	1 1	1
Local Maiter Theroughtare Plan Priority	4 4	1
Transil Flan Priority	10%	0
Bicycle/Pedestrian Plan Priority	4 ~ F	1
Project supports goals and principles of MPO Metropolitan Transportation Plan	4 H	- 1
Project supports goals and principles of lacal land use plans Other applicable planning documents	4. H	1
Uma oppicable proving occurring	Total	0.7
Conlext Sensitivity and Land Use	Total	9.7
Context sensitivity and cand use Project contributes to the sense of place and matches the surrounding land use		
Point balances for need to move people with other deviation of an electronic sector and the sector of the sector o	1 F	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)	1 1	1
Project is seen as adding latting value to the community	1 H	1
Project supports high quality growth and land use principles	15%	
Project improves accessibility and/at connectivity to existing land use development	1 F	1
	1 1	î
Project location supports will/redevelopment		
Project location supports will/redevelopment Project contributes to hansportation network grid development/soadway network connectivity	t	1
	Total	0.9

Source: BMCMPO Complete Streets Policy, November 2018.

DES#TBD - Old SR 37 & Dillman Rd Intersection

Bloomington-Monroe County Metropolitan Planning Organization (BM		
Transportation Improvement Program (TIP) - Project Prioritization Crit		
vatem Preservation and Maintenance	Weighting Y	es = 1, No:
Project improves upon enulting initiathucturis or serves to rehold masing initiathucture (e.g. filling in sidewalk gaps)	<u> </u>	1
Project addresses a maintenance need (e.g. repaying, bridge repair)	15%	0
Project is located within existing right of way		0
	Toñal	0.15
afety		
roject addresses a known high crash risk localion		
Project location is identified in the most recent NIPO Crash Reports top 50 crash locations	1 B	0
Project location is identified in the most recent MPO Crash Reports top 15 bicycle and pediethian crash locations		0
Froject incorporates strategies that reduce crash risk	.	
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety Signalization Improvement	-	1
Signage/WayInding	1 1	1
Project improves safe travel to nearby schools (within 1 mile)	1 1	1
Other improvement with rationale as to how the project reduces crash risk	1. H	i
	Total	1.2
Wulli-Madal Options		110
Project incorporates Multi-Modal solutions		
Project located along exiting handl service		0
Project located along exiting pedestrian/bicycle facility		D
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	1 5	1
Project includes transit accommodations (e.g. pullouts, shefters, dedicated ianes, signal priority)		0
Project includes sidewalk improvements	20%	1
Project includes bicycle facility improvements	L	1
Project contains high comfort bicycle inhastructure appropriate to facility function (e.g. protected bite (ane, multi-use path)		0
Project contains high comfort pedestrian intratitucture appropriate to facility function (e.g. cuts extension, refuge itland, crasswalk		
enhoncement)		0
Project makes a connection to an existing active mode facility		0
	Total	0.6
Congestion Management	-	
Project incorporates congetion management strategies	1 F	
Grade separation or dedicated travel space for individual modes improvements to access management	4 H	0
inprovements to access management Signalization improvement		0
Improves parallel facility or contributes to alternative routing	10%	1
Provides capacity for non-motorized modes	-	1
Adds transit capacity	1 H	0
Other shategies	1 F	1
	Total	0.4
Health and Equity		
Project provider increased accessibility for people with a low income & minorities	1	0
Ptoject corrects ADA non-compilance	1 1	1
Project promotes physical activity	10000	1
Project reduces vehicle emissions	10%	1
Project will not have a negative impact for a natural resource		1
		. t
Project will not have a negative impact for a socio-cultural resources	Toloi	0.5
Project will not have a negative impact for a socio-cultural resources		
Consistency with Adopted Flans Project located along planned traniit vervice		0
Consistency with Adopted Plans		0
Consistency with Adopted Plans Project located along planned tranificervice Project located along planned pedestion/Dicycle facility Local Master Tharoughtare Plan Priority	E	0
Consistency with Adopted Plans Project located along planned tranifivervice Project located along planned pedestrian/bloyde facility Local Marter Thansughtare Plan Priority Transit Plan Priority	105	0 1 0
Consistency with Adopted Plans Froject located along planned hemit service Project located along planned pedestrian/bloyde facility Local Master Thanoughtare Plan Flighty Transf Plan Flighty Bloycle/Pedestrian Plan Priority	10%	0 1 0
Consistency with Adopted Plans Project located along planned tranificerrice Project located along planned pedeshior/bloyde facility Local Moster Tharoughtore Plan Priority Transf Plan Priority Bioyale/Pedestrian Plan Priority Project upports goals and principles at MPO Metropolitan Transportation Plan	10%	0 1 0 0
Consistency with Adopted Plans Project located along planned tranificerice Project located along planned pedestion/bloyde facility Local Master Tharoughtare Plan Priority Transf Plan Priarity Bloyde/Redestrian Plan Priority Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of local lond use plans	10%	0 1 0 1 1
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Consistency with Adopted Plans Froject located along planned transit service Project located along planned transit service Project located along planned pedestion/bloyde facility Local Matter Phanoughtore Plan Priority Transit Plan Priarity Bioyle/Pedestrian Plan Printy Project supports goals and principles of MPO Metropolitan Transportation Plan Project supports goals and principles of local lond use plans Other applicable planning documents Context Sensitivity and Lond Use Project contributes to the sense of place and matches the surrounding land use Project adjuncts the need to move people with other desirable outcomes Project involves minimal disuption to the community [is.g. Smithed Iond acquisition, limited change in traffic circulation]		0 1 0 1 1 1 0.4
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FY 2024-2028 Transportation Improvement Program

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 (BMCMPO) staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, Indiana University (IU) Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2024-2028 TIP from April 2023 to adoption with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the TIP. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as lowincome 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 BMCMPO 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, <u>https://www.catstv.net/</u>) 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 BMCMPO website (<u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>) 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

٠	Policy Committee (PC) Project Requests,	
	Project Reviews and Fiscal Constraint Issues	March 10, 2023
•	TAC an 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 (<u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>)
- Legal Advertisements in the *Bloomington-Herald Times* on Friday, May 12th and Sunday, May 14th 2023. Proof of legal advertisement made available upon request from the BMCMPO staff.
- City of Bloomington Public Meeting Press Release:

FOR IMMEDIATE RELEASE

May 18, 2023

For more information, please contact:

Pat Martin, Senior Transportation Planner, <u>martipa@bloomington.in.gov</u> or 812-349-3530; or Rachael Sargent, MPO Transportation Planner, <u>rachael.sargent@bloomington.in.gov</u> or 812-349-3588.

Public Invited to Provide Input about Local Transportation Projects

Bloomington, Ind. -The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will hold a hybrid Public Information Meeting on **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** <u>Transportation Improvement Program</u> (TIP).

Join Zoom Meeting

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

Meeting ID: 865 723 1124 Passcode: BMCMPO Dial by your location +1 312 626 6799 US (Chicago) Find your local number: <u>https://bloomington.zoom.us/u/ky1ihyfjN</u>

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

Members of the public may submit comments regarding this draft document at the public meeting or directly to BMCMPO staff by email at <u>martipa@bloomington.in.gov</u> or <u>rachael.sargent@bloomington.in.gov</u>.

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: <u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>

The BMCMPO 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 (BMCMPO) P.O. Box 100

Bloomington, IN 47402

The BMCMPO staff will document and share all public comments, questions, and concerns with the MPO's committees. The Technical Advisory and Citizens Advisory Committees will meet June 28th 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: BMCMPO Dial by your location +1 312 626 6799 US (Chicago) Find your local number: <u>https://bloomington.zoom.us/u/ky1ihyfjN</u>

- I. Welcome and Introductions
- II. Draft BMCMPO 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: BMCMPO 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 <u>812-349-</u> <u>3429</u> or e-mail <u>human.rights@bloomington.in.gov</u>.

Interagency Consultation/Coordination: Calendar Year 2022 and 2023

The BMCMPO 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 BMCMPO Policy Committee on June 30, 2023.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) received several urban area constituent public comments for the *Draft FY 2024-2028 Transportation Improvement Program* initially posted on the BMCMPO Transportation Improvement Program website (<u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>) 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 BMCMPO FY 2024-2028 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
May 18, 2023	Page 31 - Purchase of 35-foot Electric	Bloomington Transit corrected the
	Buses, Charging Stations (TBD).	funding source to FTA 5339.
Brian Jones		
Program Manager, Indiana	The funding source is listed as FTA 5310.	
Department of		
Transportation	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.	
May 22, 2023	*Please note that Ms. Thomasson's	The BMCMPO staff passed along
(also email received on June	comment is summarized, with primary	the comment to the City of
4, 2023)	points captured with several quotes. For	Bloomington's Engineering
	full comment, please contact the	Department staff as they begin
Lisa Thomasson	BMCMPO.*	project concept development.
Community Member		
	All comments below regard High Street	
	Intersection Modernizations and	
	Multiuse Path [2200020].	
	 "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."	
	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.	
	Scientific research indicates that	
	multiuse paths "aren't used by	
	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."	

May 22, 2023	 so structures were not built with the intention of including a multiuse path. The High Street project creates redundancy of north-south paths, as the Greenway Project and Covenanter Project allows for north-south transportation. 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. 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. The Council Member representative indicated that he was not aware of the potential of property condemnation. In a separate comment, Ms. Thomasson inquired about the classification change of High Street. 	The Safety Targets for all Indiana MPOs reflect INDOT macro-level
Greg Alexander Community Member	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?	MPOs reflect INDOT macro-level statewide targets. The FHWA determines if INDOT has met annual and/or multi-year targets. The BMCMPO publishes a 5-year Crash Report for the identification of macro-level local trends.
	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	"I just wanted to express my hope that the projects that are prioritized from	The BMCMPO staff passed along the comment to the Monroe
Community Member	 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." 	County Highway Department staff as they begin project concept development.
	Drive to Karst Farm Connector project, giving anecdotal experience of cycling along Bloomfield Road. He stated excitement for the potential of the	
	project.	
May 22, 2023	"My concern is a nearly \$4 million roundabout at Old State Route 37 and	The BMCMPO staff passed along the comment to the Monroe
Sarah Ryterband Community Member	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."	County Highway Department staff as they begin project concept development.
	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 north-south connectivity and commended the City for the number of pedestrian- and bicyclist-oriented	
	projects within the TIP.	

May 22, 2023	Mr. McKim stated support for the Karst	The BMCMPO staff passed along
Geoff McKim Community Member	Farm Connector project and explained the anticipated route.	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	• 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.	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.
	 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. 	STPBG and STBG acronyms are changed to STBG.
	 Is there a report in the document outlining major projects that have been implemented or carried over from the previous TIP? 	The identification major project implementations has been added to the FY 2024-2028 TIP narrative under the heading "Environmental Justice Area Projects".
	 For the Non-INDOT projects-the projects should include more descriptive information such as termini, length, and type of work as appropriate. 	Project descriptions are included via links to Google Documents.
	 Environmental Justice: 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 bringing up to date as 	A GIS map is in development indicating environmental justice areas, utilizing the US EPA EJScreen tool, which utilizes the 2020 Census data.
	 necessary. For consideration for future public 	Appendix G documents the public involvement process used for

	involvement -suggest the MPO document how the public outreach/involvement is tailored to reach different EJ and/or underserved communities.	development of the FY 2024-2028 TIP and other BMCMPO public involvement activities. The adopted policy has an Environmental Justice focus given the City of Bloomington's resident and international student/faculty/staff populations.
	 Will the review/disposition of public comments be added prior to the final adoption of the TIP? 	Public comments are included in the final adoption of the TIP.
June 6, 2023 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 BMCMPO)	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."	The BMCMPO staff passed along the comment to the City of Bloomington's Engineering Department staff as they begin project concept development.

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-

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

CN means project construction or a capital acquisition such as new vehicles or transit buses.

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

Committed Improvement means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

Complete Streets means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

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

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

(https://usafacts.org/visualizations/coronavirus-covid-19-spread-

<u>map/state/indiana/county/monroe-county/</u>). In many cases, survivors will experience long-term respiratory and health related symptoms (<u>https://coronavirus.jhu.edu/map.html</u>).

Cross-Town Routes means a non-radial bus or rail service which does not enter the Central Business District.

Cumulative Bridge Funds provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars (\$100) assessed valuation of all taxable personal and real property within the county or municipality.

Cumulative Capital Development Funds are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

Daily Vehicle Miles Traveled (DVMT) means the total number of miles driven per day in a specified area by all vehicle types.

Deadhead Miles means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

Discrimination means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.

Divided Highway means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

Economic Recession means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

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

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

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

FAST Act means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a \$305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multimodal transportation.

Federal Fiscal Year (FFY) means a twelve month period from October 1st to September 30th.

Federal Highway Administration (FHWA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

Federal Transit Administration (FTA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

Geographic Information System (GIS) means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

Grant means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

Headway means the time between consecutive services. If one catches a transit vehicle that "comes every half hour", then the service you catch has a headway of 30 minutes.

Highway Safety Improvement Program (HSIP) is the FHWA's "core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads."

Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Deal or Bipartisan Infrastructure Law (BIL), is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

Illustrative Project means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

Indiana Department of Natural Resources (IDNR) is the agency that regulates and manages Indiana's natural, cultural, and recreational resources.

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

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

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

Land Use means the purpose or use for land or a structure.

Level of Service (LOS) means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

LPA means local public agency as defined under Indiana state statutes.

Local Road and Street means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

Local Share and Local Match means the non-federal matching funds provided by a local entity for federal matching funds.

Long Range Transportation Plan (LRTP, Plan or MTP) means the official multimodal transportation plan adopted by the MPO for the metropolitan area in accordance with federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

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

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

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

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

Management System means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

MAP-21 means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian, and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

Metropolitan Planning Organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

Metropolitan Planning Area (MPA) is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

Metropolitan Planning Program (PL) directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas, under the FAST Act. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement plans to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

Metropolitan Transportation Plan (MTP) means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

Micro-transit means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.

Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Motor Vehicle Highway Account (MVHA) means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

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

National Ambient Air Quality Standards (NAAQS) are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO₂), Ozone (O₃), Particulate Matter (PM_{2.5} and PM₁₀), and Sulfur Dioxide (SO₂).

National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

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

National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

National Highway System (NHS) means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

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

Non-Attainment Area means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

Operating Expense means the total of all operating costs incurred during the reporting period.

Operating Subsidy means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operational Improvement means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

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

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

Peak Direction means the direction of higher demand during a peak commuting period.

Peak Hour means that one-hour period during which the maximum amount of travel occurs.

Policy Committee (PC) is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

Preliminary Engineering (PE) means the first phase of a transportation improvement project which defines scope and project design.

Primary Arterial means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

Primary Collectors means roadways that typically carry 3,000 to 10,000 vehicles per day.

PROTECT means the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds program involving preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.

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

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

Radial Routes means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a "pulse system".

Railway Highway Crossing Program (RHCP) is a Federal Highway Administration program that provides funding for the elimination of hazards at railway-highway crossings.

Red Flag Investigation (RFI) identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

Regional Transit Authority means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

Revenue means all operating funds associated with the provision of transit service in the context of public transportation.

Roadway means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Rural Transit (RT) means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

Secondary Arterial means a street typically carrying 10,000 to 20,000 vehicles per day.

Secondary Collector means roadways in Bloomington that typically carry less than 3,000 vehicles per day.

Sidewalk means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

Strategic Highway Safety Plan (SHSP) means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities, and private highway safety organizations.

Signed Bike Routes means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

Social Justice means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

State Fiscal Year (FY) means the State of Indiana's twelve month period from July 1st to June 30th.

Statewide Transportation Improvement Program (STIP or INSTIP) means the official statewide, multimodal transportation plan developed through the statewide transportation planning process.

Surface Transportation Block Grant Program (STBG) means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the *Surface Transportation Block Grant Program* (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Sustainable Development means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

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

Thoroughfare Plan means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

Technical Advisory Committee (TAC) is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.

TIF (Tax Increment Financing Funds) refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the "base" being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

Transportation Asset Management Plan (TAMP) refers to INDOT's 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

Transportation Demand Management (TDM) means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

Transportation Equity Act for the 21st Century (TEA-21) means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

Transportation Improvement Program (TIP) means the staged, multi-year, multimodal program of transportation projects which is consistent with the metropolitan transportation plan.

Transportation System Management (TSM) means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.

U.S. Environmental Protection Agency (USEPA) is a federal agency designated to protect human health and the environment.

Urbanized Area (UZA) means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

Unified Planning Work Program (UPWP) means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

Vision Zero means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

Volume to Capacity (V/C) Ratio means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.

Wheel Tax means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.

Appendix I: Self-Certification

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;
- 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;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantages business enterprises in DOT funded projects;
- 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 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;
- 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
- 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

Daté

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 – Meeting Minutes



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

Members Present: Jason Banach, Margaret Clements (V), Andrew Cibor (P), Doug Horn, Jillian Kinzie (V), Chris Wahlman (P), Lisa Ridge, Sarah Ryterband, Julie Thomas, Nate Nickel (P), Pam Samples

Guests Present: Jay Mitchell

Staff Present: Rachael Sargent, Pat Martin

Agenda

- I. Call to Order and Introductions Lisa Ridge called the meeting to order.
- II. Approval of Meeting Agenda* **Julie Thomas moved for approval of the meeting agenda. Sarah Ryterband seconded. Motion passed by a roll call vote (11-0).* Approved.
- III. Approval of Minutes*
 - a. May 13, 2023

**Sarah Ryterband moved for approval of the meeting agenda. Julie Thomas seconded. Motion passed by a roll call vote (11-0-1).* Approved.

- IV. Communications from the Chair and Vice Chair
 - Lisa Ridge welcomed everyone, noted the recent storm damage, and wished everyone a safe July 4th holiday.
- V. Reports from Officers and/or Committees
 - Nate Nickel reported on the TAC meeting of June 27th with the recommended adoption of the FY 2024 - 2028 TIP.
 - b. Sarah Ryterband reported on the CAC meeting of June 27th with the recommended adoption of the FY 2024 - 2028 TIP. The CAC additionally received a consultant presentation of a proposed project for the intersection of Old SR 37 and Dillman Road. The CAC now supports the proposed project.
- VI. Reports from the MPO Staff

⁴⁰¹ N. Morton Street • Suite 130 • PO Box 100 • Bloomington, IN 47402 • Web: www.bloomington.in.gov/mpo Ph: (812) 349-3423 • Fax: (812) 349-3535 • Email: mpo@bloomington.in.gov

a. Pat Martin reported on the successful flex-funds transfer of unspent FY 2023 FHWA funds to the Federal Transit Administration (FTA) totaling \$3,978,983.00 for use by Bloomington Transit (BT) for the purchase of new electric buses.

VII. Old Business

a. BMCMPO FY 2024 - 2028 Transportation Improvement Program (TIP) - FINAL*. Pat Martin summarized modifications from the draft document including the receipt of public comments, review comments from the FHWA and INDOT, the achievement of fiscal constraint, the use of standard methodology for cost estimates by local public agencies, the assumption of an annual 4% inflation factor, and the recognition of total project costs. Rachael Sargent reported on program summary project programming costs for Rural Transit, Bloomington Transit, Monroe County, the City of Bloomington, and INDOT with an overall FY 2024 – 2028 TIP program totaling \$271,201,502. **Sarah Ryterband moved for adoption of the FY 2024 - 2028 TIP. Julie Thomas seconded. Motion passed by a roll call vote (10-1).* Approved.

VIII. New Business

- a. FY 2022 2026 Transportation Improvement Program (TIP) Amendments*
 - (1) DES#TBD Bloomington Transit acquisition of six paratransit/microtransit vehicles
 - (2) DES#TBD Bloomington Transit replacement of CAD/AVL hardware, equipment and associated systems.

Pat Martin presented the two (2) project amendments requested by Bloomington Transit. **Sarah Ryterband moved for approval of the FY 2022 - 2026 TIP amendments. Julie Thomas seconded. Motion passed by a roll call vote (10-1).* Approved.

- IX. Public Comment on Matters Not Included on the Agenda (non-voting items) Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.
 - a. None
- X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
 - a. None.

XI. Upcoming Meetings

- a. Policy Committee August 11, 2023 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee August 23, 2023 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee August 23, 2023 at 6:30 p.m. (Hybrid)

XII. Adjournment

a. Lisa Ridge adjourned the meeting with motions from Sarah Ryterband and Julie Thomas.

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

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

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: <u>https://bloomington.in.gov/mpo/transportation-improvement-program</u>

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 <u>rachael.sargent@bloomington.in.gov</u> or <u>martipa@bloomington.in.gov</u> for further information.

Appendix L: FY 2024-2028 TIP Approval Letter



100 North Senate Avenue Room N758-Executive Office Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor Michael Smith, Commissioner

July 18, 2023

OFTR

Mr. Patrick Martin, Senior Transportation Planner Bloomington-Monroe County Metropolitan Planning Organization 401 North Morton Street, Suite 130 Bloomington, IN 47402

Fiscal Years 2024 – 2028 Transportation Improvement Program (TIP) Approval

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2024-2028 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58.

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2024-2028 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2024-2028 timeline and will be included by reference in the INDOT FY 2024-2028 Indiana Statewide Improvement Program (STIP).

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Michael Smith, Commissioner Indiana Department of Transportation

cc: Lyndsay Quist Louis Feagans Tony McClellan Rebecca Packer Roy Nunnally Erica Tait Patrick Carpenter

File

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